

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: Various pagings.

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



JOURNAL
AND
PROCEEDINGS
OF
HER MAJESTY'S
LEGISLATIVE COUNCIL
OF THE
PROVINCE OF NOVA SCOTIA.

1862.



HALIFAX, N. S.,
E. M. McDONALD, QUEEN'S PRINTER,
1862.

1911

11



Province of }
Nova Scotia. }

PROCLAMATION.

By His Excellency the Right Honorable

The Earl of Mulgrave,

*Lieutenant-Governor and Commander-in-Chief in
and over Her Majesty's Province of Nova
Scotia and its Dependencies, &c., &c., &c.*

[L. S.]
MULGRAVE.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Eleventh day of July next:

And I have thought fit further to prorogue the same to Thursday, the Twelfth day of September next—all persons whom it may concern are desired to take notice thereof and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax,
this 17th day of June, in the twenty-fourth year
of Her Majesty's Reign, A. D. 1861.

By His Excellency's Command,

WILLIAM H. KEATING,
Deputy Secretary.

GOD SAVE THE QUEEN!

Province of }
Nova Scotia. }

PROCLAMATION.

By His Excellency the Right Honorable

The Earl of Mulgrave,

*Lieutenant-Governor and Commander-in-Chief in
and over Her Majesty's Province of Nova
Scotia, and its Dependencies, &c., &c., &c.*

[L. S.]
MULGRAVE.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Twelfth day of September next:

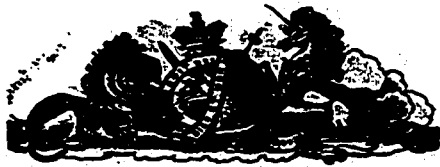
And I have thought fit further to prorogue the same to Thursday, the Fourteenth day of November next—all persons whom it may concern are desired to take notice thereof and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax,
this 28th day of August, in the twenty-fifth
year of Her Majesty's Reign, A. D. 1861.

By His Excellency's Command,

JOSEPH HOWE.

GOD SAVE THE QUEEN!



Province of }
Nova Scotia. }

PROCLAMATION.

By His Excellency the Right Honorable

The Earl of Mulgrave,

*Lieutenant-Governor and Commander-in-Chief in
and over Her Majesty's Province of Nova
Scotia and its Dependencies, &c., &c., &c.*

[L. S.]
MULGRAVE.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Fourteenth day of November next:

And I have thought fit further to prorogue the same to Thursday, the Twelfth day of December next—all persons whom it may concern are desired to take notice thereof and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax,
this 30th day of October, in the twenty-fifth
year of Her Majesty's Reign, A. D. 1861.

By His Excellency's Command,
JOSEPH HOWE.

GOD SAVE THE QUEEN!

Province of }
Nova Scotia. }

PROCLAMATION.

By His Excellency the Right Honorable

The Earl of Mulgrave,

*Lieutenant-Governor and Commander-in-Chief in
and over Her Majesty's Province of Nova
Scotia and its Dependencies, &c., &c., &c.*

[L. S.]
MULGRAVE.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Twelfth day of December, instant:

And I have thought fit further to prorogue the same to Thursday, the Second day of January next—all persons whom it may concern are desired to take notice thereof, and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax,
this 6th day of December, in the twenty-fifth
year of Her Majesty's Reign, A. D. 1861.

By His Excellency's Command,
WILLIAM H. KEATING,
Deputy Secretary.

GOD SAVE THE QUEEN!



Province of }
Nova Scotia. }

PROCLAMATION.

By His Excellency the Right Honorable

The Earl of Mulgrave,

*Lieutenant-Governor and Commander-in-Chief in
and over Her Majesty's Province of Nova
Scotia and its Dependencies, &c., &c., &c.*

[L. S.]
MULGRAVE.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Second day of January next:

And I have thought fit further to prorogue the same to Thursday, the Twenty-third day of January next—all persons whom it may concern are desired to take notice thereof and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax, this 24th day of December, in the twenty-fifth year of Her Majesty's Reign, A. D. 1861.

By His Excellency's Command,

WILLIAM H. KEATING,

Deputy Secretary.

GOD SAVE THE QUEEN!

Province of }
Nova Scotia. }

PROCLAMATION.

By His Excellency the Right Honorable

The Earl of Mulgrave,

*Lieutenant-Governor and Commander-in-Chief in
and over Her Majesty's Province of Nova
Scotia and its Dependencies, &c., &c., &c.*

[L. S.]
MULGRAVE.

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

And I have thought fit further to prorogue the same to Thursday, the Thirteenth day of February next—*then to meet for the Despatch of Business*—all persons whom it may concern are desired to take notice thereof and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax, this 8th day of January, in the twenty-fifth year of Her Majesty's Reign, A. D. 1862.

By His Excellency's Command,

WILLIAM H. KEATING,

Deputy Secretary.

GOD SAVE THE QUEEN!



JOURNAL
OF THE
PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL

OF THE
PROVINCE OF NOVA SCOTIA.

THIRD SESSION OF THE TWENTY-SECOND GENERAL ASSEMBLY.

ANNO VICESSIMO QUINTO VICTORIÆ REGINÆ.

AT HALIFAX, IN THE PROVINCE OF NOVA SCOTIA,

Legislative Council Chamber,

THURSDAY, 13th FEBRUARY, 1862.

The General Assembly having been prorogued to this day, the Council met.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ ALEXANDER KEITH,
“ WILLIAM A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM MCKEEN,
“ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
“ ANSELM F. COMEAU,
“ ROBERT B. DICKEY,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

At two of the clock, P. M., His Excellency the Right Honorable the EARL OF MULGRAVE, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c., &c., &c., came to the Council Chamber, attended as usual, and being seated, the Gentleman Usher of the Black Rod received His Excellency's command to let the House of Assembly know "It is His Excellency's will and pleasure they attend him immediately in this House," who being come with their Speaker, His Excellency was pleased to open the Session with the following Speech:

H.E. comes to Council Chamber.

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

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

The sudden death of His Royal Highness the Prince Consort has deeply afflicted our beloved Sovereign, and cast a gloom over the whole Empire.

Speech.

You will, I doubt not, be anxious to convey to the foot of the Throne an expression of sympathy and condolence in accordance with the universal sentiment of Nova Scotia.

Circumstances having arisen, which threatened, for a time, the amicable relations that have so long subsisted between Great Britain and the United States, rendering War upon our frontiers imminent, attention has naturally been turned to the state of our local defences. Her Majesty's Government has shown disposition, while maintaining the honor of the British Flag, to defend these Provinces with the whole power of the Empire; and it becomes our duty now to prepare for self-defence and to take such measures as will hereafter secure this country against sudden or unexpected attack.

It affords me much gratification to be enabled to assure you, that the Volunteer Corps, throughout the Province, are increasing in numbers and improving in discipline. In case of invasion they would have sustained the regular forces with spirit, and formed in each-county a valuable school of instruction for the Militia. But, while great credit is due to the exertions of those Corps, their numbers are still inadequate to the defence of the Province; and it should be remembered, that their services, being voluntary, it is not just that a duty, which rightly devolves on all, should be accepted from the loyalty and patriotism of a few, not only without remuneration, but at considerable sacrifice and inconvenience.

A measure, having for its object the revision of the present Militia Law, will therefore be submitted to you, and I would earnestly press upon your consideration the necessity for taking such steps as shall, without wasting our resources by extravagant expenditure, secure to the inhabitants of Nova Scotia the means of resisting aggression in the event of War.

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

The public accounts, with the estimate for the current year, will be laid before you. Though the derangement of commerce, arising out of civil war in the neighboring Republic, and from the closing of the Southern ports, has largely affected our revenue, you will be gratified to learn that the appropriations of the year have been met, and that the credit of the Province has been maintained.

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

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

The discovery of Gold, in various parts of this Province, during the past summer, has opened new sources of employment for our people.

The responsibility has hitherto devolved upon the Government of regulating this new branch of industry, guarding alike the rights of the Crown and the interests of proprietors. The responsibility of legislative regulation will now rest upon you. In the papers, which shall be laid before you, the steps, already taken, will be detailed; and your attention will be invited to a measure by which a permanent and uniform system of management may be established.

The liberal provision made at the last session for a representation of the industrial resources of this Province at the great International Exhibition, enabled me to appoint a commission charged with that service. By the labors of a body of intelligent gentlemen a very creditable display of objects of Natural History, of Art and Industry, will be made: not the least valuable or attractive portion of which will be specimens from the Gold Mines, and from the rich and inexhaustible coal measures of this Province. It is reasonable to assume that the exhibition of these specimens will attract into Nova Scotia some portion of the surplus labor of Europe, and call home many of our people who have been seeking employment in the United States and elsewhere. Some provision should be made for a wide diffu-

sion of correct information in regard to the social condition and industrial resources of this Country.

A geological survey of the Province would be invaluable, as an authoritative record of facts upon which capitalists, at home or abroad, and immigrants seeking employment, may rely. With a view to ascertain the practicability and cost of such a survey, correspondence has been opened with eminent geologists, and I shall be gratified if the financial condition of the Province is found to warrant an appropriation for this service.

Although an unfavorable answer was given, by Her Majesty's Government, to the joint address of the two Houses asking aid to the Inter-colonial Railroad, circumstances seemed, at a later period of the year, to favour the presumption that that decision might be revised; and that a renewed application, from the three Provinces most interested, would be more successful. A delegate was sent to New Brunswick, and a joint delegation subsequently assembled at Quebec. It was there determined to renew the offer made in 1849, and again in 1858, and to send delegates to England to urge the acceptance of that proposition upon Her Majesty's Government. When the papers are laid before you, I trust that the mode in which these missions were conducted will meet with your approval. No answer has yet been given to this application, which is still under the consideration of Her Majesty's Government.

Recent events have brought prominently to the notice of the people of the British Islands the absolute necessity of this great National Highway, as a work of cheap defence. The danger to our frontier, in case of war in winter, has now been demonstrated; and the cost of transporting men and material over the common roads will soon be ascertained. These considerations, we may fairly anticipate, will be maturely weighed: nor can the presence of an enormous standing army in the neighboring Republic, and the facilities for throwing large bodies of troops into the adjoining Provinces, which exist in that country, escape observation.

Much labor has been expended throughout the summer, and with beneficial results, in adjusting the titles to land in the Island of Cape Breton, and in quieting disputes arising out of the irregular occupation of Indian Reserves. This service will be continued till the irregularities of the past no longer impede the distribution of real estate and the improvement of the Island.

That you will devote yourselves to the business of legislation, in a spirit of thankfulness for the blessings of the year, I confidently anticipate; and you may as certainly rely on my anxious desire to co-operate with you in every measure calculated to promote the prosperity of the Province.

The House of Assembly then withdrew, and His Excellency was pleased to retire soon after. H. A. withdraw.
H. E. retires.

Mr. McCully presented a Bill to enable Joint Stock Companies to be incorporated—which was read a first time. Bill pro forma read.

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

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

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

To His Excellency the Right Honorable

The Earl of Mulgrave.

*Lieutenant-Governor and Commander-in-Chief in
and over Her Majesty's Province of Nova
Scotia, and its Dependencies, &c., &c., &c.*

THE ADDRESS OF THE LEGISLATIVE COUNCIL.

MAY IT PLEASE YOUR EXCELLENCY,—

Address.

The Legislative Council thank Your Excellency for the Speech delivered at the opening of the present Session.

The Legislative Council, in common with the subjects of every portion of the British Empire, having heard with sadness and unfeigned sorrow, the tidings of the death of the Prince Consort, will avail themselves of the earliest opportunity afforded to convey to Her Majesty their sincere expression of sympathy and condolence.

The Legislative Council have witnessed with unqualified pleasure, the prompt disposition manifested by England to protect the honor of her flag, and any measure having for its object the security of this Province against sudden or unexpected attack, will receive due consideration from this branch of the Legislature.

The Legislative Council learn with gratification that the Volunteer forces of the Province are increasing in numbers, and improving in discipline.

The measure promised for a revision of the Militia Law will be entertained with the consideration so important a subject merits.

The responsibility of legislating upon the subject of the recently discovered Gold Fields of Nova Scotia, the Legislative Council will assume, with an anxious desire to develop the mineral wealth of the country, and secure a permanent and uniform system of management.

The Legislative Council are pleased to learn, that through the instrumentality of a Commission appointed and charged with the service, a creditable display of objects of Natural History, Art and Industry, including specimens from the Gold and Coal mines of the country, is to be made at the International Exhibition, and their best efforts will be devoted to secure a wide distribution of correct information on all subjects connected with Provincial interests.

A scientific survey of Nova Scotia by some geologist of high repute is an object much to be desired, and as soon as the correspondence referred to is submitted, the object will command their best consideration.

When the papers promised upon the proposed Inter-colonial Railway are furnished, the Legislative Council will not fail to bestow upon them the grave consideration a subject of so much magnitude demands.

It is gratifying to be assured that the labor expended in quieting titles to lands in Cape Breton, and adjusting disputes among proprietors, has been attended with beneficial results. Efforts adapted to improve the condition of the inhabitants of that Island are certain to command the approbation of this branch of the Legislature.

The Legislative Council thankful for the blessings bestowed upon the people of this Province, assure your Excellency that they are ever ready to co-operate in perfecting all measures calculated to promote the common prosperity.

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

Com. on reporting.

Ordered, That Mr. McCully, Mr. Almon, and Mr. Brown, be a Committee to consider and report to the House the arrangements for reporting and publishing the Debates of this House for the present Session.

Adjourn.

On motion made and seconded, the House adjourned until to-morrow at half-past two o'clock.

FRIDAY, 14th FEBRUARY, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

The Address to His Excellency the Lieutenant-Governor in answer to his speech, was read a second time. Address read 2nd time,

Ordered, that the said Address be committed to a Committee of the whole House presently. And ordered to Com.

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

Ordered, That the said Address be read a third time presently.

The said Address was read a third time, and the question was put by the President, Read 3rd time,

Whether this Address shall pass?

It was resolved in the affirmative.

And passed.

Ordered, That the said Address be presented to His Excellency by the whole House. To be presented by whole House.

Ordered, That Mr. Archibald be a Committee to wait upon His Excellency, and ascertain when His Excellency will be pleased to receive this House with their Address. Com. to wait on H.E.

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

SATURDAY, 15th FEBRUARY, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ HENRY G. PINEO,
 “ JAMES MCNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,
 “ THOMAS D. ARCHIBALD,

The Honorable

“ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Report of Com. to
wait on H. E.

Mr. Archibald reported that, in pursuance of the direction of the House, he had waited upon His Excellency the Lieutenant-Governor to ascertain when he would be pleased to receive this House with their Address, and that His Excellency had been pleased to state he would receive this House at half past twelve o'clock, P. M., to-day.

House wait on H. E.
with Address.

At half-past twelve o'clock, P. M., the House proceeded to the Government House with their Address, and being returned to the Council Chamber, the President reported that His Excellency had been pleased to receive the said Address, and to make the following reply thereto :

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

Reply.

I thank you for your Address, and relying as I do on your cordial co-operation, I commend with confidence to your careful consideration the interests and welfare of the Province.

MULGRAVE.

Government House, 15th February, 1862.

Adjourn.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Saturday were read.

A Message was brought from the House of Assembly by Mr. James, To inform the House that the House of Assembly desired a Conference with this House, by Committee, on the General State of the Province.

H. A. ask Confer-
 ence on General
 State of Province.

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Despatches :

Message from H. E.
 with

Despatch, dated 4th April, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies, transmitting the Address of condolence from this House to Her Majesty on the death of Her Royal Highness the Duchess of Kent.

Despatches rel. to
 Ad. to H. M. on
 death of Duchess
 of Kent.

Despatch, dated 20th May, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

(Appendix—Duchess of Kent.)

Despatch, dated 16th December, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor, conveying the melancholy intelligence of the death of His Royal Highness the Prince Consort.

Despatches convey-
 ing death Prince
 Consort.

(Appendix—Death of Prince Consort.)

The same were read and ordered to lie on the table.

On motion, *resolved*, that the Conference, desired by the House of Assembly, on the General State of the Province, be agreed to; and that the Clerk do acquaint the House of Assembly therewith.

Conference on Gen-
 State of Province
 agreed to.

Ordered, That Mr. McCully, Mr. Almon, and Mr. Anderson, be a Committee of this House to manage the said Conference.

Committee.

And the Managers went to the Conference, and being returned, the Chairman reported that the Committee had held the said Conference, and that the Chairman of the Committee of the House of Assembly had delivered to him the following written paper:

Report.

*In the House of Assembly,
 15th February, 1862.*

Resolved, That a humble Address from this House be presented to Her Most Gracious Majesty the Queen, expressing the deep feelings of sorrow

and sympathy of the House, on account of the sudden and lamented decease of His Royal Highness the Prince Consort; and that the Legislative Council be invited to join this House in such Address.

Resolved, That a Conference be requested with the Legislative Council, by Committee, on the General State of the Province; and that the Committee of this House be instructed to communicate to the Committee of the Council a copy of the foregoing Resolution.

A. JAMES, *Clerk*.

Resolution to join H.
A. in Address of
condolence to
to H. M.

On motion, *resolved*, that this House will join the House of Assembly in a humble Address to Her Majesty the Queen, expressing the deep feeling of sorrow and sympathy entertained by this House on the sudden and lamented death of His Royal Highness the Prince Consort.

Com. to prepare Ad.

Resolved. That Mr. McCully, Mr. Almon, and Mr. Anderson, be a Committee of this House to join a Committee of the House of Assembly to prepare the said Address.

Further Conference.

Resolved. That a further Conference be desired with the House of Assembly, by Committee, on the General State of the Province; and that the Committee of this House do communicate to the Committee of the House of Assembly the foregoing Resolutions.

Joint Stock Co. Bill
ref. to sel. Com.

On motion, *resolved*, that a Bill, entitled, An Act for the Incorporation of Joint Stock Companies, be referred to a Select Committee, to examine and report upon.

Committee.

Ordered, That Mr. McCully, Mr. R. B. Dickey, Mr. Brown, Mr. Almon, and Mr. McNab, be a Committee for that purpose.

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

H. A. agree to further
Conference.

To inform the House, that the House of Assembly agreed to the further Conference desired by this House on the General State of the Province.

Committee.

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

Report.

And the managers went to the Conference; and being returned, the Chairman reported that the Committee had held the said Conference, and that he had communicated his instructions to the Committee of the House of Assembly.

Adjourn.

On motion made and seconded, the House adjourned until Wednesday, at half-past two o'clock.

WEDNESDAY, 19th FEBRUARY, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES MCNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Monday were read.

Mr. Archibald, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Despatches and Papers relative to the Gold Fields of Nova Scotia:

Message from H. E.
with Despatches
rel. to Gold Fields

Despatch, dated 18th April, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 2nd May, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Despatch, dated 15th May, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 7th June, 1861, from the same to the same.

Despatch, dated 21st June, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Despatch, dated 7th July, 1861, from the same to the same.

Despatch, dated 8th August, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 20th August, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 21st August, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Despatch, dated 22nd August, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 4th September, 1861, from the same to the same.

Despatch, dated 10th September, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Despatch, dated 23rd September, 1861, from the same to the same.

Letter, dated September 4th, 1861, from the Provincial Secretary to the Lieutenant-Governor.

Despatch, dated 3rd October, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 28th October, 1861, from the same to the same.

Report, dated 24th October, 1861, from R. Bligh Sinclair, Esq., Adjutant-General of Militia, to the Lieutenant-Governor.

Despatch, dated 29th October, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 31st October, 1861, from the same to the same.

Letter, dated October 28th, 1861, from the Provincial Secretary to the Lieutenant-Governor.

Despatch, dated 18th November, 1861, from the Secretary of State of the Colonies to the Lieutenant-Governor.

(Appendix—Nova Scotia Gold Mines.)

Halifax Railway Assessment.

Also, the following Despatches and Order in Council, relative to the Halifax Railway Assessment Act:

Despatch, dated 7th August, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 9th December, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Despatch, dated 23rd January, 1862, from the same to the same.

Order in Council, dated 6th January, 1862, specially confirming Act.

(Appendix—Halifax Railway Assessment.)

Consular Fees.

Also, the following Despatches and Papers relative to Consular Fees:

Despatch, dated 30th April, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 2nd September, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Letter, dated August 28th, 1861, from Mr. Murray to Sir F. Rogers.

Letter, dated July 25th, 1861, from Mr. Archibald to Earl Russell.

Letter, dated December 20th, 1861, from Mr. Archibald to Mr. Harvey, with forms of Papers.

(Appendix—Consular Fees.)

Disallowance of Act appointing Com'rs without the Province.

Also, the following Despatches and Papers relative to the disallowance of the Act 24 Victoria, chapter 24:

Despatch, dated 3rd September, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Opinion of the Attorney and Solicitor Generals of England, dated 30th October, 1860.

Extract from the Act assented to 17th May, 1860, concerning the Administration of Justice in Lower Canada.

(Appendix—Disallowance of Act 24 Victoria, Chap. 26.)

The same were read and ordered to lie on the Table.

Message from H. E. with Census.

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House the Census of Nova Scotia, taken March 30, 1861, under the Act of the Provincial Parliament, chapter 14, 23 Victoria—which was read and ordered to lie on the Table.

Com. on Joint Stock Bill Report.

Mr. McCully, the Chairman of the Committee to whom a Bill entitled, An Act for the Incorporation of Joint Stock Companies was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Bill to be read 2nd time.

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

Com. on Ad. of Condolence on death of Prince Consort, rep. Ad. to H. M.

Mr. McCully, the Chairman of the Committee of this House appointed to join a Committee of the House of Assembly to prepare a joint Address to Her Majesty the Queen, expressing the deep feeling of sorrow and sympathy entertained by the Council and House of Assembly, on the sudden and lamented death of His Royal Highness the Prince Consort, reported the draft of an Address, which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows:

To the Queen's Most Excellent Majesty:

**THE HUMBLE ADDRESS OF THE LEGISLATIVE COUNCIL
AND HOUSE OF ASSEMBLY OF NOVA SCOTIA.**

MAY IT PLEASE YOUR EXCELLENCY,—

We, Your Majesty's dutiful and loyal subjects, the Legislative Council and House of Assembly of Nova Scotia, beg leave, respectfully, to approach Your Majesty with the tender of our condolence upon the lamented death of His Royal Highness the Prince Consort. Address.

Your Majesty's subjects in Nova Scotia mourn with the Empire at large the loss of a Prince whose influence was exercised to elevate its taste, and increase its prosperity; and they feel with the force of a domestic calamity the sad bereavement which has befallen Your Majesty.

The people of Nova Scotia have with unfeigned admiration marked in the conduct and demeanor of Your Majesty's Royal Sons the evidence of the care with which the Prince Consort's parental obligations were discharged, and the depth of Your Majesty's affliction attests the strength of the ties which bound his Royal Highness to their Sovereign.

We pray Your Majesty to believe, that as we have surveyed with gratitude and respect the picture of domestic felicity in which the departed Prince formed so prominent an object, it is to us a melancholy satisfaction, that we are not debarred by distance, from sharing Your Majesty's sorrows, or from expressing the universal sentiment of regret entertained by the people of Nova Scotia for the loss Your Majesty and Your Royal Offspring have sustained.

Ordered, That the said Address be received and adopted.

Adopted.

The Chairman also reported the draft of a joint Address to His Excellency the Lieutenant-Governor—which he read in his place—and afterwards delivered it to the Clerk, who read the same as follows: Rep. Ad. to H. E.

To His Excellency the Right Honorable

The Earl of Mulgrave.

*Lieutenant-Governor and Commander-in-Chief in
and over Her Majesty's Province of Nova
Scotia, and its Dependencies, &c., &c., &c.*

**THE HUMBLE ADDRESS OF THE LEGISLATIVE COUNCIL,
AND HOUSE OF ASSEMBLY.**

MAY IT PLEASE YOUR EXCELLENCY,—

The Legislative Council and House of Assembly have passed the accompanying Address to Her Most Gracious Majesty the Queen, expressing the deep feeling of sorrow and sympathy entertained by the Legislative Council and House of Assembly, on the sudden and lamented death of His Royal Highness the Prince Consort; and they respectfully request Your Excellency to forward their Address, to be laid at the foot of the Throne. Address.

Ordered, That the said Address be received and adopted.

Adopted.

Ordered, That the Committee who prepared the said Addresses be a Committee to join a Committee of the House of Assembly to present the same to His Excellency. Com. to present.

On motion made and seconded, the House adjourned until Friday, at half-past two o'clock. Adjourn.

 FRIDAY, 21st FEBRUARY, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ W. A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Wednesday were read.

Message from H. E.
 with Report of
 Insane Hospital.

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House the Fourth Report of the Medical Superintendent of the Hospital for the Insane—which was ordered to lie on the Table.

(Appendix—Hospital for Insane.)

Rep. of Com. to pre-
 sent Address of
 Condolence.

Mr. McCully, the Chairman of the Committee of this House appointed to join a Committee of the House of Assembly, to present to His Excellency the Lieutenant-Governor the joint Address of Condolence of this House and the House of Assembly, to Her Majesty, on the death of His Royal Highness the Prince Consort; and also the Address to His Excellency, reported that the Committee had performed that duty, and that His Excellency had been pleased to state he would forward the Address to Her Majesty, to be laid at the foot of the Throne.

Com. Pub. Accounts,
 H. A.

A Message was brought from the House of Assembly by Mr. James, To inform the House, that the House of Assembly had appointed Mr. Esson, Mr. Tupper, Mr. Grant, Mr. Shaw, and Mr. Brown, to be a Committee of that House, to join a Committee of the Legislative Council, to examine the Public Accounts.

Com. of Council.

On motion, *resolved*. that Mr. Creelman, Mr. Creighton, and Mr. Tupper, be a Committee of this House, to join a Committee of the House of Assembly, to examine the Public Accounts, and that the Clerk do acquaint the House of Assembly therewith.

Adjourn.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock.

MONDAY, 24th FEBRUARY, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,

The Honorable

“ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Friday were read.

Mr. Archibald, by the command of His Excellency the Lieutenant-Governor, laid before the House, Message from H. E.

The Report of the Chief Commissioner of Railways for the Province of Nova Scotia, for the year 1861—which was ordered to lie on the Table. Railway Report.

Mr. Anderson, by the command of His Excellency the Lieutenant-Governor, laid before the House Message from H. E.
with

The Receiver General's Account for the year 1861. Receiver General's
Account.

(Appendix—Public Accounts.)

Also, the Receiver General's Accounts with the Provincial Railway, for the year 1861. Railway Account.

(Appendix—Railway Accounts.)

Also, the Accounts of the Poor's Asylum of the City of Halifax. Accounts, Poor
Asylum, Halifax.
 The same were read and ordered to lie on the Table.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

TUESDAY, 25th FEBRUARY, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ RICHARD A. McHEFFEY,
 “ THOMAS D. ARCHIBALD,

The Honorable

“ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Com. on Reporting
 report.
 Report.

Mr. McCully, the Chairman of the Committee on reporting and publishing the Debates of the House, reported as follows:

The Committee appointed on the subject of reporting and publishing the Debates of this House, beg leave to report as follows: On referring to the Journals of 1861, the Committee find that this service cost the Province \$816—(\$500 the Reporter, and \$316 to the Publishers.) The gentleman engaged as Reporter, as far as your Committee can learn, has given satisfaction to the Legislative Council collectively, and to the members individually; but the Committee are of opinion that the cost of the service, under existing circumstances, is too high. Having sent for the Reporter they have ascertained that a brief and succinct Report of the Debates of this House may be secured and published in two of the leading newspapers of the City, for about half of what they cost last year, when they were published in extenso, and in pamphlet form.

The Committee would recommend that the present Reporter's services be continued at the rate of pay not exceeding that received by a member of the Legislature; and that the offer of the publishers of the "Morning Chronicle" and "Colonist" be accepted, to publish at the rate of £10 each.

That the furnishing of the Royal Gazette to each member be discontinued, and also the copy of the Montreal Gazette, as recommended in the Report for 1861. The Committee also recommend the discontinuance of the English Papers and Morning Papers.

Report adopted.

Ordered, That the said Report be received and adopted.

Joint Stock Co. Bill
 read 2nd time.

A Bill, entitled, An Act for the incorporating and winding up of Joint Stock Companies—was read a second time.

And ordered to Com.

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

Adjourn.

On motion made and seconded, the House adjourned until Thursday, at three o'clock.

THURSDAY, 27th FEBRUARY, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Tuesday were read.

Mr. McCully, presented a Bill respecting the Real and Personal Estates of married women—which was read a first time.

Estates married-
 women Bill read
 1st time.

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

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

Com. on Bills.

The Chairman also reported that the Committee had had under consideration a Bill, entitled, An Act for the incorporation and winding up of Joint Stock Companies, and recommended that the said Bill should be again referred to a select Committee to examine and report upon.

Recommend Joint
 Stock Co. Bill be
 referred.

Ordered, That the said Report be received, and that the said Bill be again referred to a select Committee, to examine and report upon.

Bill referred.

Ordered, That Mr. McCully, Mr. R. B. Dickey, Mr. Brown, Mr. Almon, and Mr. McNab, be a Committee for that purpose.

Committee.

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

Adjourn.

FRIDAY, 28th FEBRUARY, 1862.

The House met pursuant to adjournment.

PRESENT—

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAVLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY.

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Message from H. E.
 Gov. rel. to Fish-
 eries. Newfound-
 land.

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Correspondence relating to the Fisheries:

Despatch, dated 4th April, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.

Despatch, dated 27th December, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.

Letter, dated 26th December, 1861, from the Governor of Newfoundland to the Lieutenant-Governor of Nova Scotia.

Extract from a Letter, dated December 16th, 1861, from Mr. McNeil to Mr. Hoyles.

Letter, dated December 18th, 1862, from Mr. Hoyles to the Governor of Newfoundland.

Examination of James Knox and others.

(Appendix—Fisheries.)

Geological Survey.

Also, the following Correspondence relative to a Geological Survey of the Province:

Letter, dated July 30th, 1861, from Mr. Howe to Dr. Dawson.

Letter, dated September 3rd, 1861, from Dr. Dawson to Mr. Howe.

Letter, dated 30th August, 1861, from Sir W. E. Logan to Dr. Dawson.

(Appendix—Geological Survey.)

The same were read and ordered to lie on the Table.

Estates married
 women Bill read
 2nd time.
 And ordered to Com.

A Bill, entitled, An Act respecting the Real and Personal Estates of married Women—was read a second time.

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

Congregational
 Union Bill read
 1st time,

Mr. Tupper presented a Bill to incorporate the Congregational Union of Nova Scotia and New Brunswick, so far as relates to the Province of Nova Scotia—which was read a first time.

And ref. to Sel. Com.

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

Ordered, That Mr. Tupper, Mr. Brown, and Mr. Pineo, be a Committee for that purpose. Committee.

Mr. Holmes presented the petition of the Baptist Education Society, praying aid to the Horton Academy. Also, a Report of the Academy for the years 1861-2. Petition of Baptist Education Society, and Report.

The same were read, and ordered to lie on the table.

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

MONDAY, 3d MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ W. A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ THOMAS D. ARCHIBALD,

The Honorable

“ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Friday were read.

Mr. Tupper, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Congregational Union of Nova Scotia and New Brunswick, so far as relates to the Province of Nova Scotia, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House. Com. on Cong. Union Bill, rep. fav.

The said Bill was read a second time.

Ordered, That the said Bill be committed to a Committee of the whole House, at a future day. Bill read 2nd time, and ordered to Com.

Mr. McCully, the Chairman of the Committee to whom a Bill, entitled, An Act for the Incorporation and winding up of Joint Stock Companies, was referred, reported that the Committee had examined the said Bill, and, with several amendments, recommended it to the favorable consideration of the House. Com. on Joint Stock Co. Bill rep. fav. with amendments.

Ordered, That the said Bill be again committed to a Committee of the whole House, at a future time. Bill ord. to Com.

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

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

The Chairman also reported that the Committee had gone through a Bill,

Report Joint Stock
Co. Bill, with am.

entitled, An Act for the Incorporation and winding up of Joint Stock Companies, and had made several amendments thereto.

Am. agreed to.

Which amendments being read twice by the Clerk, were agreed to by the House.

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

Adjourn.

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

TUESDAY, 4th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ WILLIAM A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM MCKEEN,
“ RICHARD A. McHEFFEY,
“ THOMAS D. ARCHIBALD,

The Honorable

“ ANSELM F. COMEAU,
“ ROBERT B. DICKEY,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Joint Stock Co. Bill
read 3d time.

A Bill, entitled, An Act for the Incorporation and winding up of Joint Stock Companies, was read a third time.

Am. made.

Then the following amendments were made :

Eighth Clause, 1st line—After the word “ whenever,” insert the following words, “ the whole capital stock has been taken up.”

Ninth clause—At the end of the Clause, add the following words: “ twenty-five per cent. at least of which shall be actually paid up in cash.”

Twelfth Clause, 4th line—After the word “ Registry,” insert the words “ of Deeds.”

Fifteenth Clause, 2nd line—After the word “ section,” insert the words “ and payment of the instalments, as required by the tenth section.”

Sixteenth Clause—At the end of the clause, add the following words: “ which transfer shall not be complete until such certificate is filed.”

Amend. moved.

Mr. R. B. Dickey then moved that the following clause be added to the Bill :

Every stockholder shall continue for one year after he ceases to be a stockholder, personally liable to the extent mentioned in section six, for debts owing by the Company to servants and laborers, for services performed during his membership; provided that, previously thereto, such servant or laborer shall, within one year after such debt contracted, have sued the Company, and an execution against the Company has been returned unsatisfied in whole or in part.

Which being seconded, and the question being put by the President,

whether this amendment be agreed to? there appeared for agreeing to the same, eight; against agreeing to the same, eleven:

For the amendment—

Mr. Brown,
Creighton,
Comeau,
Whitman,
Holmes,
R. B. Dickey,
Black,
Cutler,

Against the amendment—

Mr. McNab,
Anderson,
McCully,
McKeen,
McHeffey,
Archibald,
Pineo,
C. Dickie,
Almon,
Tupper,
Creelman.

So it passed in the negative.

Negatived.

Then the question was put by the President,
Whether this Bill shall pass?

It was resolved in the affirmative.

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

Bill passed and sent
to H. A.

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

FRIDAY, 7th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT—

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ WILLIAM A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM McKEEN,
“ RICHARD A. McHEFFEY,
“ THOMAS D. ARCHIBALD,

The Honorable

“ ANSELM F. COMEAU,
“ ROBERT B. DICKEY,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of Tuesday were read.

Mr. McCully, by command of His Excellency the Lieutenant-Governor, laid before the House

Message from H. E.
with

The Report of the Inspector of Mines or Gold Fields, for the year 1861.

Rep. of Inspector
of Mines.

(*Appendix—Mines or Gold Fields.*)

Also, the following Despatch, Proclamation, and Order in Council, prohibiting the exportation of gunpowder, arms, &c.

Despatches, &c., ex-
portation of gun-
powder, &c.

Despatch dated 10th December, 1861, marked "Circular," from the Secretary of State for the Colonies to the Lieutenant-Governor.

Proclamation dated 30th November, 1861.

Order in Council, dated 30th November, 1861.

(Appendix—Exportation of Gunpowder.)

Report Education.

Also, the Report of the Superintendent of Education, for 1861. The same were read, and ordered to lie on the table.

Foreign Companies' Bill read 1st time.

Mr. R. B. Dickey presented a Bill respecting Foreign Companies and Corporations—which was read a first time.

Referred.

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

Committee.

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

Pet. J. F. Downes et al.

Mr. Creelman presented the petition of James F. Downes and others, praying for a Prohibitory Liquor Law—which was read, and ordered to lie on the table.

Adjourn.

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

MONDAY, 10th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

" ROBERT M. CUTLER,
" STAYLEY BROWN,
" MATHER B. ALMON,
" ALEXANDER KEITH,
" WILLIAM A. BLACK,
" HENRY G. PINEO,
" JAMES McNAB,
" JONATHAN McCULLY,
" WILLIAM MCKEEN,
" THOMAS D. ARCHIBALD,

The Honorable

" ANSELM F. COMEAU,
" ROBERT B. DICKEY,
" JOHN HOLMES,
" JOHN CREIGHTON,
" JOHN H. ANDERSON,
" SAMUEL CREELMAN,
" WILLIAM C. WHITMAN,
" CHARLES DICKIE,
" FREEMAN TUPPER.

PRAYERS.

The Minutes of Friday were read.

Com. on For'n. Co's. Bill, rep. fav.

Mr. Dickey, the Chairman of the Committee to whom a Bill, entitled, An Act respecting Foreign Companies and Corporations, was referred, reported that the Committee had examined the said Bill, and proposed certain amendments, and recommended it to the favorable consideration of the House.

Bill read 2nd time, and order'd to Com.

The said Bill was read a second time. *Ordered*, That the said Bill be committed to a Committee of the whole House, at a future day.

Com. on Bills.

On motion, the House was adjourned during pleasure, and put into a Com-

mittee on Bills. After some time the House was resumed, and Mr. Cutler reported that the Committee had made some progress.

Mr. McCully, by command of His Excellency the Lieutenant-Governor, laid before the House

Message from H. E. with report on Agriculture.

The Report of the Rev. Dr. Forrester, on Agriculture, for the year 1861.

Also, the Report of the Post-Master-General, for the year ended 30th September, 1861, with three enclosures.

Post Office Report.

The same were read, and ordered to lie on the table.

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

Adjourn.

WEDNESDAY, 12th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES MCNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Monday were read.

A message was brought from the House of Assembly by Mr. Twining, with the following bills :

A Bill, entitled, An Act to establish an additional Polling District in the County of Victoria.

Pol'ng Dist. Victoria.

A Bill, entitled, An Act to amend the Act to Incorporate the Halifax Relief Steamboat Company.

Hx. Relief Steamboat Co.

A Bill, entitled, An Act to amend the Act to Incorporate the Nova Scotia Electric Telegraph Company, and the Acts in amendment thereof.

Electric Tel. Co.

A Bill, entitled, An Act to establish a line between two Polling Districts in the County of Cumberland.

Polling District Cumberland.

A Bill, entitled, An Act to amend the Act relating to Port Hawkesbury, in the County of Inverness.

Port Hawkesbury.

A Bill, entitled, An Act to regulate Highway Labor within the limits of the Commissioners of Streets for the Town of Pictou.

Highway Labor (Pictou) Bill.

To which Bills they desired the concurrence of this House.

The same were read a first time.

Read 1st time.

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

Ordered, That the sixth Bill be referred to a Select Committee, to examine and report upon.

Highway Labor (Pictou) Bill, ref.

- Committee. *Ordered*, That Mr. Holmes, Mr. Brown, and Mr. Cutler, be a Committee for that purpose.
- Com. on Bills. On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time, the House was resumed, and Mr. McKeen reported that the Committee had made some progress.
- Adjourn. On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

THURSDAY, 13th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable	The Honorable
" ROBERT M. CUTLER,	" THOMAS D. ARCHIBALD,
" STAYLEY BROWN,	" ANSELM F. COMEAU,
" MATHER B. ALMON,	" ROBERT B. DICKEY,
" ALEXANDER KEITH,	" JOHN HOLMES,
" WILLIAM A. BLACK,	" JOHN CREIGHTON,
" HENRY G. PINEO,	" JOHN H. ANDERSON,
" JAMES McNAB,	" SAMUEL CREELMAN,
" JONATHAN McCULLY,	" WILLIAM C. WHITMAN,
" WILLIAM MCKEEN,	" CHARLES DICKIE,
" RICHARD A. McHEFFEY,	" FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

- Pol'ng Dist. Victoria. A Bill, entitled, An Act to establish an additional Polling District in the County of Victoria; also,
- Hx. Relief Steam-boat Co. A Bill, entitled, An Act to amend the Act to Incorporate the Halifax Relief Steamboat Company; also,
- Elec. Tel. Co. A Bill, entitled, An Act to amend the Act to Incorporate the Nova Scotia Electric Telegraph Company, and the Acts in amendment thereof; also,
- Polling Dist. line Cumberland Co., and Port Hawkesbury Bills A Bill, entitled, An Act to establish a line between two Polling Districts in the County of Cumberland; also,
- Read 2nd time, and in the County of Inverness; were read a second time.
- Ordered to Com. *Ordered*, That the said Bills be committed to a Committee of the whole House, at a future time.
- Com. on Highway Labor on Streets of Pictou, rep. Mr. Holmes, the Chairman of the Committee to whom a Bill, entitled, An Act to regulate Highway Labor within the limits of the Commissioners of Streets for the Town of Pictou, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Read 2nd time and ordered to Com. The said Bill was read a second time.
- Ordered*, That the said Bill be committed to a Committee of the whole House, at a future time.
- Com. on Bills. On motion, the House was adjourned during pleasure, and put into a

Committee on Bills. After some time the House was resumed, and Mr. McKeen reported that the Committee had made some progress.

The Chairman also reported that the Committee had had under consideration a Bill, entitled, An Act respecting Foreign Companies and Corporations, and had directed him to report it was the opinion of the Committee that the further consideration of the said Bill should be deferred to this day three months.

Recom. Foreign Co's Bill be deferred.

Whereupon, after debate, Mr. R. B. Dickey moved that the said Report be not received, which, being seconded, and after long debate the question being put by the President, there appeared for the motion, eleven; against the motion, ten:

Motion not to receive report.

For the motion—

Mr. McNab,
Anderson,
McCully,
McHefey,
C. Dickie,
Almon,
Holmes,
R. B. Dickey,
Black,
Keith,
The President.

Against the motion—

Mr. McKeen,
Archibald,
Pineo,
Brown,
Creighton,
Comeau,
Whitman,
Tupper,
Creelman,
Cutler.

So it passed in the affirmative.

Ordered, That the said Report be not received.

Agreed to.

Report not received.

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

S. O. S.

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

Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to establish an additional Polling District in the County of Victoria; also,

Rep. Polling Dist. Victoria.

A Bill, entitled, An Act to amend the Act to Incorporate the Halifax Relief Steamboat Company; also,

Rel'f Steamboat Co.

A Bill, entitled, An Act to amend the Act to Incorporate the Nova Scotia Electric Telegraph Company, and the Acts in amendment thereof; also,

Elec. Tel. Co.

A Bill, entitled, An Act to establish a line between two Polling Districts in the County of Cumberland; also,

Polling District Cumberland.

A Bill, entitled, An Act to amend the Act relating to Port Hawkesbury, in the County of Inverness; also,

Port Hawkesbury

A Bill, entitled, An Act to regulate Highway Labor within the limits of the Commissioner of Streets for the Town of Pictou;

and Labor (Street) Pictou Bill,

And had agreed to the same without any amendment.

without amendm'ts.

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

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

Adjourn.

FRIDAY, 14th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES MCNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,

The Honorable

“ RICHARD A. McHEFFEY,
 “ ANSLEM F. COMEAU,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

- Pol'ng Dist. Victoria. A Bill, entitled, An Act to establish a Polling District in the County of Victoria ; also,
 Hx. Relief Steam- A Bill, entitled, An Act to Incorporate the Halifax Relief Steamboat Company ; also,
 boat Co.
 Elec. Tel. Co. A Bill, entitled, An Act to amend the Act to Incorporate the Nova Scotia Electric Telegraph Company, and the Acts in amendment thereof ; also,
 Polling District, A Bill, entitled, An Act to establish a line between two Polling Districts Cumberland, and in the County of Cumberland ; also,
 Port Hawkesbury A Bill, entitled, An Act to amend the Act relating to Port Hawkesbury, Bills in the County of Inverness—
 Read 3d time, Were read a third time, and the question was put by the President on each Bill,
 Whether this Bill shall pass ?
 It was resolved in the affirmative.
 Agreed to, and Sent to H. A. A Message was sent to the House of Assembly by the Clerk,
 To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.
- Military Elec. Tel. Mr. McCully presented a Bill to authorize the construction of a line of Bill presented. Electric Telegraph, for Military purposes, from Halifax to the boundary line of New Brunswick—which was read a first time.
 Referred. *Ordered,* That the said Bill be referred to a Select Committee, to examine and report upon.
 Committee. *Ordered,* That Mr. Pineo, Mr. Almon, and Mr. Creelman, be a Committee for that purpose.
- A Message was brought from the House of Assembly by Mr. Twining, with the following Bills :
- Statute Labor, and A Bill, entitled, An Act to regulate Labor on the Highways.
 Acadia Fire Ins. Co. A Bill, entitled, An Act to Incorporate the “ Acadia Fire Insurance Com- Bill, pany.”
 Read 1st time. To which Bills they desired the concurrence of this House.
 The said Bills were read a first time.
 Stat. Labor Bill ref. *Ordered,* That the first Bill be referred to a Select Committee, to examine and report upon.

Ordered, That Mr. Brown, Mr. Whitman, Mr. McKeen, Mr. Comeau, and Mr. C. Dickie, be a Committee for that purpose. Committee.

Ordered, That the second Bill be referred to a Select Committee, to examine and report upon. Acadia Fire Ins. Co. Bill ref.

Ordered, That Mr. Almon, Mr. McNab and Mr. Black, be a Committee for that purpose. Committee.

On motion made and seconded, the House adjourned until Tuesday, at half-past two o'clock. Adjourn.

TUESDAY, 18th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ ALEXANDER KEITH,
“ WILLIAM A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM McKEEN,

The Honorable

“ THOMAS D. ARCHIBALD,
“ ANSLEM F. COMEAU,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of Friday were read.

A Bill, entitled, An Act to regulate Highway Labor within the limits of the Commissioners of Streets for the Town of Pictou, of

Highway Labor
Streets, Pictou
Bill, read 3rd time.

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

It was resolved in the affirmative.

Agreed to, and sent
to H. A.

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

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

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House

Message from H. E.
with Opinions of
Judges on Thos.
C. Haliburton's
Pension.

A copy of the Opinions of the Judges of the Supreme Court, relative to the Pension of Thomas C. Haliburton, Esq., late one of the first Justices of the Court of Common Pleas.

(Appendix—Mr. Haliburton's Pension.)

The same were read, and ordered to lie on the table.

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

A Bill, entitled, An Act relating to Common Lands in the Township of Lunenburg, Common Lands, Lunenburg.

- Fire Alarms, Halx.,** A Bill, entitled, An Act for the prevention of False Alarms of Fire within the City of Halifax,
- Halifax Club,** A Bill, entitled, An Act to Incorporate the Halifax Club,
- Chebucto Marine Railway Co.,** A Bill, entitled, An Act to amend the Act to Incorporate the Chebucto Marine Railway Company,
- Polling District, Pictou,** A Bill, entitled, An Act to alter a Polling District and certain Polling Places in the County of Pictou,
- Apple Barrels, and Messenger Wharf Co. Bills,** A Bill, entitled, An Act to regulate the size of Apple Barrels, A Bill, entitled, An Act to Incorporate the Messenger Wharf Company, To which Bills they desired the concurrence of this House.
- Read 1st time.** The said Bills were read a first time.
- Common Lands, Lunenburg, Bill ref. Committee.** *Ordered,* That the first Bill be referred to a Select Committee, to examine and report upon.
Ordered, That Mr. Creighton, Mr. Creelman, and Mr. Tupper, be a Committee for that purpose.
- Fire Alarms, Hlfx., Bill, ref. Committee.** *Ordered,* That the second Bill be referred to a Select Committee, to examine and report upon.
Ordered, That Mr. McCully, Mr. Keith, and Mr. Brown, be a Committee for that purpose.
Ordered, That the five last Bills be read a second time at a future day.
- Message from H. E., with Estimate.** Mr. Anderson, by the command of His Excellency the Lieutenant-Governor, laid before the House
The Estimate of the Public Revenue and Expenditure for the year 1862.

(Appendix—Estimate.)

Which was read, and ordered to lie on the table.

Adjourn.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

WEDNESDAY, 19th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ ALEXANDER KEITH,
“ W. A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM MCKEEN,

The Honorable

“ THOMAS D. ARCHIBALD,
“ ANSELM F. COMEAU,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Halifax Club,
Chebucto Marine Railway Company,

A Bill, entitled, An Act to Incorporate the Halifax Club ; also,
A Bill, entitled, An Act to amend the Act to Incorporate the Chebucto Marine Railway Company ; also,

A Bill, entitled, An Act to alter a Polling District and certain Polling Places in the County of Pictou; also,

Polling District, Pictou,

A Bill, entitled, An Act to regulate the size of Apple Barrels; also,

Apple Barrels, and

A Bill, entitled, An Act to Incorporate the Messenger Wharf Company, Were read a second time.

Messenger Wharf Co. Bills read, 2nd time, and Ordered to Com.

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

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House

Message from H. E., with statement of Locomotives on Railroad.

A statement dated 20th March, 1861, showing "The number of Locomotives on the line of Railroad—how many used—how many not used—when and by whom bought, and the cost of each.

(Appendix—Railway Locomotives.)

The same was read, and ordered to lie on the table.

Mr. Brown, the Chairman of the Committee to whom a Bill, entitled, An Act to regulate Labor on the Highways, was referred, reported that the Committee had examined the said Bill, and that the majority of the Committee recommended it to the favorable consideration of the House.

Com. on Stat. Labor Bill rep.

The said Bill was read a second time.

Bill read 2nd time.

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

Ordered to Com.

Mr. Pineo, the Chairman of the Committee to whom a Bill, entitled, An Act to authorize the construction of a Line of Electric Telegraph for Military purposes, from Halifax to the Boundary Line of New Brunswick, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Com. on Military Telegraph Bill rep. fav.

Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the "Acadia Fire Insurance Company," was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Com. on Acadia Fire Ins. Co. Bill rep.

The said Bill was read a second time.

Bill read 2nd time.

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

Ordered to Com.

Mr. McCully, the Chairman of the Committee to whom a Bill, entitled, An Act for the prevention of False Alarms of Fire within the City of Halifax, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Committee on Fire Alarms, Halifax Bill, rep.

The said Bill was read a second time.

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

Bill read 2nd time.

Ordered to Com.

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

S. O. S.

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

Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Congregational Union of Nova Scotia and New Brunswick, as far as relates to the Province of Nova Scotia, and had agreed to the same without any amendment.

Rep. Congregational Union Bill without amendment.

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

- Rep. Halifax Club, The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Halifax Club; also,
- Chebucto Marine Ins. Co., A Bill, entitled, An Act to amend the Act to Incorporate the Chebucto Marine Railway Company; also,
- Polling District, Pictou, A Bill, entitled, An Act to alter a Polling District and certain Polling Places in the County of Pictou; also,
- Messenger Wharf Co. A Bill, entitled, An Act to Incorporate the Messenger Wharf Company; also,
- Acadia Fire Ins. Co., and A Bill, entitled, An Act to Incorporate the Acadia Fire Insurance Company; also,
- Fire Alarms, Halifax, Bills, A Bill, entitled, An Act for the prevention of False Alarms of Fire within the City of Halifax;
- Without am. And had agreed to the same without any amendment.
- Rep. Apple Barrels Bill, with am. *Ordered*, That the said Bills be read a third time at a future day.
- Am. read, and The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to regulate the size of Apple Barrels, and had made an amendment thereto.
- Agreed to. The said amendment was read by the Clerk as follows :
At the end of the title, add the following words, " and Potato Barrels."
And the said amendment being read a second time, was agreed to by the House.
- Ordered*, That the said Bill be read a third time at a future day.
- A message was brought from the House of Assembly by Mr. Twining, with the following bills :
- Union Protection Co., Frauds, sales chattels, and A Bill, entitled, An Act to Incorporate the Union Protection Company;
- Naturalize Aliens Bills. A Bill, entitled, An Act to amend the Act to prevent Frauds upon Creditors by Secret Bills of Sale of Personal Chattels;
- A Bill, entitled, An Act to naturalize certain Aliens ;
To which Bills they desired the concurrence of this House.
- Adjourn. On motion made and seconded, the House adjourned until Friday, at half-past two o'clock.

FRIDAY, 21st MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

" ROBERT M. CUTLER,
" STAYLEY BROWN,
" MATHER B. ALMON,
" ALEXANDER KEITH,
" WILLIAM A. BLACK,
" HENRY G. PINEO,
" JAMES McNAB,
" JONATHAN McCULLY,
" WILLIAM McKEEN,
" RICHARD A. McHEFFEY,

The Honorable

" THOMAS D. ARCHIBALD,
" ANSELM F. COMEAU,
" ROBERT B. DICKEY,
" JOHN HOLMES,
" JOHN CREIGHTON,
" JOHN H. ANDERSON,
" SAMUEL CREELMAN,
" WILLIAM C. WHITMAN,
" CHARLES DICKIE,
" FREEMAN TUPPER.

PRAYERS.

The Minutes of Wednesday were read.

Congregational
Union Bill read
3rd time.

A Bill, entitled, An Act to Incorporate the Congregational Union of Nova

Scotia and New Brunswick, as far as relates to the Province of Nova Scotia, was read a third time, and the question was put by the President,

Whether this Bill shall pass?

Passed, and

It was resolved in the affirmative.

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

Sent to H. A.

To carry down the said Bill, and desire their concurrence thereto.

A Bill, entitled, An Act to Incorporate the Halifax Club; also,

Halifax Club,
Chebucto Marine
Railway Co.,

A Bill, entitled, An Act to amend the Act to Incorporate the Chebucto Marine Railway Company; also,

A Bill, entitled, An Act to alter a Polling District and certain Polling Places in the County of Pictou; also,

Polling Dist. Pictou,

A Bill, entitled, An Act to Incorporate the Messenger Wharf Company; also,

Messenger Wharf Co.

A Bill, entitled, An Act to Incorporate the Acadia Fire Insurance Company; also,

Acadia Fire Ins. Co.
and

A Bill, entitled, An Act for the prevention of False Alarms of Fire within the City of Halifax;

Fire Alarms,
Halifax, Bills

Were read a third time, and the question was put by the President on each Bill,

Read third time,

Whether this Bill shall pass?

It was resolved in the affirmative.

Agreed to, and

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

Sent to H. A.

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

A Bill, entitled, An Act to regulate the size of Apple Barrels,

Apple Barrel Bill
read third time,

Was read a third time, and the question was put by the President,

Whether this Bill, with the amendment, shall pass?

It was resolved in the affirmative.

Agreed to with amt.,
and sent to H. A.

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

To return the said Bill, and acquaint them that this House has agreed to the same with an amendment, to which amendment their concurrence is desired.

A Message was brought from the House of Assembly by Mr. Twining, with the following Bill,

A Bill, entitled, An Act relating to the Gold Fields.

Gold Fields Bill

To which Bill they desired the concurrence of this House.

The same was read a first time.

Read first time.

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

A Bill, entitled, An Act to Incorporate the Union Protection Company; also,

Union Protection Co.
and

A Bill, entitled, An Act to naturalize certain Aliens,

Naturalization
of Aliens Bills,
Read first time.

Were read a first time.

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

A Bill, entitled, An Act to amend the Act to prevent Frauds upon Creditors by Secret Bills of Sale of Personal Chattels,

Frauds Sale Chattels
Bill, read 1st time.

Was read a first time.

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

Referred.

Ordered, That Mr. R. B. Dickey, Mr. Almon, and Mr. Brown, be a Committee for that purpose.

Committee.

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

Message from H. A.,
with Library Re-
solution.

*In the House of Assembly,
21st March, 1862.*

Resolved, That a Committee of this House be appointed jointly with a

Committee of the Legislative Council, to prepare rules for the regulation of the Provincial Library, and to superintend the management thereof during the recess.

Ordered, That the Hon. Mr. Howe, Provincial Secretary, the Hon. Mr. Archibald, Attorney General, and Mr. Shannon, be a Committee for that purpose.

Ordered, That the Clerk do acquaint the Council therewith.

A. JAMES,
Clerk.

The same was read, and ordered to lie on the table.

Lib. Com. of Council.

Resolved, That a Committee of this House be appointed jointly with a Committee of the House of Assembly, to prepare rules for the regulation of the Provincial Library, and to superintend the management thereof during the recess.

Ordered, That the President of this House, Mr. McCully, and Mr. Almon, be a Committee for that purpose.

Ordered, That the Clerk do acquaint the House of Assembly therewith.

Com. on Bills.

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

Adjourn.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

SATURDAY, 22nd MARCH, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ ALEXANDER KEITH,
“ HENRY G. PINEO,
“ JONATHAN McCULLY,
“ WILLIAM McKEEN,
“ RICHARD A. McHEFFEY,
“ THOMAS D. ARCHIBALD,

The Honorable

“ ANSELM F. COMEAU,
“ ROBERT B. DICKEY,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Gold Fields Bill read
second time, and
ordered to Com.

A Bill, entitled, An Act relating to the Gold Fields, was read a second time.

After short debate:

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

Union Protection Co.
and
Naturalize Aliens
Bills,
Read second time.

A Bill, entitled, An Act to Incorporate the Union Protection Company ;
also,

A Bill, entitled, An Act to naturalize certain Aliens ;
Were read a second time.

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

A Bill, entitled, An Act to authorize the construction of a Line of Electric Telegraph for Military purposes, from Halifax to the Boundary Line of New Brunswick, Military Telegraph Bill, read 2d time.

Was read a second time.

Whereupon Mr. McCully moved that the said Bill be committed to a Committee of the whole House, at a future day; Motion to commit.

Which, being seconded, after long debate, Mr. Almon moved that the debate be adjourned; which, being seconded, and the question being put by the President, there appeared for the motion for adjourning the debate, six; against it, eleven: Motion to adjourn debate.

For adjourning the debate—

Mr. Brown,
Creighton,
Almon,
Holmes,
R. B. Dickey,
Cutler.

Against adjourning the debate—

Mr. Anderson,
McCully,
McKeen,
McHefey,
Archibald,
Pineo,
Comeau,
Whitman,
C. Dickie,
Tupper,
Creelman.

So it passed in the negative.

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

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock. Adjourn.

MONDAY, 24th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ ALEXANDER KEITH,
“ WILLIAM A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM MCKEEN,
“ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
“ ANSELM F. COMEAU,
“ ROBERT B. DICKEY,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of Saturday were read.

- On motion, resolved.* That a Committee be appointed to consider and report to the House the contingent expenses of this House, for the present session.
- Com. on Contingencies.
Committee. *Ordered,* That Mr. Archibald, Mr. Brown, Mr. McKeen, Mr. Almon, and Mr. Comeau, be a Committee for that purpose.
- A Message was brought from the House of Assembly by Mr. Twining, with the following Bills:
- Bridge, Pictou, A Bill, entitled, An Act to provide for rebuilding a Bridge in the County of Pictou,
Electoral Dist., Hx. A Bill, entitled, An Act to divide an Electoral District in the County of Halifax,
School Lot, Barrington. A Bill, entitled, An Act to authorize the sale of a School Lot in the Township of Barrington,
Road, Guysborough, A Bill, entitled, An Act to provide for improving a Road in the County of Guysborough,
Poll. Dis. Guysboro', A Bill, entitled, An Act to establish an additional Polling District in the County of Guysborough,
Bridge, Hants Co., and A Bill, entitled, An Act to provide for building a Bridge in Hants County,
Road, Queens Co., Bills, A Bill, entitled, An Act to amend the Act for improving a Road in Queen's County,
Read first time. To which Bills they desired the concurrence of this House.
The said Bills were read a first time.
Ordered, That the said Bills be read a second time at a future day.
- H. A. do not agree to amendment to Apple Barrel Bill. The Messenger also brought up a Bill, entitled, An Act to regulate the size of Apple Barrels, and informed the House that the House of Assembly did not agree to the amendment proposed by this House to the said Bill.
- H. A. agree to Congregational Union Bill, without amendment. The Messenger also returned a Bill, entitled, An Act to Incorporate the Congregational Union of Nova Scotia and New Brunswick, so far as relates to the Province of Nova Scotia, and informed the House that the House of Assembly agreed to the same, without any amendment.
- Amendment to Apple Barrel Bill, considered. On motion, the House proceeded to the consideration of the amendment proposed by this House to a Bill, entitled, An Act to regulate the size of Apple Barrels,—which amendment has not been agreed to by the House of Assembly.
The same was read by the Clerk, and, on motion,
Not adhered to. *Ordered,* That the said amendment be not adhered to.
A Message was sent to the House of Assembly by the Clerk,
Bill sent to H. A. To return the said Bill, and acquaint them that this House does not adhere to the amendment proposed to the said Bill, but agrees to the same as originally sent up.
- Com. on Common Lands, Lunenburg, Bill report. Mr. Creighton, the Chairman of the Committee to whom a Bill, entitled, An Act relating to Common Lands in the Township of Lunenburg, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
Bill read 2nd time, and ordered to Com. The said Bill was read a second time.
Ordered, That the said Bill be committed to a Committee of the whole House, at a future day.
- Com. on Frauds, Personal Chattels Bill, report. Mr. R. B. Dickey, the Chairman of the Committee to whom a Bill, entitled, An Act to amend the Act to prevent Frauds upon Creditors by Secret Bills of Sale of Personal Chattels, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

The said Bill was read a second time.

Bill read 2nd time.

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

Ordered to Com.

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

Com. on Bills.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

Adjourn.

TUESDAY, 25th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to provide for rebuilding a Bridge in the County of Pictou; also, Bridge, Pictou,

A Bill, entitled, An Act to divide an Electoral District in the County of Halifax; also, Elect. Dist., Halifax,

A Bill, entitled, An Act to authorize the sale of a School Lot in the Township of Barrington; also, School Lot, Barrington,

A Bill, entitled, An Act to provide for improving a Road in the County of Guysborough; also, Road, Guysboro',

A Bill, entitled, An Act to establish an additional Polling District in the County of Guysborough; also, Polling District, Guysboro',

A Bill, entitled, An Act to provide for building a Bridge in Hants County; also, Bridge, Hants Co., and

A Bill, entitled, An Act to amend the Act for improving a Road in Queen's County; Road, Queen's Co.,

Were read a second time.

Bills read 2nd time, and ordered to Com.

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

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

A Bill, entitled, An Act to continue and amend the Laws regulating Customs Duties; Customs Duties,

Light House,
and
Dartmouth Mechan-
ics' Institute Bills,
Read first time.

A Bill, entitled, An Act to continue the Laws imposing Light House Duties;
A Bill, entitled, An Act to Incorporate the Dartmouth Mechanics' Institute;
To which Bills they desired the concurrence of this House.
The said Bills were read a first time.
Ordered, That the said Bills be read a second time at a future day.

Message from H. E.,
with Papers on
Gold Fields.

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House the following additional papers relating to the Gold Fields:

Minute of Council dated 15th June, 1861.
" " " 26th August, 1861.
" " " 4th September, 1861.
" " " 26th October, 1861.

Letter dated September 26th, 1861, from Mr. Howe.
Mr. Poole's Report, dated 31st January, 1862, with a List of Geological Specimens collected by him.

Letter dated 1st March, 1862, from Mr. Poole to Mr. Howe.
Letter dated February 25th, 1862, from Mr. How to Mr. Poole.
Mr. Campbell's Report, dated 25th February, 1862.

(Appendix—Nova Scotia Gold Fields.)

Volunteer Militia
Returns.

Also, the following Returns relative to the Volunteer Militia:
Effective and Non-Effective Return of Nova Scotia Volunteers, dated December 19th, 1861.
Report of the Adjutant-General of Militia, dated 19th December, 1861.
" " " dated March 7th, 1862.
Return " " dated March 21st, 1862.
Estimate of Expense of Training, for the year 1862.
The same were read, and ordered to lie on the table.

Supreme Court
and
Juries Bills, read 1st
time.
Referred.
Committee.

Mr. McCully presented a Bill to amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers;" also,
A Bill to amend Chapter 136 of the Revised Statutes, "Of Juries,"
Which were read a first time.
Ordered, That the said Bills be referred to a Select Committee, to examine and report upon.
Ordered, That Mr. McCully, Mr. Creighton, and Mr. Dickey, be a Committee for that purpose.

Com. on Bills.

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

Rep. Labor on High-
ways Bill, with
amts.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to regulate Labor on the Highways, and had made several amendments thereto.

Amts. read

The said amendments were read by the Clerk, as follows:
Seventh Clause—First line, after the word "Executors," insert the word "Administrators."
Twenty-third Clause—Fifth line, instead of the word "given," insert the words, "in writing posted."
Thirtieth Clause—Second line, after the word "County," insert the words, "or District."

At the end of the Bill, insert the following Clause:

"So much of the Town of Pictou as is within the limits of the Commissioners of Streets, shall be exempted from the operation of this Act."

And the said amendments being read a second time, were agreed to by the House. Agreed to.

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

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

WEDNESDAY, 26th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Mr. Archibald, the Chairman of the Committee appointed to consider of and report to the House the amount required for the contingent expenses of this House for the present session, made his report, which he read in his place, and afterwards delivered it to the Clerk, who read the same as follows: Com. on Contingencies report.

The Committee appointed to consider of and report to the House the amount that will be required for its contingent expenses for the present session, report as follows: That there is required to pay the following charges and accounts, viz.: Report.

Contingencies to be expended under the direction of the President.....	£20	0	0
For publishing the Debates in the <i>Morning Chronicle</i>	10	0	0
“ “ “ <i>British Colonist</i>	10	0	0
James Venables, for services during the past year in the Council Chamber, and as Assistant Librarian.....	25	0	0
Ritchie & Bulger's account.....	7	11	0
Hall & Beamish's “	3	5	3
A. Grant.....	1	5	0
E. G. Fuller.....	0	10	0
Thomas Fenerty.....	2	5	0
A. & W. Mackinlay.....	8	12	3
James Venables.....	5	5	6
Cogswell & Forsythe.....	5	6	3
Black & Brothers.....	0	18	0
G. E. Morton & Co.....	1	12	6
Thomas Annand }		6	3
Thomas Annand }	1	5	0

Compton & Co.....	£27	5	7½
E. M. McDonald.....	19	2	6
J. J. Sawyer.....	5	5	0
Stationery allowance of twenty-one Members.....	42	0	0
“ “ three Members, Com. Public Accounts..	9	0	0
Crosskill & Bourinot.....	0	10	0
			£206 5 1½

And the Committee further report as their opinion, that this House should be prepared to acquiesce in any general measure which shall be adopted in reference to any reasonable reduction of the expenses in both branches of the Legislature.

T. D. ARCHIBALD,
Chairman.

Committee Room, 26th March, 1862.

Adopted.

Ordered, That the said Report be received and adopted.

Mr. Almon moved the following Resolution :

Mr. Almon's reso-
lution relative to
C. m. on reduction
of expenses of
Council.

Resolved, That this House deems it proper to remark on the improper mode to which its attention has been called to a reduction of the expenses of this House, a subject which they consider to be peculiarly within their own jurisdiction, and would guard, by every constitutional means, the communication which the President has received, being drawn into a precedent.

Motion in am. to pro-
ceed to Order of
day.

Which, being seconded, after short debate, Mr. McCully moved, in amendment, that the House do now proceed to the order of the day.

Which, being seconded, and the question being put by the President, there appeared—for the amendment, twelve; against the amendment, seven :

For the amendment—

Mr. Anderson,
McCully,
McKeen,
McHeffey,
Archibald,
Pineo,
Brown,
Comeau,
Whitman,
C. Dickie,
Tupper,
Creelman.

Against the amendment—

Mr. McNab,
Creighton,
Almon,
Holmes,
R. B. Dickey,
Black,
Keith.

So it passed in the affirmative.

Agreed to.

Ordered, That the House do now proceed to the order of the day; and

A Bill, entitled, An Act to regulate Labor on the Highways, was read a third time ;

Labor on Highways
Bill, read 3d time.

Whereupon Mr. Archibald moved that the said Bill be recommitted to a Committee of the whole House, for the purpose of further amending the same by adding the following clause, at the end of the Bill :

Motion to recommit
Bill.

“ This Act shall go into operation in the Counties of Cape Breton, Inverness, Victoria, Cumberland, and Digby, from and after the Fifteenth day of October, one thousand eight hundred and sixty-three, until which date Chapter Sixty-three of the Revised Statutes, and Chapter Forty of the Acts of 1860, shall remain in force in such Counties” :

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

For the motion—

Mr. McNab,
 McKeen,
 Archibald,
 Pinco,
 Creighton,
 Comeau,
 C. Dickie,
 Almon,
 Tupper,
 R. B. Dickey,
 Black,
 Keith,
 Cutler,
 The President.

Against the motion—

Mr. Anderson,
 McCully,
 McHeffey,
 Brown,
 Whitman,
 Creelman,
 Holmes.

So it passed in the affirmative.

Agreed to.

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

Bill ordered to Com.

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

A Bill, entitled, An Act concerning the County of Hants ;
 A Bill, entitled, An Act to define the Rear Line of the Township of Barrington ;

Hants Co.,
 Line Barrington,
 and
 Court House, Yarmouth, Bills,

A Bill, entitled, An Act to amend the Act to authorize a Loan for the erection of a Court House and Jail in Yarmouth ;

Court House, Yarmouth, Bills,

To which Bills they desired the concurrence of this House.

The said Bills were read a first time.

Read first time.

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

The Messenger also returned a Bill, entitled, An Act for the Incorporation and winding up of Joint Stock Companies, and informed the House that the House of Assembly had agreed to the same with an amendment, to which amendment they desired the concurrence of this House.

H. A. agree to the Joint Stock Co's Bill, with amts.

On motion, the House proceeded to the consideration of the amendment proposed by the House of Assembly to the said Bill.

Amend. considered, and

The same was read by the Clerk as follows :

At the end of the sixth Clause, add the following words :

“ But no shareholder who may have transferred his interest in the Stock of any such Company, shall cease to be liable for any contracts of the Company, entered into before the filing of the Certificate of Transfer ordered by the Sixteenth Section of this Act, so as any action in respect of such liability shall be brought within six months after the filing of such Certificate.”

And the said amendment being read a second and third time, was agreed to.

Agreed to.

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

To return the said Bill, and acquaint them that this House has agreed to the amendment proposed by them to the said Bill.

Message to H. A.

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

Com. on Bills.

The Chairman also reported that the Committee had had under consideration a Bill, entitled, An Act to regulate Labor on the Highways, and had made the further amendment proposed to the said Bill.

Report Labor Highways Bill, with further am.

The said amendment was then read twice by the Clerk, and agreed to by the House.

Am. agreed to.

- Ordered*, That the said Bill be again read presently.
- Bill read. The said Bill was then again read, and the question was put by the President,
Whether this Bill, with the amendments, shall pass?
- Agreed to with am.,
and sent to H. A., It was resolved in the affirmative.
A Message was sent to the House of Assembly by the Clerk,
To return the said Bill, and acquaint them that this House has agreed to the same with amendments, to which amendments their concurrence is desired.
- Com. on Bills. On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. McKeen reported that the Committee had made some progress.
- Report Aliens, The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Naturalize certain Aliens; also,
- Union Protect'n Co., A Bill, entitled, An Act to Incorporate the Union Protection Company; also,
- Bridge, Pictou, A Bill, entitled, An Act to provide for rebuilding a Bridge in the County of Pictou; also,
- Elect. Dist., Halifax, A Bill, entitled, An Act to divide an Electoral District in the County of Halifax; also,
- School Lot, Barrington, A Bill, entitled, An Act to authorize the Sale of a School Lot in the Township of Barrington; also,
- Road, Guysboro', A Bill, entitled, An Act to provide for improving a road in the County of Guysborough; also,
- Polling Dist., Guysboro', A Bill, entitled, An Act to establish an additional Polling District in the County of Guysborough; also,
- Bridge, Hants Co.,
and A Bill, entitled, An Act to provide for building a Bridge in Hants County; also,
- Road, Queen's Co.,
Bills, A Bill, entitled, An Act to amend the Act for improving a Road in Queen's County;
- Without am. And had agreed to the same without any amendment.
Ordered, That the said Bills be read a third time at a future day.
- Report Military Telegraph Bill, with am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to authorize the construction of a Line of Electric Telegraph for Military purposes, from Halifax to the Boundary Line of New Brunswick, and had made an amendment thereto;
- Am. agreed to. The said amendment being read twice by the Clerk, was agreed to by the House.
Ordered, That the said Bill be engrossed and read a third time at a future day.
- H. A. finally agree to Joint Stock Co.'s Bill. A Message was brought from the House of Assembly by Mr. James :
To return a Bill, entitled, An Act for the Incorporation and winding up of Joint Stock Companies, and to inform the House that the House of Assembly had agreed to the said Bill, as amended.
- Customs Duties, A Bill, entitled, An Act to continue and amend the Laws regulating Customs Duties; also,
- Light House, and A Bill, entitled, An Act to continue the Laws imposing Light House Duties; also,
- Dartmouth Mechanics' Institute Bills, A Bill, entitled, An Act to Incorporate the Dartmouth Mechanics' Institute,
- Read second time and ord. to Com. Were read a second time.
Ordered, That the said Bills be committed to a Committee of the whole House, at a future day.
- Adjourn. On motion made and seconded, the House adjourned until Monday, at two o'clock.

THURSDAY, 27th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES MCNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ RICHARD A. McHEFFEY,

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to Naturalize certain Aliens ; also,

Aliens,

A Bill, entitled, An Act to Incorporate the Union Protection Company ;

U. Protection Co.,

also,
 A Bill, entitled, An Act to provide for rebuilding a Bridge in the County of Pictou ; also,

Bridge, Pictou,

A Bill, entitled, An Act to divide an Electoral District in the County of Halifax ; also,

Elect. Dist. Halifax,

A Bill, entitled, An Act to authorize the Sale of a School Lot in the Township of Barrington ; also,

School Lot, Barrington,

A Bill, entitled, An Act to provide for improving a Road in the County of Guysborough ; also,

Road, Guysborough,

A Bill, entitled, An Act to establish an additional Polling District in the County of Guysborough ; also,

Pol. Dist. Guysboro',

A Bill, entitled, An Act to provide for building a Bridge in Hants County ; also,

Bridge, Hants Co.,
and

A Bill, entitled, An Act to amend the Act for improving a Road in Queen's County,

Road, Queen's Co.,
Bills,

Were read a third time, and the question was put by the President on each Bill,

Read third time,

Whether this Bill shall pass ?

It was resolved in the affirmative.

Agreed to, and sent to H. A.,

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

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

A Bill, entitled, An Act concerning the County of Hants ; also,

Hants Co.,

A Bill, entitled, An Act to define the Rear Line of the Township of Barrington ; also,

Line, Barrington,
and

A Bill, entitled, An Act to amend the Act to authorize a Loan for the erection of a Court House and Jail in Yarmouth ;

Court House, Yarmouth, Bills,

Were read a second time.

Read second time,
and ord. to Com.

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

Mr. McCully, the Chairman of the Committee to whom a Bill, entitled,

Com. on Supreme Court and

- Juries Bill.** An Act to amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers"; also,
A Bill, entitled, An Act to amend Chapter 136, of the Revised Statutes, "Of Juries,"
- Report favorably.** Were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.
- Bills read 2nd time, and ord. to Com.** The said Bills were read a second time.
Ordered, That the said Bills be committed to a Committee of the whole House. at a future day.
- Petition of W. H. Marshall, et. al.** Mr. Comeau presented a petition from W. H. Marshall and others, praying for the enactment of a law similar to the Maine Liquor Law, which was read and ordered to lie on the table.
- Com. on Bills** On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Cutler reported that the Committee had made some progress.
- Rep. Customs Duties,** The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to continue and amend the Laws regulating Customs Duties; also,
A Bill, entitled, An Act to continue the laws imposing Light House Duties; also,
A Bill, entitled, An Act to Incorporate the Dartmouth Mechanics' Institute;
And had agreed to the same without any amendment.
Ordered, That the said Bills be read a third time at a future day.
- Light House, and**
- Dartmouth Mechanics' Institute Bills,**
- Without am.**
- Military Teleg. Bill, read third time.** A Bill, entitled, An Act to authorize the construction of a Line of Electric Telegraph for Military purposes, from Halifax to the Boundary Line of New Brunswick, was read a third time.
- Motion to recommit Bill** Whereupon Mr. R. B. Dickey moved that the said Bill be recommitted to a Committee of the whole House, for the purpose of amending the same by adding the following words to the first clause:
"Her Majesty's Government making just compensation to the Nova Scotia Electric Telegraph Company and their lessees, for any legal or equitable claims accruing to them from loss or injury, in consequence of the passing of this Act. to be established, on failure of agreement, to the satisfaction of arbitrators, mutually to be chosen on behalf of the Queen and the said Company respectively, or an umpire to be chosen by such arbitrators, in case of disagreement between them";
Which, being seconded, and the question being put by the President, there appeared, for the motion, nine; against the motion, twelve:
- | | |
|-----------------|---------------------|
| For the motion— | Against the motion— |
| Mr. McNab, | Mr. Anderson, |
| McKeen, | McCully, |
| Almon, | McJeffrey, |
| Holmes, | Archibald, |
| R. B. Dickey, | Pinco, |
| Black, | Brown, |
| Keith, | Creighton, |
| Cutler, | Comeau, |
| The President. | Whitman, |
| | C. Dickie, |
| | Tupper, |
| | Creelman. |
- Negatived.** So it passed in the affirmative.
- Second motion to recommit** Mr. Dickey then moved that the said Bill be recommitted for the purpose of amending the same, by adding the following clause at the end thereof:

“ This Act shall not affect the rights of the Nova Scotia Electric Telegraph Company or their lessees, under any law of this Province.”

Which, being seconded, and the question being put by the President, there appeared, for the motion, nine; against the motion, twelve:

For the motion—

Mr. McNab,
McKeen,
Almon,
Holmes,
R. B. Dickey,
Black,
Keith,
Cutler,
The President.

Against the motion—

Mr. Anderson,
McCully,
McHefey,
Archibald,
Pineo,
Brown,
Creighton,
Comeau,
Whitman,
C. Dickie,
Tupper,
Creelman.

So it passed in the negative.

Then the question was put by the President,

Whether this Bill shall pass?

It was resolved in the affirmative.

Negatived.

Bill passed.

DISSENTIENT.

1st. Because the passage of this Act, introduced without application to, and against the will of the Nova Scotia Electric Telegraph Company, and containing no provision for reserving the chartered rights of that Company, or affording compensation therefor, is a flagrant violation of those rights as clearly recognized in the legislation of the years 1855 and 1857.

2nd. Because this Act takes from the Company and transfers to the Imperial Government, the rights, privileges, and facilities accorded to them by their Charter, so far as regards the conflicting line from Halifax to New Brunswick.

3rd. Because this Act contains no adequate protection to the Company and their lessees, from interference with the working of existing lines of telegraph, after the Military line shall have been erected.

4th. Because it is contrary to the fundamental principles of British Legislation, to take away or affect in any degree, without compensation, rights solemnly assured to a Company by a previous Act, on the faith of which the Company have paid the Provincial Government a large sum on purchasing the line, and expended further large amounts in extending telegraphic communication from end to end of the Province, pursuant to their bargain with the Government and Legislature; while it is not suggested that they have, in any respect, violated the conditions of their Charter.

5th. Because, while it does not appear that the War Office is cognizant of the existing rights of this Company, the liberal offer of the Company to allow the General commanding in this Province to erect a separate wire on their posts, for military purposes exclusively, fully evinces the absence of any public necessity whatever, for their interference with the legitimate profits of the Company and their lessees.

6th. Because the erection and use of additional lines for military and Imperial purposes, will largely diminish the receipts of the existing lines, and may lead, by introducing competition, to still further diminution of those receipts on the trunk line or paying portion, from Halifax to Amherst, and to consequent abandonment of non-paying branch lines throughout the Province, to the ruin of the stockholders, and the injury of the whole people.

Protest to Military
Telegraph Bill.

ROBERT M. CUTLER,
WILLIAM MCKEEN,
JAMES McNAB,
R. B. DICKEY,
W. A. BLACK,
A. KEITH,
JOHN HOLMES.

Message to H. A.

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

Com. on Bills.

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

Adjourn.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock.

FRIDAY, 28th MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ ALEXANDER KEITH,
“ W. A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM MCKEEN,
“ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
“ ANSELM F. COMEAU,
“ ROBERT B. DICKEY,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Customs Duties,

A Bill, entitled, An Act to continue and amend the Laws regulating Customs Duties ; also,

Light House,
and

A Bill, entitled, An Act to continue the Laws imposing Light House Duties ; also,

Dartmouth Mechanics' Institute Bills

A Bill, entitled, An Act to Incorporate the Dartmouth Mechanics' Institute,

Read third time,

Were read a third time, and the question was put by the President, on each Bill,

Whether this Bill shall pass ?

Agreed to, and sent
to H. A.

It was resolved in the affirmative.

A message was sent to the House of Assembly by the Clerk,
To return the said Bills, and acquaint them that this House has agreed to the same, without any amendment.

Petition of W. H.
Taylor.

Mr. Comeau presented the petition of W. H. Taylor and others, praying for the enactment of a Law similar to the Maine Liquor Law—which was read, and ordered to lie on the table.

Message from H. E.,
with Despatches
and order in Council,
relative to Act
on Proceedings
in Judgments obtained
without
Province.

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Despatches and Order in Council, disallowing the Act concerning Proceedings on Judgments obtained in Courts without the Province.

Despatch dated 23rd September, 1861, from the Secretary of State for the Colonies, to the Lieutenant-Governor.

Despatch dated 22nd October, 1861, from the same to the same.
Order in Council dated 11th October, 1861, disallowing the Act.

(Appendix—Judgments without the Province.)

Also, an Order in Council dated 11th October, 1861, allowing seventy-eight Acts passed in the last session.

Order in Council allowing 78 Acts.

(Appendix—Legislative Acts.)

The same were read and ordered to lie on the table.

Mr. Creelman presented the petition of the Grand Division of the Sons of Temperance, praying for an alteration in the Law granting Licenses to sell Spirituous Liquors—which was ordered to lie on the table.

Petition of Sons of Temperance.

A Message was brought from the House of Assembly by Mr. Twining, To inform the House that the House of Assembly agreed to the amendments proposed by this House to a Bill, entitled, An Act to regulate Labor on the Highways, with an amendment to the last amendment, to which they desired the concurrence of this House.

H. A. agree to am. to Labor on Highways Bill, with am.

On motion, the House proceeded to the consideration of the amendment proposed by the House of Assembly to the last amendment proposed by this House to the said Bill.

Am. considered.

The same was read by the Clerk, as follows :

Am. read,

Last amendment, third line—leave out the word "Cumberland."

And the said amendment being read a second time, Mr. Pineo moved that the said amendment be not agreed to—which, being seconded, and the question being put by the President, there appeared, for the motion, eleven ; against the motion, ten :

For the motion—

Mr. McKeen,
Archibald,
Pineo,
Creighton,
Comcau,
Holmes,
R. B. Dickey,
Black,
Keith,
Cutler,

The President.

Against the motion—

Mr. McNab,
Anderson,
McCully,
McHeffey,
Brown,
Whitman,
C. Dickie,
Almon,
Tupper,
Creelman.

So it passed in the affirmative.

Ordered, That the said amendment be not agreed to.

and not agreed to

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

Message to H. A.

To return the said Bill, and acquaint them that this House does not agree to the amendment proposed by them to the last amendment proposed by this House to the said Bill.

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

Com. on Bills.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act relating to the Gold Fields, and had agreed to the same without any amendment.

Report Gold Fields Bill, without am.

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

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

s. o. s.

Bill read third time,	The said Bill was read a third time, and the question was put by the President,
	Whether this Bill shall pass?
Agreed to, and sent to H. A.	It was resolved in the affirmative. A message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to the same without any amendment.
Adjourn.	On motion made and seconded, the House adjourned until Monday, at twelve o'clock.

MONDAY, 31st MARCH, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ ALEXANDER KEITH,
“ WILLIAM A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM MCKEEN,
“ THOMAS D. ARCHIBALD,

The Honorable

“ ANSLEM F. COMEAU,
“ ROBERT B. DICKEY,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of Friday were read.

Com. on Bills

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

Report Common Lands, Lunenburg Bill, without am.

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act relating to Common Lands in the Township of Lunenburg, and had agreed to the same without any amendment.

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

H. E. comes to Council Chamber.

At two of the clock, p. m., His Excellency the Right Honorable The EARL OF MULGRAVE, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia, and its Dependencies, &c., &c., &c., came to the Council Chamber attended as usual, and being seated, the Gentleman Usher of the Black Rod received His Excellency's commands to let the House of Assembly know "It is His Excellency's will and pleasure they attend him immediately in this House," who, being come with their Speaker, His Excellency was pleased to give his assent to twenty-eight Bills, entitled as follows :

H. A. attend.

H. E. assents to twenty-eight Bills, viz. :

Congregat'nal Un'n.

An Act to Incorporate the Congregational Union of Nova Scotia and New Brunswick, so far as relates to the Province of Nova Scotia,

Joint Stock Co.,

An Act for the Incorporation and winding up of Joint Stock Companies,

Poll. Dist. Victoria,

An Act to establish an additional Polling District in the County of Victoria,

An Act to amend the Act to Incorporate the Halifax Relief Steamboat Company,	Hx. Relief Steam Co.,
An Act to amend the Act to Incorporate the Nova Scotia Electric Telegraph Company, and the Acts in amendment thereof,	N. S. Elect. Tel. Co.,
An Act to establish a Line between two Polling Districts in the County of Cumberland,	Poll. Dist. Cumberland,
An Act to amend the Act relating to Port Hawkesbury, in the County of Inverness,	Port Hawkesbury,
An Act to regulate Highway Labor within the limits of the Commissioners of Streets for the Town of Pictou,	Labor, Streets, Pictou,
An Act to Incorporate the Halifax Club,	Halifax Club,
An Act to amend the Act to Incorporate the Chebucto Marine Railway Company,	Chebucto Marine Ins. Co.,
An Act to alter a Polling District and certain Polling Places in the County of Pictou,	Pol. Dist. Pictou,
An Act to Incorporate the Messenger Wharf Company,	Messenger Wharf Co.,
An Act to Incorporate "The Acadia Fire Insurance Company,"	Acadia Fire Ins. Co.,
An Act for the prevention of False Alarms of Fire within the City of Halifax,	Fire Alarms, Hx.,
An Act to regulate the size of Apple Barrels,	Apple Barrels,
An Act to Naturalize certain Aliens,	Aliens,
An Act to Incorporate the Union Protection Company,	Union Protect. Co.,
An Act to provide for rebuilding a Bridge in the County of Pictou,	Bridge, Pictou,
An Act to divide an Electoral District in the County of Halifax,	Electoral Dist. Hx.,
An Act to authorize the Sale of a School Lot in the Township of Barrington,	School Lot, Barrington,
An Act to provide for improving a road in the County of Guysborough,	Road, Guysborough,
An Act to establish an additional Polling District in the County of Guysborough,	Polling Dist., Guysborough,
An Act to provide for building a Bridge in Hants County,	Bridge, Hants,
An Act to amend the Act for improving a Road in Queen's County,	Road, Queen's Co.,
An Act to continue and amend the Laws regulating Customs Duties,	Customs Duties,
An Act to continue the laws imposing Light House Duties,	Light House Duties,
An Act to Incorporate the Dartmouth Mechanics' Institute,	Dart. Mechan. Inst.,
An Act relating to the Gold Fields.	and Gold Fields.

The House of Assembly then withdrew, and His Excellency was pleased to retire soon after. H. A. withdraw. H. E. retires.

On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn.

TUESDAY, 1st APRIL, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Common Lands, Lunenburg Bill, read third time,

A Bill, entitled, An Act relating to Common Lands in the Township of Lunenburg, was read a third time, and the question was put by the President,

Whether this Bill shall pass?

Agreed to, and sent to H. A.

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to the same without any amendment.

Message from H. E., with Viscount Monk's Commission and Instructions.

Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House,

A copy of the Commission of Viscount Monk, as Governor of Nova Scotia, and also of the Instructions accompanying the same.

(Appendix—Governor's Commission.)

The same was read, and ordered to lie on the table.

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

Expenses of Civil Government.

1. A Bill, entitled, An Act to provide for certain expenses of the Civil Government of this Province,

Provincial Loan,

2. A Bill, entitled, An Act to continue the Act to authorize a Provincial Loan,

Victoria Coal Co.,

3. A Bill, entitled, An Act to amend the Act to Incorporate the Victoria Coal Mining Company,

Sale of Staves, &c.,

4. A Bill, entitled, An Act to regulate the sale of Staves, Bricks, and other articles,

Albert Bridge, Cape Breton,

5. A Bill, entitled, An Act to provide for rebuilding Albert Bridge, in the County of Cape Breton,

Settlement of Poor,

6. A Bill, entitled, An Act to amend Chapter 89 of the Revised Statutes, "Of the settlement and support of the Poor,"

Stipendiary Magistrate, Pictou,

7. A Bill, entitled, An Act for the appointment of a Stipendiary Magistrate and Police Constable in the Town of Pictou,

Assessment, Cape Breton,

8. A Bill, entitled, An Act to authorize an Assessment in the County of Cape Breton,

9. A Bill, entitled, An Act to authorize an Assessment upon the Fire District of Bridgewater, Assessment, Fire, Bridgewater,
10. A Bill, entitled, An Act to amend Chapter 120 of the Revised Statutes, "Of Patents for useful Inventions," Patents,
11. A Bill, entitled, An Act to amend Chapter 46 of the Revised Statutes, "Of County Assessments," County Assessment, Bills,
- To which Bills they desired the concurrence of this House.
- The said Bills were read a first time. Read first time.
- Ordered,* That the six first Bills be read a second time at a future day.
- Ordered,* That the seventh, eighth, and ninth Bills, be referred to a Select Committee, to examine and report upon. Three Bills referred.
- Ordered,* That Mr. Holmes, Mr. Creighton, and Mr. Archibald, be a Committee for that purpose. Committee.
- Ordered,* That the tenth Bill be referred to a Select Committee, to examine and report upon. Patents Bill ref.
- Ordered,* That Mr. McCully, Mr. Dickey, and Mr. Brown, be a Committee for that purpose. Committee.
- Ordered,* That the eleventh Bill be referred to a Select Committee, to examine and report upon. County Assessment Bill, referred.
- Ordered,* That Mr. Almon, Mr. Black, and Mr. McNab, be a Committee for that purpose. Committee.
- The Messenger also brought up a Bill, entitled, An Act to regulate Labor on the Highways, and informed the House that the House of Assembly did not adhere to the amendment proposed by them to the last amendment proposed by this House to the said Bill, but agreed to the said Bill as amended by this House. H. A. do not adhere to am. to am. to Highway Labor Bill.
- The said Bill was then read as amended, and the question was put by the President, Bill finally agreed to, and sent to H. A.
- Whether this Bill, as amended, shall pass?
- It was resolved in the affirmative.
- A Message was sent to the House of Assembly by the Clerk,
- To return the said Bill, and acquaint them that this House has agreed to the same as amended.
- On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. McKean reported that the Committee had made some progress. Com. on Bills Report.
- The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Act to authorize a Loan for the erection of a Court House and Jail in Yarmouth; also, Court House, Yarmouth, and
- A Bill, entitled, An Act to define the Rear Line of the Township of Barrington; Line, Barrington Bills, without am.
- And had agreed to the same without any amendment.
- Ordered,* That the said Bills be read a third time at a future day.
- The Chairman also reported that the Committee had gone through a Bill, entitled, An Act concerning the County of Hants, and had made an amendment thereto. Report Hants Co. Bill, with am.
- The said amendment was read by the Clerk, as follows: Am. read and agreed to.
- Fourth Clause—Eighth line, after the word "mentioned," insert the words, "and the repairs of the Court House and Jail."
- And the said amendment being read a second time, was agreed to by the House.
- Ordered,* That the said Bill be read a third time at a future day.
- On motion made and seconded, the House adjourned until to-morrow, at half-past two o'clock. Adjourn

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

Court House, Yarmouth, and

A Bill, entitled, An Act to amend the Act to authorize a Loan for the erection of a Court House and Jail in Yarmouth; also,

Rear line, Barrington, Bills

A Bill, entitled, An Act to define the Rear Line of the Township of Barrington;

Read third time,

Were read a third time, and the question was put by the President on each Bill,

Whether this Bill shall pass?

Agreed to, and sent to H. A.

It was resolved in the affirmative.

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

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

Hants Co. Bill read third time, agreed to, with am., and sent to H. A.

A Bill, entitled, An Act concerning the County of Hants,

Was read a third time, and the question was put by the President,

Whether this Bill, with the amendment, shall pass?

It was resolved in the affirmative.

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

To return the said Bill, and acquaint them that this House has agreed to the same with an amendment, to which amendment their concurrence is desired.

Expenses Civil Govt.

A Bill, entitled, An Act to provide for certain expenses of the Civil Government of this Province; also,

Provincial Loan,

A Bill, entitled, An Act to continue the Act to authorize a Provincial Loan; also,

Victoria Coal Co.,

A Bill, entitled, An Act to Incorporate the Victoria Coal Mining Company; also,

Sale of Staves, &c.,

A Bill, entitled, An Act to regulate the sale of Staves, Bricks, and other articles; also,

Albert Bridge, Cape Breton, and

A Bill, entitled, An Act to provide for rebuilding Albert Bridge, in the County of Cape Breton; also,

Settlement of Poor Bills

A Bill, entitled, An Act to amend Chapter 89 of the Revised Statutes, "Of the settlement and support of the Poor,"

Read second time, and ord. to Com.

Were read a second time.

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

Mr. Holmes, the Chairman of the Committee to whom a Bill, entitled, An Act for the appointment of a Stipendiary Magistrate and Police Constable for the Town of Pictou, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Com. on Stipendiary Magistrate, Pictou, Bill, rep. fav.

The said Bill was read a second time.

Bill read second time and ord. to Com.

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

Mr. Holmes, the Chairman of the Committee to whom a Bill, entitled, An Act to authorize an assessment in the County of Cape Breton, was referred, reported that the Committee had examined the said Bill, that it was a local Bill, and it did not appear that the requisites of the Standing Order of this House, Number Sixty, relative to private and local Bills, had been complied with, and the Committee did not recommend it to the favorable consideration of the House.

Com. on Assessment, Cape Breton. Bill, report local Bill & S. O. not complied with.

The said Bill was read a second time.

On motion, resolved, That the further consideration of the said Bill be deferred to this day three months.

Bill deferred.

Mr. Holmes, the Chairman of the Committee to whom a Bill, entitled, An Act to authorize an assessment upon the Fire District of Bridgewater, was referred, reported that the Committee had examined the said Bill, that it was a local Bill, and it did not appear that the requisites of the Standing Order of this House, Number Sixty, relative to private and local Bills, had been complied with.

Com. on Assessment, Fire District, Bridgewater, Bill, rep. local Bill, and S. O. not complied with.

Mr. McCully, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 120 of the Revised Statutes, "Of Patents for Useful Inventions," was referred, reported that the Committee had examined the said Bill, and proposed some amendments, and recommended it to the favorable consideration of the House.

Com. on Patents Bill rep. fav.

The said Bill was read a second time.

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

Bill read second time and ord. to Com.

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

S. O. S.

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

Com. on Bills

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers," and had made several amendments thereto:

Rep. Sup. Court Bill, with am.

Which amendments, being read twice by the Clerk, were agreed to by the House.

Am. agreed to.

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

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to provide for certain expenses of the Civil Government of Nova Scotia; also,

Rep. Expenses Civil Govt.,

A Bill, entitled, An Act to continue the Act to authorize a Provincial Loan; also,

Provincial Loan,

A Bill, entitled, An Act to regulate the sale of Staves, Bricks, and other articles; also,

Sale of Staves, &c.,

A Bill, entitled, An Act to provide for rebuilding Albert Bridge, in the County of Cape Breton; also,

Albert Bridge, Cape Breton,

- Settlement of Poor, and
Stipendiary Magistrate. Pictou Bills, without am.
S. O. S.
Bills read third time,
Agreed to, and Sent to H. A.
Report Victoria Coal Co's Bill, with am.
Am. read, and
Agreed to.
Report Patents Bill, with am.
Am. read, and
Agreed to.
Drawbacks,
Commrs Streets,
Useful Birds and Animals,
Construction of Railways, and
License Law Bills
Read first time.
License Bill ref.
Committee.
H. A. agree to am. to Hants Co. Bill.
- A Bill, entitled, An Act to amend Chapter 89 of the Revised Statutes, "Of the settlement and support of the Poor"; also,
A Bill, entitled, An Act for the appointment of a Stipendiary Magistrate and Police Constable in the Town of Pictou,
And had agreed to the same without any amendment.
Ordered, That the said Bills be read a third time.
Resolved unanimously, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.
The said Bills were read a third time, and the question was put by the President, on each Bill,
Whether this Bill shall pass?
It was resolved in the affirmative.
A message was sent to the House of Assembly by the Clerk,
To return the said Bills, and acquaint them that this House has agreed to the same without any amendment.
The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Act to Incorporate the Victoria Coal Mining Company, and had made several amendments thereto.
The said amendments were read by the Clerk as follows :
First Preamble—Leave out this Preamble. Second Preamble—Leave out this Preamble. Third Preamble—First line, leave out the word "and." After the word "whereas," insert the words, "it is alleged that". Second line, after the word "stock," insert the words, "of the said Company."
And the said amendments being read a second time, were agreed to by the House.
Ordered, That the said Bill be read a third time at a future day.
The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 120 of the Revised Statutes, "Of Patents for Useful Inventions," and had made an amendment thereto.
The said amendment was read by the Clerk as follows :
First Clause—Third line, leave out the words, "residents of this Province." and insert, "persons who shall have resided in this Province for the period specified in the first clause of that Chapter."
And the said amendment being read a second time, was agreed to by the House.
Ordered, That the said Bill be read a third time at a future day.
A message was brought from the House of Assembly by Mr. Twining, with the following Bills :
A Bill, entitled, An Act to amend Chapter 18 of the Revised Statutes, "Of the Exportation of Goods, and of Drawbacks,"
A Bill, entitled, An Act to amend Chapter 64 of the Revised Statutes, "Of Commissioners of Streets,"
A Bill, entitled, An Act in addition to Chapter 92 of the Revised Statutes, "Of the Preservation of Useful Birds and Animals,"
A Bill, entitled, An Act to amend the Act to authorize the construction of Railways in this Province, and the Acts in amendment thereof,
A Bill, entitled, An Act to amend the License Law,
To which Bills they desired the concurrence of this House.
The said Bills were read a first time.
Ordered, That the four first Bills be read a second time at a future day.
Ordered, That the fifth Bill be referred to a Select Committee, to examine and report upon.
Ordered, That Mr. Creelman, Mr. Comeau, and Mr. Brown, be a Committee for that purpose.
The Messenger also brought up a Bill, entitled, An Act concerning the County of Hants, and informed the House that the House of Assembly agreed to the amendment proposed by this House to the said Bill.

The said Bill was then read as amended, and the question was put by the President,

Bill finally agreed to, and sent to H. A.

Whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them therewith.

On motion made and seconded, the House adjourned until Friday, at half-past two o'clock.

Adjourn.

FRIDAY, 4th APRIL, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES MCNAB,
 “ JONATHAN MCCULLY,
 “ RICHARD A. MCHEFFEY,
 “ THOMAS D. ARCHIBALD,

“ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Wednesday were read.

A Bill, entitled, An Act to amend Chapter 126 of the Revised Statutes, “Of the Supreme Court and its Officers,” was read a third time, and the question was put by the President,

Sup. Court Bill read third time,

Whether this Bill shall pass?

It was resolved in the affirmative.

Passed, and sent to H. A.

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

A Bill, entitled, An Act to amend the Act to Incorporate the Victoria Coal Mining Company; also,

Victoria Coal Co., and

A Bill, entitled, An Act to amend Chapter 120 of the Revised Statutes, “Of Patents for Useful Inventions,”

Patents,

Were read a third time, and the question was put by the President, on each Bill,

Bills read third time,

Whether this Bill, with the amendments, shall pass?

It was resolved in the affirmative.

Agreed to, with am., and sent to H. A.

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

To return the said Bills, and acquaint them that this House has agreed to the same with amendments, to which amendments their concurrence is desired.

A Bill, entitled, An Act to amend Chapter 18 of the Revised Statutes, “Of the Exportation of Goods, and of Drawbacks;” also,

Drawbacks,

- Useful Birds, and
Comm'rs Streets,
Bills,
Read second time,
and ord. to Com.
- A Bill, entitled, An Act in addition to Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals;" also.
A Bill entitled, An Act to amend Chapter 64 of the Revised Statutes, "Of Commissioners of Streets,"
Were read a second time.
Ordered, That the said Bills be committed to a Committee of the whole House at a future day.
- Com. on License Law
Bill, rep.
- Mr. Creelman, the Chairman of the Committee to whom a Bill, entitled, An Act to amend the License Law, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
The said Bill was read a second time.
Ordered, That the said Bill be committed to a Committee of the whole House, at a future day.
- Bill read 2nd time,
and ord. to Com.
- Com. on County As-
sessment Bill, rep.
- Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 46 of the Revised Statutes, "Of County Assessments," was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
The said Bill was read a second time.
Ordered, That the said Bill be committed to a Committee of the whole House, at a future day.
- Bill read 2nd time,
and ord. to Com.
- Pet. of Ed. Benton.
- Mr. Comeau presented the petition of Edward Benton and others, praying for the enactment of a law similar to the Maine Liquor Law—which was ordered to lie on the table.
- Pet. of Sessions,
Yarmouth.
- Mr. Brown presented the petition of the General Sessions of Yarmouth, praying for an alteration in the License Law, and authorizing the appointment of a person to sell Spirituous Liquors for medical and mechanical purposes only, and not as a beverage,—which was read and ordered to lie on the table.
- Pet. of Grand Div.,
S. of T.
- The petition of the Grand Division of the Sons of Temperance, against permission being granted to sell Spirituous Liquors, which was presented on the 28th March, was read.
- A Message was brought from the House of Assembly by Mr. Twining, with the following Bills:
- Loan for Public
service,
Exec. and Legisla-
tive Disabilities,
Bridges and Roads,
Pictou,
Bridge, Digby,
Post Office,
School Lands, Truro,
Glace Bay Min'g Co.,
Medical Officer, Hx.,
Assessments, Hx.,
Streets, Hx.,
1. A Bill, entitled, An Act to authorize a Loan for the public service, and to provide for the repayment thereof,
 2. A Bill, entitled, An Act in respect of Executive and Legislative Disabilities,
 3. A Bill, entitled, An Act to amend the Act for the building of certain Bridges, and the improvement of certain Roads, in the County of Pictou,
 4. A Bill, entitled, An Act to provide for rebuilding a Bridge in the County of Digby,
 5. A Bill, entitled, An Act to amend Chapter 23 of the Revised Statutes, "Of the Post Office,"
 6. A Bill, entitled, An Act to authorize the sale of School Lands in the Township of Truro,
 7. A Bill, entitled, An Act to Incorporate the Glace Bay Mining Company,
 8. A Bill, entitled, An Act respecting the Medical Officer of the City of Halifax,
 9. A Bill, entitled, An Act to amend the Act respecting Assessments in the City of Halifax,
 10. A Bill, entitled, An Act in amendment of the Act concerning Streets in the City of Halifax,

11. A Bill, entitled, An Act to amend the Act to restrain the erection of
Wooden Buildings within certain portions of the City of Halifax, Wooden Buildings,
Hx., and
12. A Bill, entitled, An Act relating to Bankrupts, Bankrupt Bills,
To which Bills they desired the concurrence of this House.
The said Bills were read a first time. Read first time.
- Ordered,* That the nine first Bills be read a second time at a future day.
- Ordered,* That the tenth and eleventh Bills be referred to a Select Com-
mittee, to examine and report upon. Streets, and Wooden
Buildings, Hx.,
Referred.
Committee.
- Ordered,* That Mr. Keith, Mr. Black, and Mr. McNab, be a Committee
for that purpose.
- Ordered,* That the twelfth Bill be referred to a Select Committee, to ex- Bankrupt Bill ref.
Committee.
amine and report upon.
- Ordered,* That Mr. Dickey, Mr. Anderson, Mr. Almon, Mr. Pineo, and Mr. Committee.
Creighton, be a Committee for that purpose.

Mr. Creelman, the Chairman of the Committee of this House appointed to
join a Committee of the House of Assembly, to examine the Public Ac- Rep. of Com. of
Public Accounts
counts, made his Report, which he read in his place.

(Appendix—Public Accounts.)

Ordered, That the said Report do lie on the table.

On motion made and seconded, the House adjourned until to-morrow, Adjourn
at half-past two o'clock.

SATURDAY, 5th APRIL, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
“ STAYLEY BROWN,
“ MATHER B. ALMON,
“ ALEXANDER KEITH,
“ WILLIAM A. BLACK,
“ HENRY G. PINEO,
“ JAMES McNAB,
“ JONATHAN McCULLY,
“ WILLIAM McKEEN,
“ THOMAS D. ARCHIBALD,

The Honorable

“ ANSELM F. COMEAU,
“ ROBERT B. DICKEY,
“ JOHN HOLMES,
“ JOHN CREIGHTON,
“ JOHN H. ANDERSON,
“ SAMUEL CREELMAN,
“ WILLIAM C. WHITMAN,
“ CHARLES DICKIE,
“ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

- A Bill, entitled, An Act to authorize a Loan for the Public Service, and Public Loan and re-
payment,
to provide for the repayment thereof; also,
- A Bill, entitled, An Act in respect of Executive and Legislative Disabil- Exec. and Legisla-
tive Disabilities,
ities; also,
- A Bill, entitled, An Act to amend the Act for the building of certain Bridges and Roads,
Pictou,
Bridges; and the improvement of certain Roads, in the County of Pictou;
also,

Bridge, Digby. A Bill, entitled, An Act to provide for rebuilding a Bridge in the County of Digby; also,
 Post Office, A Bill, entitled, An Act to amend Chapter 23 of the Revised Statutes, "Of the Post Office;" also,
 School Lands, Truro, A Bill, entitled, An Act to authorize the sale of School Lands for the Township of Truro; also,
 Medical Officer, Hx., and Assessments, Hx., A Bill, entitled, An Act respecting the Medical Officer of the City of Halifax; also,
 Bills read 2nd time, and ord. to Com. A Bill, entitled, An Act to amend the Act respecting Assessments in the City of Halifax.
 Were read a second time.
Ordered, That the said Bills be committed to a Committee of the whole House at a future day.

Glace Bay Mining Co. Bill, read 2nd time and ref. A Bill, entitled, An Act to Incorporate the Glace Bay Mining Company, was read a second time.
Ordered, That the said Bill be referred to a Select Committee, to examine and report upon.
 Committee. *Ordered*, That Mr. Archibald, Mr. Brown, and Mr. Creelman, be a Committee for that purpose.

Message from H. E., with Despatch acknowledging receipt of Ad. of Con. on Prince Consort's death. Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House,
 A Despatch dated 10th March, 1862, from the Secretary of State for the Colonies, to the Lieutenant-Governor, acknowledging the receipt of the Address of Condolence from the Legislative Council and House of Assembly, to Her Majesty, on the death of the Prince Consort.

(*Appendix—Death of Prince Consort.*)

The same was read and ordered to lie on the table.

Secret Bills of Sale Bill, read 1st time. Mr. Dickey presented a Bill to prevent Frauds upon Creditors by Secret Bills of Sale,—which was read a first time.
Ordered, That the said Bill be read a second time at a future day.

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

Report Drawbacks and The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 18 of the Revised Statutes, "Of the Exportation of Goods, and of Drawbacks;" also,

County Assessment Bill, without am. A Bill, entitled, An Act to amend Chapter 46 of the Revised Statutes, "Of County Assessments,"

And had agreed to the same without any amendment.

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

Rep. License Bill, with am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the License Law, and had made several amendments thereto.

Am. read, and The said amendments were read by the Clerk, as follows :

Fourth Clause—Leave out this Clause.

Ninth Clause—Leave out this Clause.

After the Tenth Clause, insert the following Clauses :

It shall be lawful for the Chief Commissioner of Railways, or any person authorized by him, to seize and destroy all intoxicating liquors found exposed or intended for sale within the limits of the Railway, and for that purpose, if necessary, upon reasonable ground of suspicion, forcibly to enter into any house or building within said limits, and to seize and take away all such intoxicating liquors.

No Licenses shall be granted to any person who shall reside or have any place of business within the limits of the Railway, and all sales of intoxicating liquors within such limits, shall be deemed as made without License, notwithstanding the seller may hold a License; and he shall be liable to all penalties and forfeitures incurred by those who sell without License.

All penalties under this Act shall be appropriated in the same manner as those under the Acts hereby amended.

And the said amendments being read a second time, were agreed to by the House. Agreed to.

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

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

A Bill, entitled, An Act for imposing an Excise Duty on certain articles manufactured within this Province, Excise Duty, and

A Bill, entitled, An Act to prevent the distillation of Intoxicating Liquors, and for protecting the public Revenue, Distillation of Intoxicating Liquors, Bills,

To which Bills they desired the concurrence of this House.

The same were read a first time.

Read first time.

Ordered, That the first Bill be referred to a Select Committee, to examine and report upon. Excise Duty Bill ref.

Ordered, That Mr. Anderson, Mr. Almon, Mr. Creelman, Mr. Black, and Mr. Brown, be a Committee for that purpose. Committee.

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

The Messenger also returned a Bill, entitled, An Act to amend the Act to Incorporate the Victoria Coal Mining Company; also, H. A. agree to am. to Victoria Coal Mining Co. and

A Bill, entitled, An Act to amend Chapter 120 of the Revised Statutes, "Of Patents for useful Inventions," Patents Bills.

And informed the House that the House of Assembly agreed to the amendments proposed by this House to the said Bills.

The said Bills were then read as amended, and the question was put by the President, on each Bill, Bills finally agreed to, and sent to H. A.

Whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

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

To return the said Bills, and acquaint them that this House has agreed to the same as amended.

The Messenger also returned a Bill, entitled, An Act to authorize the construction of a Line of Electric Telegraph for Military purposes, from Halifax to the Boundary Line of New Brunswick, and informed the House that the House of Assembly had agreed to the said Bill with an amendment, to which amendment they desired the concurrence of this House. H. A. agree to Military Teleg. Bill, with am.

On motion, the House proceeded to the consideration of the said amendments. Am. considered, and agreed to.

The same were read by the Clerk, as follows:

At the end of the Bill, add the following Clause: This Act shall not go into operation until Her Majesty's assent shall be signified thereto.

And the said amendment being read a second and third time, was agreed to.

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

To carry down the said Bill, and acquaint them that this House has agreed to the amendment proposed by them to the said Bill. Message to H. A.

Mr. Almon presented the Petition of James Crosskill and others, in opposition to a Bill, entitled, An Act for imposing an Excise Duty on certain articles manufactured in this Province—which was read, and ordered to lie on the table. Pet. of Jas. Crosskill et. al.

On motion made and seconded, the House adjourned until Monday, at half-past two o'clock. Adjourn.

 MONDAY, 7th APRIL, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ W. A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES MCNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ RICHARD A. MCHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of Saturday were read.

Drawbacks, and
 County Assessment

A Bill, entitled, An Act to amend Chapter 18 of the Revised Statutes, “Of the Exportation of Goods, and of Drawbacks;” also,

A Bill, entitled, An Act to amend Chapter 46 of the Revised Statutes, “Of County Assessments.”

Bills, read 3rd time,

Were read a third time, and the question was put by the President, on each Bill,

Whether this Bill shall pass?

Agreed to, and
 sent to H. A.

It was resolved in the affirmative.

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

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

License Law Bill
 read third time,

A Bill, entitled, An Act to amend the License Law, was read a third time, and the question was put by the President,

Whether this Bill, with the amendments, shall pass?

Agreed to, with am.,
 and
 Sent to H. A.

It was resolved in the affirmative.

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

To return the said Bill, and acquaint them that this House has agreed to the same, with amendments, to which amendments their concurrence is desired.

Secret Bills of Sale
 Bill read 2nd time,
 and
 Ordered to Com.

A Bill, entitled, An Act to prevent Frauds upon Creditors by Secret Bills of Sale, was read a second time.

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

Distillation Bill read
 second time, and
 ordered to Com.

A Bill, entitled, An Act to prevent the Distillation of Intoxicating Liquors, and for protecting the public Revenue, was read a second time.

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

Com. on Glace Bay
 Mining Co. Bill
 report.

Mr. Archibald, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Glace Bay Mining Company, was referred, reported that the Committee had examined the said Bill, and proposed certain

amendments, and recommended it to the favorable consideration of the House.

The said Bill was read a second time.

Bill read 2nd time, and ord. to Com.

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

Mr. Keith, the Chairman of the Committee to whom a Bill, entitled, An Act to amend the Act to restrain the erection of Wooden Buildings within certain portions of the City of Halifax, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.

Com. on Wooden Buildings, Hx. Bill, report.

The said Bill was read a second time.

Bill read 2nd time, and ord. to Com.

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

Mr. Keith, the Chairman of the Committee to whom a Bill, entitled, An Act in amendment of the Act concerning Streets in the City of Halifax was referred, reported that the Committee had examined the said Bill, and did not recommend it to the favorable consideration of the House.

Com. on Streets, Hx. Bill, rep. unfav.

The said Bill was read a second time.

Bill read 2nd time, and def. 3 months.

On motion, *resolved*, that the further consideration of the said Bill be deferred to this day three months.

Mr. R. B. Dickie, the Chairman of the Committee to whom a Bill, entitled, An Act relating to Bankrupts, was referred, reported that the Committee had examined the said Bill and did not recommend it to the favorable consideration of the House.

Com. on Bankrupt Bill rep. unfav.

The said Bill was read a second time.

Bill read 2nd time, and def. 3 months.

On motion, *resolved*, that the further consideration of the said Bill be deferred to this day three months.

Mr. Anderson, the Chairman of the Committee to whom a Bill, entitled, An Act for imposing an Excise Duty on certain articles manufactured within this Province, was referred, reported that the Committee had examined the said Bill, and that the majority of the Committee recommended it to the favorable consideration of the House.

Com. on Excise Duty Bill, report maj-fav.

The said Bill was read a second time.

After long debate, *ordered*, That the said Bill be committed to a Committee of the whole House at a future day.

Bill read 2nd time, and ord. to Com.

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

To return a Bill, entitled, An Act to authorize the construction of a line of Electric Telegraph, for Military purposes, from Halifax to the Boundary Line of New Brunswick, and to inform the House that the House of Assembly agreed to the said Bill as amended.

H. A. finally agree to Military Teleg. Bill.

The Messenger also brought up the following Bills :

1. A Bill, entitled, An Act concerning the Congregations of the Presbyterian Church of the Lower Provinces of British North America,
 2. A Bill, entitled, An Act to amend Chapter 62 of the Revised Statutes, "Of Laying out Roads other than certain Great Roads,"
 3. A Bill, entitled, An Act to amend Chapter 157 of the Revised Statutes, "Of Offences against Religion,"
 4. A Bill, entitled, An Act to amend Chapter 95 of the Revised Statutes, "Of the River Fisheries,"
 5. A Bill, entitled, An Act to authorize the sale of a portion of the Halifax Common,
 6. A Bill, entitled, An Act in reference to the Militia, To which Bills they desired the concurrence of this House.
- The said Bills were read a first time.

Presbyterian Congregations,

Laying out roads,

Offences against Religion,

River Fisheries,

Sale of Hx. Common and Militia Bills,

Read first time,

Presbyterian Congregations Bill, ref. Committee. *Ordered*, That the first Bill be referred to a select Committee to examine and report upon.

Ordered, That Mr. Archibald, Mr. Creelman, Mr. McHeffey, Mr. Holmes, and Mr. Keith, be a Committee for that purpose.

Ordered, That the second, third, and fifth bills be read a second time at a future day.

River Fishery Bill, ref. Committee. *Ordered*, That the fourth bill be referred to a select Committee to examine and report upon.

Ordered, That Mr. Tupper, Mr. Pineo, and Mr. Charles Dickie, be a Committee for that purpose.

Militia Bill, ref. Committee. *Ordered*, That the sixth Bill be referred to a select Committee to examine and report upon.

Ordered, That Mr. McHeffey, Mr. Holmes, and Mr. Creighton, be a Committee for that purpose.

Construction of Railways Bill, read 2d time. A Bill, entitled, An Act to amend the Act to authorize the construction of Railways in this Province, and the Acts in amendment thereof, was read a second time.

After short debate, Mr. R. B. Dickey moved that the further consideration of the said Bill be deferred to this day three months :

Which, being seconded, and the question being put by the President, there appeared—for the motion, nine ; against the motion, eight.

For the motion—

Mr. Cutler,
Keith,
Brown,
Comeau,
Whitman,
Holmes,
R. B. Dickey,
McNab,

Against the motion—

Mr. Anderson,
McCully,
McKeen,
McHeffey,
Archibald,
C. Dickie,
Tupper,
Creelman.

The President.

So it passed in the affirmative.

Ordered, That the further consideration of the said Bill be deferred to this day three months.

Court House, Yarmouth, Bill, read first time. Mr. Brown presented a Bill to authorize the erection of a County Court House on a portion of the Land formerly used as a Public Cemetery, in the Town of Yarmouth, which was read a first time.

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

Committee. *Ordered*, That Mr. Brown, Mr. Creighton, and Mr. Creelman, be a Committee for that purpose.

Adjourn.

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

TUESDAY, 8th APRIL, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act to amend Chapter 62 of the Revised Statutes
 “ Of Laying out Roads other than certain Great Roads ;” also, Laying out Roads,
 A Bill, entitled, An Act to amend Chapter 157 of the Revised Statutes,
 “ Of Offences against Religion ;” also, Offences against Religion, and
 A Bill, entitled, An Act to authorize the sale of a portion of the Halifax
 Common, Sale Hx. Common
 Were read a second time. Bills read second time, and ord. to Com.
Ordered, That the said Bills be committed to a Committee of the whole House at a future day.

Mr. Archibald, the Chairman of the Committee to whom a Bill, entitled,
 An Act concerning the Presbyterian Church of the Lower Provinces of
 British North America, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House. Com. on Presbyterian Churches Bill, report.

The said Bill was read a second time. Bill read second time, and ordered to Com.
Ordered, That the said Bill be committed to a Committee of the whole House, at a future day.

Mr. Tupper, the Chairman of the Committee to whom a Bill, entitled, An
 Act to amend Chapter 95 of the Revised Statutes, “ Of the River Fisheries.”
 was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House. Com. on River Fisheries Bill, report.

The said Bill was read a second time. Bill read second time, and ordered to Com.
Ordered, That the said Bill be committed to a Committee of the whole House, at a future day.

Mr. Brown, the Chairman of the Committee to whom a Bill, entitled,
 An Act to authorize the erection of a County Court House on a portion of
 the land formerly used as a Public Cemetery in the Town of Yarmouth, was
 referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House. Com. on Yarmouth Court House Bill, report.

The said Bill was read a second time. Bill read second time, and ord. to Com.
Ordered, That the said Bill be committed to a Committee of the whole House, at a future time.

- Com. on Bills,** On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Cutler reported that the Committee had made some progress.
- Rep. Public Loan,** The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to authorize a Loan for the public service, and to provide for the repayment thereof; also,
- Exec. and Leg. Disabilities,** A Bill, entitled, An Act in respect of Executive and Legislative Disabilities; also,
- Bridges and Roads, Pictou,** A Bill, entitled, An Act to amend the Act for the building of certain Bridges, and the improvement of certain Roads, in the County of Pictou; also,
- Bridge, Digby,** A Bill, entitled, An Act to provide for rebuilding a Bridge in the County of Digby; also,
- Assessments, Hx., and** A Bill, entitled, An Act to amend the Act respecting Assessments in the City of Halifax; also,
- Distillation Bills, without am.** A Bill, entitled, An Act to prevent the Distillation of Intoxicating Liquors, and for protecting the public Revenue, And had agreed to the same without any amendment.
Ordered, That the said Bills be read a third time.
- S. O. S.** *Resolved unanimously,* That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.
- Bills read third time,** The said Bills were read a third time, and the question was put by the President, on each Bill,
Whether this Bill shall pass?
- Agreed to, and sent to H. A.** It was resolved in the affirmative.
A Message was sent to the House of Assembly by the Clerk,
To return the said Bills, and acquaint them that this House has agreed to the same without any amendment.
- Rep. Secret Bills of Sale Bill, without am.** The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to prevent Frauds upon Creditors by Secret Bills of Sale, and had agreed to the same without any amendment.
Ordered, That the said Bill be engrossed and read a third time.
Resolved unanimously, That the Standing Order of this House, Number 72, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.
- S. O. S.** The said Bill was read a third time, and the question was put by the President,
Whether this Bill shall pass?
It was resolved in the affirmative.
A message was sent to the House of Assembly by the Clerk,
To carry down the said Bill, and desire their concurrence thereto.
- Rep. Useful Birds and Animals Bill, with am.** The Chairman also reported that the Committee had gone through a Bill, entitled, An Act in addition to Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals;" and had made several amendments thereto.
- Am. read, and** The said amendments were read by the Clerk, as follows :
First Clause—First line, insert the word "Martin," instead of the word "Mink."
Third Clause—Second line, leave out the word "and," and after the word "Wolves," insert the words, "foxes, minks, and other noxious animals."
- Agreed to.** And the said amendments being read a second time, were agreed to by the House.
Ordered, That the said Bill be read a third time at a future day.
- Rep. Glace Bay Mining Co's Bill, with am.** The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to Incorporate the Glace Bay Mining Company, and had made several amendments thereto.
- Am. read, and** The said amendments were read by the Clerk, as follows :
Seventh Clause—First line, leave out the word "convenient." Last line,

instead of the words "Justices in General Sessions," insert the word "Legislature."

At the end of the Bill, add the following clause :

The Legislature may authorize any other party or Company to make the improvements specified in this Act, in Big Glace Bay and Lake, if the Company hereby incorporated shall not complete the same within three years from the passing of this Act.

And the said amendments being read a second time, were agreed to by the House. Agreed to.

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

The Chairman also reported that the Committee had had under consideration a Bill, entitled, An Act to amend Chap. 64 of the Revised Statutes, "Of Commissioners of Streets," and recommended that the further consideration of the said Bill should be deferred to this day three months. Recom. Commr's. of Streets, Bill, to be defer.

Ordered, That the said Report be received, and the further consideration of the said Bill be deferred to this day three months. Bill def..

Mr. Keith presented the petition of Peter Morrissey and others, brewers, in opposition to a Bill, entitled, An Act for imposing an Excise Duty on certain articles manufactured within this Province—which was read, and ordered to lie on the table. Petition of Peter Morrissey, et. al.

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

1. A Bill, entitled, An Act for vesting all Estate and Property occupied by, or for, the Naval Service of the United Kingdom of Great Britain and Ireland, in the Lord High Admiral, or the Commissioners for executing the office of Lord High Admiral of the said United Kingdom, for the time being, Naval Properties,

2. A Bill, entitled, An Act to provide for improving certain Roads in the County of Sydney, Roads. Sydney,

3. A Bill, entitled, An Act to legalize certain proceedings relative to County Assessments, Legalize Co. Assesments,

4. A Bill, entitled, An Act to alter and amend Chapter 46 of the Revised Statutes, "Of County Assessments." Co. Assesments,

5. A Bill, entitled, An Act relating to Poor Districts in the County of Cumberland, Poor Districts, Co. Cumberland.

6. A Bill, entitled, An Act to amend Chapter 23 of the Revised Statutes, "Of the Post Office," Post Office,

7. A Bill, entitled, An Act to amend Chapter 78 of the Revised Statutes, "Of Pilotage, Harbor, and Harbor Masters," Pilotage,

8. A Bill, entitled, An Act to extend the Jurisdiction of Justices of the Peace, in Civil Cases, Jurisdiction, J. P.,

9. A Bill, entitled, An Act to amend Chap. 73 of the Revised Statutes, "Of Commissioners of Sewers, and the regulating of Dyked and Marsh Lands," Commrs., Sewers, Bills.

To which Bills they desired the concurrence of this House.

The said Bills were read a first time.

Read first time.

Ordered, That the first, second, and third Bills be read a second time at a future day.

Ordered, That the fourth Bill be referred to a Select Committee, to examine and report upon. County Assesment Bill referred

Ordered, That Mr. Almon, Mr. McHeffey, and Mr. Creelman, be a Committee for that purpose. Committee.

Ordered, That the fifth Bill be referred to a Select Committee, to examine and report upon. Poor District, Cumberland, referred.

Ordered, That Mr. Pineo, Mr. McCully, and Mr. R. B. Dickey, be a Committee for that purpose. Committee.

Ordered, That the sixth Bill be referred to a Select Committee, to examine and report upon. P. O. Bill, ref.

Ordered, That Mr. Brown, Mr. Holmes, and Mr. Archibald be a Committee for that purpose. Committee.

- Pilotage Bill, ref. *Ordered*, That the seventh Bill be referred to a Select Committee, to examine and report upon.
- Committee. *Ordered*, That Mr. Archibald, Mr. Pineo, and Mr. Comeau, be a Committee for that purpose.
- Jurisdiction. J. P., Bill, referred. *Ordered*, That the eighth Bill be referred to a Select Committee, to examine and report upon.
- Committee. *Ordered*, That Mr. Pineo, Mr. McHeffey, and Mr. Holmes, be a Committee for that purpose.
- Sewers' Bill, ref. *Ordered*, That the ninth Bill be referred to a Select Committee to examine and report upon.
- Committee. *Ordered*, That Mr. C. Dickie, Mr. McHeffey, Mr. Whitman, Mr. Creelman, and Mr. Brown, be a Committee for that purpose.
- H. A. agree to Sup. Court Bill, with am. The Messenger also brought up a Bill, entitled, An Act to amend Chapter 126 of the Revised Statutes "Of the Supreme Court and its Officers," and informed the House that the House of Assembly had agreed to the said Bill, with an amendment, to which amendment they desired the concurrence of this House.
- Amendment considered, On motion, the House proceeded to the consideration of the said amendment.
- The same was read by the Clerk as follows:
First Clause—Twenty-second line—Leave out the word "five," and substitute therefor the word "ten."
- And the said amendment being read a second time,
On motion, *resolved*, That the said amendment be not agreed to.
- And not agreed to. A Message was sent to the House of Assembly by the Clerk,
And message to H. A. To carry down the said Bill, and acquaint them that this House has not agreed to the amendment proposed by them to the said Bill.
- S. O. S. on Yarmouth Court House Bill. *Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects a Bill, entitled, An Act to authorize the erection of a County Court House on a portion of the Land formerly used as a Public Cemetery in the Town of Yarmouth.
- Com. on Bills. On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. Cutler reported that the Committee had made some progress.
- Report Yarmouth Court House Bill with am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to authorize the erection of a County Court House on a portion of the Land formerly used as a Public Cemetery in the Town of Yarmouth, and had agreed to the same without any amendment.
- Ordered*, That the said Bill be engrossed, and read a third time at a future time.
- S. O. S. *Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.
- Bill read third time, The said Bill was read a third time, and the question was put by the President,
Whether this Bill shall pass?
It was resolved in the affirmative.
- Passed and sent to H. A. A Message was sent to the House of Assembly by the Clerk,
To carry down the said Bill, and desire their concurrence thereto.
- Rep. Excise Duty, Bill, without am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for imposing an Excise Duty on certain articles manufactured within this Province, and had agreed to the same, without any amendment.
- Ordered*, That the said Bill be read a third time at a future day.
- Adjourn. On motion made and seconded, the House adjourned until to-morrow, at eleven o'clock.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

A Bill, entitled, An Act for vesting all Estate and Property occupied by or for the Naval Service of the United Kingdom of Great Britain and Ireland, in the Lord High Admiral, or the Commissioners for executing the office of Lord High Admiral of the said United Kingdom, for the time being; also, Naval property,

A Bill, entitled, An Act to provide for improving certain Roads in the County of Sydney; also, Roads, Sydney, and

A Bill, entitled, An Act to legalize certain proceedings relative to County Assessments—were read a second time. Legalize Co. Assessment Bills, read second time, And ordered to Com.

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

Mr. Archibald, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 78 of the Revised Statutes, “Of Pilotage, Harbors, and Harbor Masters,” was referred, reported that the Committee had examined the said Bill and proposed some amendments, and recommended it to the favorable consideration of the House. Com. Pilotage Bill, report.

The said Bill was read a second time.

Ordered, That the said Bill be committed to a Committee of the whole House at a future day. Read second time, and ord. to Com.

Mr. C. Dickie, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 73 of the Revised Statutes, “Of Commissioners of Sewers, and the regulating of Dyked and Marsh Lands,” was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House. Com. on Sewers Bill, rep.

The said Bill was read a second time.

Ordered, That the said Bill be committed to a Committee of the whole House, at a future day. Bill read second time and ordered to Com.

Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act to alter and amend Chap. 46 of the Revised Statutes, “Of County Assessments,” was referred, reported that the Committee had examined the said Bill, and proposed certain amendments, and recommended it to the favorable consideration of the House. Com. on Co. Assessments Bill, rep.

The said Bill was read a second time.

Bill read second time, and

- Ordered to Com. *Ordered*, That the said Bill be committed to a Committee of the whole House, at a future day.
- Com. Militia Bill, rep. Mr. McHeffey, the Chairman of the Committee to whom a Bill, entitled, An Act in reference to the Militia, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Bill read second time and ordered to Com. The said Bill was read a second time.
Ordered, That the said Bill be committed to a Committee of the whole House at a future time.
- Com. on Jurisdiction J. P. Bill, rep. maj. fav. Mr. Pineo, the Chairman of the Committee to whom a Bill, entitled, An Act to extend the Jurisdiction of Justices of the Peace in Civil Cases, was referred, reported that the Committee had examined the said Bill, and that the majority of the Committee did not recommend it to the favorable consideration of the House.
- Bill read second time. Motion to order to Com. The said Bill was read a second time, Whereupon it was moved that the said Bill be committed to a Committee of the whole House, at a future day.
- Motion to def. three months. After short debate, Mr. McHeffey moved in amendment that the further consideration of the said Bill be deferred to this day three months. Which, being seconded, and the question being put by the President, there appeared, for the amendment, nine; against the amendment, twelve:
- | | |
|--------------------|------------------------|
| For the amendment— | Against the amendment— |
| Mr. Anderson, | Mr. McNab, |
| McCully, | Archibald, |
| McKeen, | Brown, |
| McHeffey, | Comeau, |
| Pineo, | Whitman, |
| Creighton, | C. Dickie, |
| R. B. Dickey, | Almon, |
| Black, | Tupper, |
| Cutler. | Creelman, |
| | Holmes, |
| | Keith, |
| | The President. |
- Negatived. So it passed in the negative.
- Bill ordered to Com. *Ordered*, That the said Bill be committed to a Committee of the whole House, at a future day.
- Com. on Post Office Bill, rep. Mr. Brown, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 23 of the Revised Statutes, "Of the Post Office," was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Bill read second time, and ord. to Com. The said Bill was read a second time.
Ordered, That the said Bill be committed to a Committee of the whole House, at a future day.
- Useful Birds and Animals, And Glace Bay Mining Co. Bills, read third time. A Bill, entitled, An Act in addition to Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals;" also, A Bill, entitled, An Act to Incorporate the Glace Bay Mining Company, Were read a third time, and the question was put by the President, on each Bill,
Whether this Bill, with the amendments, shall pass?
It was resolved in the affirmative.
- Agreed to with am. and sent to H. A. A message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same with amendments; to which amendments their concurrence is desired.
- Com. on Bills On motion, the House was adjourned during pleasure, and put into a

Committee on Bills. After some time the House was resumed, and Mr. McKeen reported that the Committee had made some progress.

The Chairman also reported that the Committee had had under consideration a Bill, entitled, An Act to authorize the Sale of a portion of the Halifax Common, and recommended that the said Bill should be referred to a Select Committee, to examine and report upon.

Recom. sale of Halifax Common Bill to be ref.

Ordered, That the said Report be received, and that the said Bill be referred to a Select Committee, to examine and report upon.

Bill referred.

Ordered, That Mr. Almon, Mr. Keith, and Mr. McNab, be a Committee for that purpose.

Committee.

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

S. O. S.

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

Com. on Bills,

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act in reference to the Militia, and had made two amendments thereto.

Report Militia Bill with am.

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

Seventy-third Clause—Twenty-seventh line, after the word "all," insert the words "Professors of Colleges."

Amendment read,

Seventy-fourth Clause—Fourth line, after the word "Ferry," insert the words "or Toll Bridge."

And the said amendments being read a second time, were agreed to by the House.

And agreed to.

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

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act respecting the Medical Officer of the City of Halifax, and had made an amendment thereto.

Rep. Medical Officer, Hx. Bill, with am.

The said amendment was read by the Clerk, as follows :

Fourth Clause—Thirteenth line, after the word "Officer," insert the words, "upon reasonable notice first given to the occupant to show cause forthwith, before His Worship the Mayor and one Alderman, why a warrant should not issue."

Am. read, and

And the said amendment being read a second time, was agreed to by the House.

Agreed to.

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

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act concerning the Congregations of the Presbyterian Church of the Lower Provinces of British North America, and had made two amendments thereto.

Rep. Presbyterian Church Bill, with am.

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

Am. read, and

Sixth Clause—Fourth line, after the word "Inverness," insert the words, "and other of his preaching stations."

At the end of the Bill, add the following Clause :

"Nothing in this Act contained shall abridge or take away the rights or privileges of any pewholder, or any other person or persons whomsoever, without just compensation being first made to such person or persons, to be ascertained in case of disagreement by arbitrators, mutually to be chosen."

And the said amendments being read a second time, were agreed to by the House.

Agreed to.

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

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 62 of the Revised Statutes, "Of the laying out Roads other than certain Great Roads," and had made an amendment thereto.

Rep. laying out Roads Bill, with am.

- Am. read, and
The said amendment was read by the Clerk, as follows:
Instead of the First Clause, insert the following Clause: "If the proprietor of the land be absent from the Province, no notice need be served; and, if he be absent from the County and within the Province, a notice may be forwarded to him by mail, and if, after fifteen days, he shall not appoint an appraiser, the Custos is authorized to appoint, in either case, an appraiser for the absent proprietor."
- Agreed to.
And the said amendments being read a second time, were agreed to by the House.
- Rep. Offences
against Religion
Bill, with am.
Ordered, That the said Bill be read a third time at a future day.
The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 157 of the Revised Statutes, "Of Offences against Religion," and had made two amendments thereto.
- Am. read, and
The said amendments were read by the Clerk, as follows:
First Clause—Fourth line, after the word "occupation," insert the words, "works of necessity and charity only excepted."
Tenth and eleventh lines, leave out the words, "works of necessity and charity only excepted."
- Agreed to.
And the said amendments being read a second time, were agreed to by the House.
- Rep. Wooden Build-
ings, Hx. Bill,
with am.
Ordered, That the said Bill be read a third time at a future day.
The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend the Act to restrain the erection of Wooden Buildings within certain portions of the City of Halifax, and had made two amendments thereto.
- Am. read, and
The said amendments were read by the Clerk, as follows:
Eleventh Clause—Sixth line, instead of the words, "the Police," insert the words, "a Judge of the Supreme."
Twelfth Clause—Sixth line, instead of the words, "the Police Court, or," insert the words, "a Judge of the."
- Agreed to.
And the said amendments being read a second time, were agreed to by the House.
- Ordered*, That the said Bill be read a third time at a future day.
- A Message was brought from the House of Assembly by Mr. Twining, with the following Bills:
- Amherst Ins. Co.,
1. A Bill, entitled, An Act to Incorporate the Arichat Mutual Marine Insurance Company,
Minas Ins. Co.,
2. A Bill, entitled, An Act to Incorporate the Minas Marine Insurance Company,
Lockeby Bridge,
3. A Bill, entitled, An Act to provide for the erection of Lockeby Bridge,
Juries,
4. A Bill, entitled, An Act to amend Chapter 136 of the Revised Statutes, "Of Juries,"
Useful Birds and
Animals,
5. A Bill, entitled, An Act to amend Chapter 92 of the Revised Statutes, "Of the Preservation of Useful Birds and Animals,"
Public Instruction,
and
6. A Bill, entitled, An Act to continue and amend Chapter 60 of the Revised Statutes, "Of Public Instruction,"
Water Supply, Hx.,
Bills,
7. A Bill, entitled, An Act in amendment of the Act relative to the Water Supply of the City of Halifax,
To which Bills they desired the concurrence of this House.
- Read first time.
The said Bills were read a first time.
- Arichat and Minas
Ins. Co. Bills, ref.
to examine and report upon.
Ordered, That the first and second Bills be referred to a Select Committee,
Committee.
Ordered, That Mr. Brown, Mr. Archibald, and Mr. McKeen, be a Committee for that purpose.
- Ordered*, That the third, fourth, fifth, and sixth Bills, be read a second time at a future day.
- Water Supply, Hx.
Bill, ref.
Ordered, That the seventh Bill be referred to a Select Committee, to examine and report upon.

Ordered, That Mr. Almon, Mr. Black, and Mr. Anderson, be a Committee for that purpose. Committee.

The Messenger also returned a Bill, entitled, An Act to amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers," and informed the House that the House of Assembly did not adhere to the amendment proposed by them to the said Bill, but agreed to the same as originally sent down. H. A. do not adhere to am. to Supreme Court Bill.

The Messenger also brought up a Bill, entitled, An Act to amend the License Law, and informed the House that the House of Assembly did not agree to the first amendment proposed by this House to the said Bill, but agreed to the other amendments proposed by this House thereto. H. A. do not agree to first, and agree to other am. to License Law Bill.

On motion, the House proceeded to the consideration of the first amendment proposed by this House to the said Bill. Am. considered, and

The same was read by the Clerk, as follows:

"Fourth Clause—Leave out this Clause," which Clause is as follows:

"When any party occupying a rented tenement shall be convicted of selling intoxicating liquors contrary to law, it shall be the duty of the Clerk of License, under the same penalty for refusal or neglect that attaches to illegal selling, to give the proprietor of such tenement or his agent, written notice of such illegal selling and conviction, and after receiving such notice the proprietor shall be held liable for all penalties subsequently imposed under conviction of such tenant; and the conviction of such tenant for illegal selling shall cancel any lease or agreement under which he shall hold such premises, and the same shall be void in law from that time, or the proprietor may summarily eject the tenant from the premises, by first demanding the possession, and upon the tenant refusing to deliver up, the convicting Justices, or any other Justices, upon proof of conviction and demand, shall issue their warrant to eject the tenant, and all persons under him, from such premises, and to deliver possession forthwith to the landlord or his agent."

On motion, resolved, That the said amendment be adhered to. Adhered to, and

A message was sent to the House of Assembly by the Clerk. Message sent to H. A.

To return the said Bill, and acquaint them that this House adheres to the first amendment proposed to the said Bill.

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

A Bill, entitled, An Act for the amendment of the administration of the Criminal Law, Adm. Criminal Law,

A Bill, entitled, An Act to Incorporate the Directors of the Institution for the Deaf and Dumb, at Halifax, Deaf and Dumb,

A Bill, entitled, An Act to provide for improving certain Roads in the County of Guysborough, Roads, Guysboro', and

A Bill, entitled, An Act further to amend the Act for the regulation of the Town Marsh at Annapolis, Town Marsh, Annapolis, Bills

To which Bills they desired the concurrence of this House.

The said Bills were read a first time. Read first time.

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

Ordered, That the fourth Bill be referred to a Select Committee, to examine and report upon. Annapolis Marsh Bill, ref.

Ordered, That Mr. Whitman, Mr. C. Dickie, and Mr. McHefsey, be a Committee for that purpose. Committee.

The Messenger also returned a Bill, entitled, An Act to prevent Frauds upon Creditors by Secret Bills of Sale, and informed the House that the House of Assembly had agreed to the said Bill without any amendment. H. A. agree to Secret Bills of Sale Bill, with am.

The Messenger also returned a Bill, entitled, An Act to authorize the erection of a County Court House on a portion of the land formerly used as a Public Cemetery in the Town of Yarmouth, and informed the House that the House of Assembly had agreed to the said Bill with an amendment, to which amendment they desired the concurrence of this House. H. A. agree to Yarmouth Court House Bill, with am.

- Am. considered, and** On motion, the House proceeded to the consideration of the said amendment.
- The same was read by the Clerk as follows :
 " First Preamble—Leave out this Preamble."
- Agreed to.** And the said amendment being read a second and third time, was agreed to.
- Excise Duty Bill, read third time.** A Bill, entitled, An Act for imposing an Excise Duty on certain articles manufactured within this Province, was read a third time.
- Motion to defer,** Whereupon Mr. Keith moved that the further consideration of the said Bill be deferred to this day three months :
 Which, being seconded, and the question being put by the President, there appeared—for the motion, nine ; against the motion, eleven :
 For the motion—
 Mr. McNab,
 Brown,
 Creighton,
 Almon,
 Holmes,
 R. B. Dickey,
 Black,
 Keith,
 Cutler.
- Against the motion—
 Mr. Anderson,
 McCully,
 McKeen,
 McHeffey,
 Archibald,
 Pineo,
 Comeau,
 Whitman,
 C. Dickie,
 Tupper,
 Creelman.
- Negatived.** So it passed in the negative.
 Then the question was put by the President,
 Whether this Bill shall pass ?
 It was resolved in the affirmative.
- Bill agreed to, and sent to H. A.** A message was sent to the House of Assembly by the Clerk,
 To return the said Bill, and acquaint them that this House has agreed to the same without any amendment.
- Adjourn.** On motion made and seconded, the House adjourned until to-morrow, at eleven o'clock.

THURSDAY, 10th APRIL, 1862.

The House met pursuant to adjournment.

PRESENT :

The Honorable EDWARD KENNY, President.

The Honorable

" ROBERT M. CUTLER,
 " STAYLEY BROWN,
 " MATHER B. ALMON,
 " ALEXANDER KEITH,
 " WILLIAM A. BLACK,
 " HENRY G. PINEO,
 " JAMES McNAB,
 " JONATHAN McCULLY,
 " WILLIAM McKEEN,
 " RICHARD A. McHEFFEY,

The Honorable

" THOMAS D. ARCHIBALD,
 " ANSELM F. COMEAU,
 " ROBERT B. DICKEY,
 " JOHN HOLMES,
 " JOHN CREIGHTON,
 " JOHN H. ANDERSON,
 " SAMUEL CREELMAN,
 " WILLIAM C. WHITMAN,
 " CHARLES DICKIE,
 " FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

<p>A Bill, entitled, An Act respecting the Medical Officer of the City of Halifax ; also,</p>	<p>Medical Officer, Hx.,</p>
<p>A Bill, entitled, An Act concerning the Congregations of the Presbyterian Church of the Lower Provinces of British North America ; also,</p>	<p>Pres. Church, Lower Provinces,</p>
<p>A Bill, entitled, An Act to amend Chapter 62 of the Revised Statutes, "Of Laying out Roads other than certain Great Roads ;" also,</p>	<p>Laying out Roads,</p>
<p>A Bill, entitled, An Act to amend Chapter 157 of the Revised Statutes, "Of Offences against Religion ;" also,</p>	<p>Offences against Religion, and</p>
<p>A Bill, entitled, An Act to amend the Act to restrain the erection of Wooden Buildings within certain portions of the City of Halifax,</p>	<p>Wooden Buildings, Hx., Bills, read third time.</p>
<p>Were read a third time, and the question was put by the President, on each Bill,</p>	
<p>Whether this Bill, with the amendments, shall pass ? It was resolved in the affirmative.</p>	
<p>A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same with amendments, to which amendments their concurrence is desired.</p>	
<p>Agreed to with am. and sen. to H. A.</p>	
<p>A Bill, entitled, An Act to provide for the erection of Lockeby Bridge ; also,</p>	
<p>A Bill, entitled, An Act to amend Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals ;" also,</p>	<p>Lockeby Bridge, Useful Birds and Animals,</p>
<p>A Bill, entitled, An Act to continue and amend Chapter 60 of the Revised Statutes, "Of Public Instruction ;" also,</p>	<p>Public Instruction,</p>
<p>A Bill, entitled, An Act to Incorporate the Directors of the Institution for the Deaf and Dumb, at Halifax ; also,</p>	<p>Deaf and Dumb, and</p>
<p>A Bill, entitled, An Act to provide for improving certain Roads in the County of Guysborough, were read a second time.</p>	<p>Roads, Guysboro', Bills, read second time, and ord. to Com.</p>
<p><i>Ordered</i>, That the said Bills be committed to a Committee of the whole House at a future time.</p>	
<p>A Bill, entitled, An Act for the amendment of the Administration of the Criminal Law ; also,</p>	
<p>A Bill entitled, An Act to amend Chapter 136 of the Revised Statutes, "Of Juries," were read a second time.</p>	<p>Criminal Law, and Juries Bills, read second time, and ref.</p>
<p><i>Ordered</i>, That the said Bills be referred to a Select Committee to examine and report upon.</p>	
<p><i>Ordered</i>, That Mr. McCully, Mr. R. B. Dickey, and Mr. Creighton, be a Committee for that purpose.</p>	
<p>Committee.</p>	
<p>A message was brought from the House of Assembly by Mr. Twining, with the following Bills :</p>	
<p>A Bill, entitled, An Act to enable the Trustees of the late Elkanah Morton to sell certain Lands,</p>	<p>Morton's Trustees Estate, and</p>
<p>A Bill, entitled, An Act for the establishment of Police Regulations in the Town of Dartmouth,</p>	<p>Police, Dartmouth, Bills, read first time.</p>
<p>To which Bills they desired the concurrence of this House. The said Bills were read a first time.</p>	
<p><i>Ordered</i>, That the first Bill be referred to a select Committee to examine and report upon.</p>	
<p><i>Ordered</i>, That Mr. R. B. Dickey, Mr. Holmes, and Mr. C. Dickie, be a Committee for that purpose.</p>	
<p>Morton's Trustees Estate Bill, ref. Committee.</p>	
<p><i>Ordered</i>, That the second Bill be read a second time at a future time.</p>	
<p>Mr. Brown, the Chairman of the Committee to whom a Bill, entitled, An Act to Incorporate the Arichat Mutual Marine Insurance Company ; also,</p>	
<p>A Bill, entitled, An Act to Incorporate the Minas Marine Insurance Company, were referred, reported that the Committee had examined the said Bills, and recommended them to the favorable consideration of the House.</p>	<p>Com. on Arichat Marine Ins. Co. and Minas Marine Ins. Co. Bills, rep.</p>
<p>The said Bills were read a second time.</p>	
<p>Bills read second time and</p>	

- Ord. to Com. *Ordered.* That the said Bills be committed to a Committee of the whole House at a future time.
- Com. on Poor Districts, Cumberland Bill, rep. Mr. Pineo, the Chairman of the Committee to whom a Bill, entitled, An Act relating to Poor Districts in the County of Cumberland, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Bill read second time, and ord. to Com. The said Bill was read a second time.
Ordered. That the said Bill be committed to a Committee of the whole House at a future time.
- Com. on Sale Hx. Common Bill, rep. Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act to authorize the Sale of a portion of the Halifax Common, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Bill again ord. to Com. *Ordered.* That the said Bill be again committed to a Committee of the whole House at a future time.
- Com. on Water Supply, Hx. Bill, rep. Mr. Almon, the Chairman of the Committee to whom a Bill, entitled, An Act in amendment of the Act relative to the Water Supply of the City of Halifax, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Bill read second time, and ord. to Com. The said Bill was read a second time.
Ordered. That the said Bill be committed to a Committee of the whole House at a future time.
- Com. on Annapolis Marsh Bill, rep. Mr. Whitman, the Chairman of the Committee to whom a Bill, entitled, An Act further to amend the Act for the regulation of the Town Marsh at Annapolis, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House.
- Bill read second time, and ord. to Com. The said Bill was read a second time.
Ordered. That the said Bill be committed to a Committee of the whole House at a future time.
- Message with Despatches on Inter-Colonial Railway. Mr. McCully, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Despatches and Correspondence relative to the Inter-Colonial Railway :
- Despatch dated 4th April, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.
- Despatch dated 5th May, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.
- Despatch dated 29th October, 1861, from the Lieutenant-Governor to the Secretary of State for the Colonies.
- Resolution of the Delegates of Nova Scotia, New Brunswick and Canada, dated 30th September, 1861.
- Despatch dated 18th November, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor.
- Letter dated September 20th, 1861, from Mr. McCully to Mr. Howe.
- Minute of Council dated 24th September, 1861.
- Letter and Report dated October 24th, 1861, from Messrs. Howe, Archibald and McCully, to the Lieutenant-Governor.
- Minute of Council dated 26th October, 1861.
- Letter and Report of Mission, dated 5th April, 1862, from Mr. Howe to the Lieutenant-Governor.
- Memorandum of a Meeting held at the London Tavern, on 30th Jan., 1862.
- Prospectus of the "British American Association," with Rules.
- Letter dated February 25th, 1862, from Mr. Crawford to the Lords of the Treasury.
- Letter dated 1st March, 1862, from Mr. Nelson to Mr. Howe.

(*Appendix—Inter-Colonial Railway.*)

The same were read and ordered to lie on the table.

<p>A Bill, entitled, An Act in reference to the Militia, was read a third time.</p>	<p>Militia Bill read third time.</p>
<p>Then the following further amendment was made : Seventh Clause—Twelfth line, after the word " fines," insert, " for establishing or altering the uniform of the Officers."</p>	<p>Am. made.</p>
<p>Then the question was put by the President, Whether this Bill, with the amendments, shall pass ? It was resolved in the affirmative.</p>	<p>Bill agreed to with am., and sent to H. A.</p>
<p>A message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to the same with amendments, to which amendments their concurrence is desired.</p>	
<p>On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. McKen reported that the Committee had made some progress.</p>	<p>Com. on Bills</p>
<p>The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 95 of the Revised Statutes, " Of the River Fisheries;" also,</p>	<p>Report River Fisheries,</p>
<p>A Bill, entitled, An Act for vesting all Estate and Property occupied by or for the Naval Service of the United Kingdom of Great Britain and Ireland, in the Lord High Admiral, or the Commissioners for executing the office of Lord High Admiral of the said United Kingdom, for the time being; also,</p>	<p>Naval Estate and Property,</p>
<p>A Bill, entitled, An Act to provide for improving certain Roads in the County of Sydney; also,</p>	<p>Roads, Sydney, and</p>
<p>A Bill, entitled, An Act to legalize certain proceedings relative to County Assessments, And had agreed to the same without any amendment.</p>	<p>County Assessment. Bills, without am.</p>
<p><i>Ordered</i>, That the said Bills be read a third time. <i>Resolved unanimously</i>, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.</p>	<p>s. o. s.</p>
<p>The said Bills were read a third time, and the question was put by the President, on each Bill,</p>	<p>Bills read third time,</p>
<p>Whether this Bill shall pass ? It was resolved in the affirmative.</p>	<p>Agreed to, and</p>
<p>A Message was sent to the House of Assembly by the Clerk, To return the said Bills, and acquaint them that this House has agreed to the same without any amendment.</p>	<p>Sent to H. A.</p>
<p>On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. McKen reported that the Committee had made some progress.</p>	<p>Com. on Bills.</p>
<p>A Message was brought from the House of Assembly by Mr. Twining, To inform the House that the House of Assembly agreed to a Bill, entitled, An Act to authorize the erection of a County Court House on a portion of the Land formerly used as a Public Cemetery in the Town of Yarmouth, as amended.</p>	<p>H. A. agree to Yarmouth Co. Court House Bill, as am.</p>
<p>The Messenger also brought up a Bill, entitled, An Act respecting the Medical Officer of the City of Halifax; also,</p>	<p>H. A. agree to am. to Medical Officer, Hx.,</p>
<p>A Bill, entitled, An Act concerning the Congregations of the Presbyterian Church of the Lower Provinces of British North America; also,</p>	<p>Pres. Church, Lower Provinces,</p>
<p>A Bill, entitled, An Act to amend Chapter 62 of the Revised Statutes, " Of Laying out Roads other than certain Great Roads;" also,</p>	<p>Laying out Roads,</p>
<p>A Bill, entitled, An Act to amend Chapter 157 of the Revised Statutes, " Of Offences against Religion;" also,</p>	<p>Offences against Religion, and</p>
<p>A Bill, entitled, An Act to amend the Act to restrain the erection of Wooden Buildings within certain portions of the City of Halifax,</p>	<p>Wooden Buildings, Hx., Bills, and</p>

- Bills finally agreed to, and sent to H. A. And informed the House that the House of Assembly had agreed to the amendments proposed by this House to the said Bills.
The said Bills were then read as amended, and the question was put by the President, on each Bill,
Whether this Bill, as amended, shall pass?
It was resolved in the affirmative.
A Message was sent to the House of Assembly by the Clerk,
To return the said Bills, and acquaint them that this House has agreed to to the same as amended.
- S. O. S. on Dartmouth Police Bill. *Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects a Bill, entitled, An Act for the establishment of Police Regulations in the Town of Dartmouth.
The said Bill was read a second time.
Ordered, That the said Bill be committed to a Committee of the whole House, at a future time.
- Bill read second time, and ord. to Com. A message was sent to the House of Assembly by the Clerk,
To return a Bill, entitled, An Act to amend Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals;" also,
A Bill, entitled, An Act to Incorporate the Glace Bay Mining Company,
And acquaint them that this House has agreed to the said Bills with amendments, to which amendments their concurrence is desired.
- Message to H. A. with Useful Birds and Animals, and Glace Bay Mining Bill, with am. *Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House.
- S. O. S. On motion, the House was adjourned during pleasure, and put into a Committee on Bills. After some time the House was resumed, and Mr. McKean reported that the Committee had made some progress.
- Com. on Bills Report Sewers, The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 73 of the Revised Statutes, "Of Commissioners of Sewers, and the regulating of Dyked and Marsh Lands;" also,
Lockeby Bridge, A Bill, entitled, An Act to provide for the erection of Lockeby Bridge; also,
Arichat Marine Ins. Co., A Bill, entitled, An Act to Incorporate the Arichat Mutual Marine Insurance Company; also,
Minas Mar. Ins. Co., A Bill, entitled, An Act to Incorporate the Minas Marine Insurance Company; also,
Deaf and Dumb, A Bill, entitled, An Act to Incorporate the Directors of the Institution for the Deaf and Dumb, at Halifax; also,
Roads, Guysboro', A Bill, entitled, An Act to provide for improving certain Roads in the County of Guysborough; also,
Police, Dartmouth, A Bill, entitled, An Act for the establishment of Police Regulations in the Town of Dartmouth; also,
Poor Districts, Cumberland, A Bill, entitled, An Act relating to Poor Districts in the County of Cumberland; also,
Sale Hx. Common, and A Bill, entitled, An Act to authorize the sale of a portion of the Halifax Common; also,
Town Marsh, Annapolis, Bills, A Bill, entitled, An Act further to amend the Act for the regulation of the Town Marsh at Annapolis,
Without am. And had agreed to the same without any amendment.
Ordered, That the said Bills be read a third time.
- S. O. S. *Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.

The said Bills were read a third time, and the question was put by the President, on each Bill, Bills read third time,
 Whether this Bill shall pass?
 It was resolved in the affirmative. Agreed to, and
 A message was sent to the House of Assembly by the Clerk,
 To return the said Bills, and acquaint them that this House has agreed to the same without any amendment. Sent to H. A.

A message was brought from the House of Assembly by Mr. Twining, with the following Bills:
 A Bill, entitled, An Act in reference to the Militia; also, H. A. agree to am. to Militia, and
 A Bill, entitled, An Act to Incorporate the Glace Bay Mining Company, Glace Bay Mining Co. Bills.
 And to inform the House that the House of Assembly agreed to the amendments proposed by this House to the said Bills.

The said Bills were then read as amended, and the question was put by the President, on each Bill, Bills finally agreed to, and
 Whether this Bill, as amended, shall pass?
 It was resolved in the affirmative.
 A message was sent to the House of Assembly by the Clerk, Sent to H. A.
 To return the said Bills, and acquaint them that this House has agreed to the same as amended.

The Messenger also brought up a Bill, entitled, An Act in addition to Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals," and informed the House that the House of Assembly did not agree to the amendments proposed by this House to the said Bill. H. A. do not agree to am. to Useful Birds and Animals Bills.

On motion, the House proceeded to the consideration of the said amendments. Am. considered, and not adhered to, and message to H. A.

The same were read by the Clerk,
 And on motion, *resolved*, that the said amendments be not adhered to.
 A message was sent to the House of Assembly by the Clerk,
 To return the said Bill, and acquaint them that this House does not adhere to the amendments proposed to the said Bill, but agrees to the same as originally sent up.

Mr. McCully, the Chairman of the Committee to whom a Bill, entitled, An Act to amend Chapter 136 of the Revised Statutes, "Of Juries," was referred, reported that the Committee had examined the said Bill, and did not recommend it to the favorable consideration of the House. Com. on Juries Bill, rep. unfav.

On motion, *resolved*, that the further consideration of the said Bill be deferred to this day three months. Bill deferred.

Mr. McCully, the Chairman of the Committee to whom Bill, entitled, An Act for the amendment of the Administration of the Criminal Law, was referred, reported that the Committee had examined the said Bill, and recommended it to the favorable consideration of the House. Com. on Administration Criminal Law Bill, rep. fav.

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

Resolved unanimously, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the Bills before a Committee of the whole House. S. O. S.

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

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act for the amendment of the Administration of the Criminal Law; also, Rep. Administration Criminal Law,

A Bill, entitled, An Act to amend Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals;" also, Useful Birds and Animals,

- Water Supply, Hz.,
and
County Assessment
Bills,
Without am.
- A Bill, entitled, An Act in amendment of the Act relative to the Water Supply of the City of Halifax; also,
A Bill, entitled, An Act to alter and amend Chapter 46 of the Revised Statutes, "Of County Assessments,"
And had agreed to the same without any amendment.
Ordered, That the said Bills be read a third time.
- S. O. S.
- Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.
- Bills read third time,
- The said Bills were read a third time, and the question was put by the President, on each Bill,
Whether this Bill shall pass?
It was resolved in the affirmative.
- Agreed to, and
Sent to H. A.
- A Message was sent to the House of Assembly by the Clerk,
To return the said Bills, and acquaint them that this House has agreed to the same without any amendment.
- Report Pilotage Bill,
with am.
- The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 78 of the Revised Statutes, "Of Pilotage, Harbors, and Harbor Masters," and had made several amendments thereto.
- Am. read, and
- The said amendments were read by the Clerk, as follows:
First Clause—At the end of the Clause, add the following words: "or shall pay half pilotage when a Pilot is refused."
Second Clause—First line, after the word "of," insert the word "vessels."
Second line, after the word "outward," insert the words, "and foreign."
Leave out the words "foreign vessels."
Seventh line, after the word "Pilot," insert the following words: "But if the licensed Pilot who piloted such vessel into port shall be in attendance when his services are required, he shall have the preference, and be entitled to pilot the vessel out, or receive the half pilotage, in case his services are refused."
After the third Clause, insert the following Clause:
"The three preceding Clauses shall apply to the Port of Halifax only."
And the said amendments being read a second time, were agreed to by the House.
- Agreed to.
- Ordered*, That the said Bill be read a third time.
- S. O. S.
- Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.
- Bill read third time,
- The said Bill was read a third time, and the question was put by the President,
Whether this Bill, with the amendments, shall pass?
It was resolved in the affirmative.
- Agreed to with am.,
and
Sent to H. A.
- A Message was sent to the House of Assembly by the Clerk,
To return the said Bill, and acquaint them that this House has agreed to the same with amendments, to which amendments their concurrence is desired.
- Adjourn.
- On motion made and seconded, the House adjourned until to-morrow, at twelve o'clock.

FRIDAY, 11th APRIL, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ WILLIAM A. BLACK,
 “ HENRY G. PINEO,
 “ JAMES MCNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM MCKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ ROBERT B. DICKEY,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

A message was brought from the House of Assembly by Mr. Twining, To bring up a Bill, entitled, An Act to amend Chapter 78 of the Revised Statutes, “ Of Pilotage, Harbors, and Harbor Masters,” and to inform the House that the House of Assembly agreed to the amendments proposed by this House to the said Bill.

H. A. agree to am. to Pilotage Bill.

The said Bill was then read as amended, and the question was put by the President,

Bill finally agreed to, and

Whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

A Message was sent to the House of Assembly by the Clerk, To return the said Bill, and acquaint them that this House has agreed to to the same as amended.

Sent to H. A.

Mr. Anderson, by the command of His Excellency the Lieutenant-Governor, laid before the House the following Despatches and Papers relative to Inter-Colonial Trade:

Message from H. E., with Despatches relative to Inter-Colonial Trade.

Minute of Executive Council of New Brunswick.

Despatch dated 5th November, 1861, from the Secretary of State for the Colonies to the Lieutenant-Governor of New Brunswick.

Despatch dated 1st February, 1862, from the Governor-General to the Lieutenant-Governor, enclosing

Minute of Executive Council of Canada, dated 23d November, 1859, and Despatch dated 5th November, 1861, from the Secretary of State for the Colonies to the Governor-General.

(Appendix—Inter-Colonial Trade.)

The same were read, and ordered to lie on the table.

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

Com on Bills

The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to amend Chapter 23 of the Revised Statutes, “ Of the Post Office;” also,

Report Post Office, and

- Public Instruction, Bills, without am. A Bill, entitled, An Act to continue and amend Chapter 60 of the Revised Statutes, "Of Public Instruction,"
And had agreed to the same without any amendment.
Ordered, That the said Bills be read a third time.
- S. O. S. *Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bills.
- Bills read third time, The said Bills were read a third time, and the question was put by the President, on each Bill,
Whether this Bill shall pass?
It was resolved in the affirmative.
- Agreed to, and Sent to H. A. A message was sent to the House of Assembly by the Clerk,
To return the said Bills, and acquaint them that this House has agreed to the same without any amendment.
- Rep. Jurisdiction, J. P.'s Bill, with am. The Chairman also reported that the Committee had gone through a Bill, entitled, An Act to extend the Jurisdiction of Justices of the Peace in Civil Cases, and had made two amendments thereto.
- Am. read. The said amendments were read by the Clerk, as follows:
At the end of the Bill add the following Clause: "Whenever a writ is required from two Justices of the Peace for any sum above forty dollars, they shall appoint a Clerk, to whom the party shall deliver his account or voucher, whose duty it shall be to prepare the writ of Mesne Process and any affidavit that may be required, who shall be entitled to the fees specified by law for those services; and the Justices who shall try such cause, shall in no case issue the writ or give any advice or opinion on the merits of the case, until it shall come before them for trial.
"Increased jurisdiction shall not be conferred on any Stipendiary Magistrate by this Act."
- Motion to recommit Bill, Whereupon Mr. Comeau moved that the said Report be not received, but that the said Bill be recommitted to a Committee of the whole House, for the purpose of striking out the first amendment to the said Bill:
Which, being seconded, and the question being put by the President, there appeared, for the motion, six; against the motion, fourteen:
For the motion—
Mr. Comeau,
Whitman,
C. Dickie,
Tupper,
Creelman,
Holmes.
Against the motion—
Mr. McNab,
Anderson,
McCully,
Archibald,
McHeffey,
Cutler,
Pineo,
Brown,
Creighton,
R. B. Dickey,
Black,
Keith,
McKeen,
Almon.
- Negatived. So it passed in the negative.
- Am. agreed to. Then the said amendments being read a second time, were agreed to by the House.
Ordered, That the said Bill be read a third time.
- S. O. S. *Resolved unanimously*, That the Standing Order of this House, Number Seventy-two, relative to Bills not being read or proceeded with twice in the same day, be suspended as respects the said Bill.
- Bill read third time, The said Bill was read a third time, and the question was put by the President,
Whether this Bill, with the amendments, shall pass?
It was resolved in the affirmative.
- Agreed to, and Sent to H. A. A message was sent to the House of Assembly by the Clerk,

To return the said Bill, and acquaint them that this House has agreed to the same with amendments, to which amendments their concurrence is desired.

Mr. R. B. Dickey, the Chairman of the Committee to whom a Bill, entitled, An Act to enable the Trustees of the late Elkanah Morton to sell certain lands, reported that the Committee had examined the said Bill, and that the majority of the Committee did not recommend it to the favorable consideration of the House.

Com. on Morton's Trustee Estate Bill, rep. majority unfav.

The said Bill was read a second time.

Bill read second time, and ord. to Com.

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

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

SATURDAY, 12th APRIL, 1862.

The House met pursuant to adjournment.

PRESENT:

The Honorable EDWARD KENNY, President.

The Honorable

“ ROBERT M. CUTLER,
 “ STAYLEY BROWN,
 “ MATHER B. ALMON,
 “ ALEXANDER KEITH,
 “ HENRY G. PINEO,
 “ JAMES McNAB,
 “ JONATHAN McCULLY,
 “ WILLIAM McKEEN,
 “ RICHARD A. McHEFFEY,

The Honorable

“ THOMAS D. ARCHIBALD,
 “ ANSELM F. COMEAU,
 “ JOHN HOLMES,
 “ JOHN CREIGHTON,
 “ JOHN H. ANDERSON,
 “ SAMUEL CREELMAN,
 “ WILLIAM C. WHITMAN,
 “ CHARLES DICKIE,
 “ FREEMAN TUPPER.

PRAYERS.

The Minutes of yesterday were read.

At two of the clock, P. M., His Excellency the Right Honorable The EARL OF MULGRAVE, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c., &c., &c., came to the Council Chamber attended as usual, and, being seated, the Gentleman Usher of the Black Rod received His Excellency's command to let the House of Assembly know "It is His Excellency's will and pleasure they attend him immediately in this House," who, being come with the Speaker, His Excellency was pleased to give his assent to fifty-five Bills, entitled as follows:

H. E. comes to Council Chamber.

An Act to authorize the construction of a Line of Electric Telegraph for Military purposes, from Halifax to the Boundary Line of New Brunswick,

H. A. attend. H. E. assents to fifty-five Bills.

An Act to amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers,"

Military Telegraph,

Supreme Court,

An Act to prevent Frauds upon Creditors by Secret Bills of Sale,

Secret Bills of

An Act to authorize the erection of a County Court House on a portion of the Land formerly used as a Public Cemetery in the Town of Yarmouth,

County Court House Yarmouth,

An Act relating to Common Lands in the Township of Lunenburg,

Common Lands, Lunenburg,

An Act to regulate Labor on the Highways,

Labor on Highways,

Court House and Jail, Yarmouth.	An Act to amend the Act to authorize a Loan for the erection of a Court House and Jail in Yarmouth,
Rear Line, Barrington.	An Act to define the Rear Line of the Township of Barrington,
Provincial Loan.	An Act to continue the Act to authorize a Provincial Loan,
Sale of Staves, &c.,	An Act to regulate the sale of Staves, Bricks, and other articles,
Albert Bridge.	An Act to provide for rebuilding Albert Bridge, in the County of Cape Breton.
Settlement of Poor.	An Act to amend Chapter 89 of the Revised Statutes, "Of the Settlement and Support of the Poor,"
Stipendiary Magistrate, Pictou.	An Act for the appointment of a Stipendiary Magistrate and Police Constable in the Town of Pictou,
Hants County.	An Act concerning the County of Hants,
Patents.	An Act to amend Chapter 120 of the Revised Statutes, "Of Patents for Useful Inventions,"
Victoria Coal Co.,	An Act to amend the Act to Incorporate the Victoria Coal Mining Company,
Drawbacks.	An Act to amend Chapter 18 of the Revised Statutes, "Of the Exportation of Goods, and of Drawbacks."
County Assessments.	An Act to amend Chapter 46 of the Revised Statutes, "Of County Assessments,"
Loan Public Service.	An Act to authorize a Loan for the Public Service, and to provide for the repayment thereof.
Executive and Legislative Disabilities.	An Act in respect of Executive and Legislative Disabilities,
Bridges and Roads, Pictou.	An Act to amend the Act for the building of certain Bridges, and the improvement of certain Roads, in the County of Pictou,
Bridge, Digby.	An Act to provide for rebuilding a Bridge in the County of Digby,
Assessment, Hx.,	An Act to amend the Act respecting Assessments in the City of Halifax,
Distillation.	An Act to prevent the Distillation of Intoxicating Liquors, and for protecting the Public Revenue,
Excise Duty.	An Act for imposing an Excise Duty on certain articles manufactured within this Province,
River Fisheries.	An Act to amend Chapter 95 of the Revised Statutes, "Of the River Fisheries,"
Naval Estate and Property.	An Act for vesting all Estate and Property occupied by or for the Naval Service of the United Kingdom of Great Britain and Ireland, in the Lord High Admiral, or the Commissioners for executing the office of Lord High Admiral of the said United Kingdom, for the time being,
Roads, Sydney.	An Act to provide for improving certain Roads in the County of Sydney,
Legalizing County Assessments.	An Act to legalize certain proceedings relative to County Assessments,
Medical Officer, Hx.,	An Act respecting the Medical Officer of the City of Halifax,
Pres. Church, Lower Provinces.	An Act concerning the Congregations of the Presbyterian Church of the Lower Provinces of British North America.
Laying out Roads.	An Act to amend Chapter 62 of the Revised Statutes, "Of the laying out Roads other than certain Great Roads,"
Offences against Religion.	An Act to amend Chapter 157 of the Revised Statutes, "Of Offences against Religion,"
Wooden Buildings, Halifax.	An Act to amend the Act to restrain the erection of Wooden Buildings within certain portions of the City of Halifax,
Comms. Sewers.	Act to amend Chapter 73 of the Revised Statutes, "Of Commissioners of Sewers, and the regulating of Dyked and Marsh Lands,"
Locksby Bridge.	An Act to provide for the erection of Lockeby Bridge,
Arichat Mar. Ins. Co.	An Act to Incorporate the Arichat Mutual Marine Insurance Company,
Minas Mar. Ins. Co.,	An Act to Incorporate the Minas Marine Insurance Company,
Deaf and Dumb.	An Act to Incorporate the Directors of the Institution for the Deaf and Dumb, at Halifax.
Roads, Guysboro'.	An Act to provide for improving certain Roads in the County of Guysborough,
Police, Dartmouth.	An Act for the establishment of Police Regulations in the Town of Dartmouth,
Poor Districts, Cumberland.	An Act relating to Poor Districts in the County of Cumberland,
Sale Hx. Common.	An Act to authorize the sale of a portion of the Halifax Common,

An Act further to amend the Act for the regulation of the Town Marsh at Annapolis,	Town Marsh, Annapolis,
An Act in reference to the Militia,	Militia,
An Act to Incorporate the Glace Bay Mining Company,	Glace Bay Min. Co.,
An Act to amend Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals,"	Useful Birds and Animals,
An Act for the amendment of the administration of the Criminal Law,	Criminal Law,
An Act to amend Chapter 92 of the Revised Statutes, "Of the preservation of Useful Birds and Animals,"	Useful Birds and Animals,
An Act in amendment of the Act relative to the Water Supply of the City of Halifax,	Water Supply, Hx.,
An Act to alter and amend Chapter 46 of the Revised Statutes, "Of County Assessments,"	County Assessment,
An Act to amend Chapter 78 of the Revised Statutes, "Of Pilotage, Harbors, and Harbor Masters,"	Pilotage,
An Act to amend Chapter 23 of the Revised Statutes, "Of the Post Office,"	Post Office,
An Act to continue and amend Chapter 60 of the Revised Statutes, "Of Public Instruction,"	Public Instruction, and
An Act to provide for certain expenses of the Civil Government of this Province.	Expenses of Civil Government.

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

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

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

The public business having been dispatched in a period so short as to be unexampled in the modern history of Nova Scotia, I have great pleasure in relieving you from further attendance on your Legislative duties. Speech.

The promptitude with which you have applied to the financial condition of the Province, disturbed by foreign events, the remedies required to sustain the public credit, merits my approbation, and cannot fail to elevate the character of the country at home and abroad.

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

I thank you for the liberal supplies granted for the service of the year, and you may rely on their faithful application.

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

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

Among the measures which you have perfected, the Bills for facilitating the formation of Joint Stock Companies, and for regulating the Gold Fields, were urgently demanded by the new condition of things which the Government and the Legislature were required to meet ; and the spirit which you have displayed, in revising the Militia Law, and more than doubling, in a period of financial difficulty, the sum usually voted for defence, is honorable alike to the Legislature and the Province.

No exertion on my part shall be wanting to carry out the determination you have thus shewn of once more placing the Militia of this Province on a sound and effective footing.

That hostilities may long be averted from these shores is my most earnest prayer ; but it is our duty to prepare for any emergency that may arise.

The miseries caused by the civil war, which is now devastating the neighboring Republic, and the sacrifices which are entailed by it, contrast strongly with the peace and tranquility with which this Province is so happily blessed.

In returning to your homes, I doubt not that a feeling of thankfulness to Almighty God for the blessings which you enjoy, will stimulate you in your endeavors to promote the advancement and prosperity of the districts in which you reside; and I know that your example will not be lost on a people naturally proud of their Institutions, and sincerely attached to the British Crown.

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

GENTLEMEN :—

Prorogation.

It is the pleasure of His Excellency the Lieutenant-Governor that this General Assembly be prorogued to Thursday, the twelfth day of June next, and this General Assembly is accordingly prorogued to Thursday, the 12th day of June next, to be then here held.

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

JOHN C. HALLIBURTON,
Clerk of the Legislative Council.

APPENDICES

TO THE

JOURNALS

OF THE

LEGISLATIVE COUNCIL

OF THE

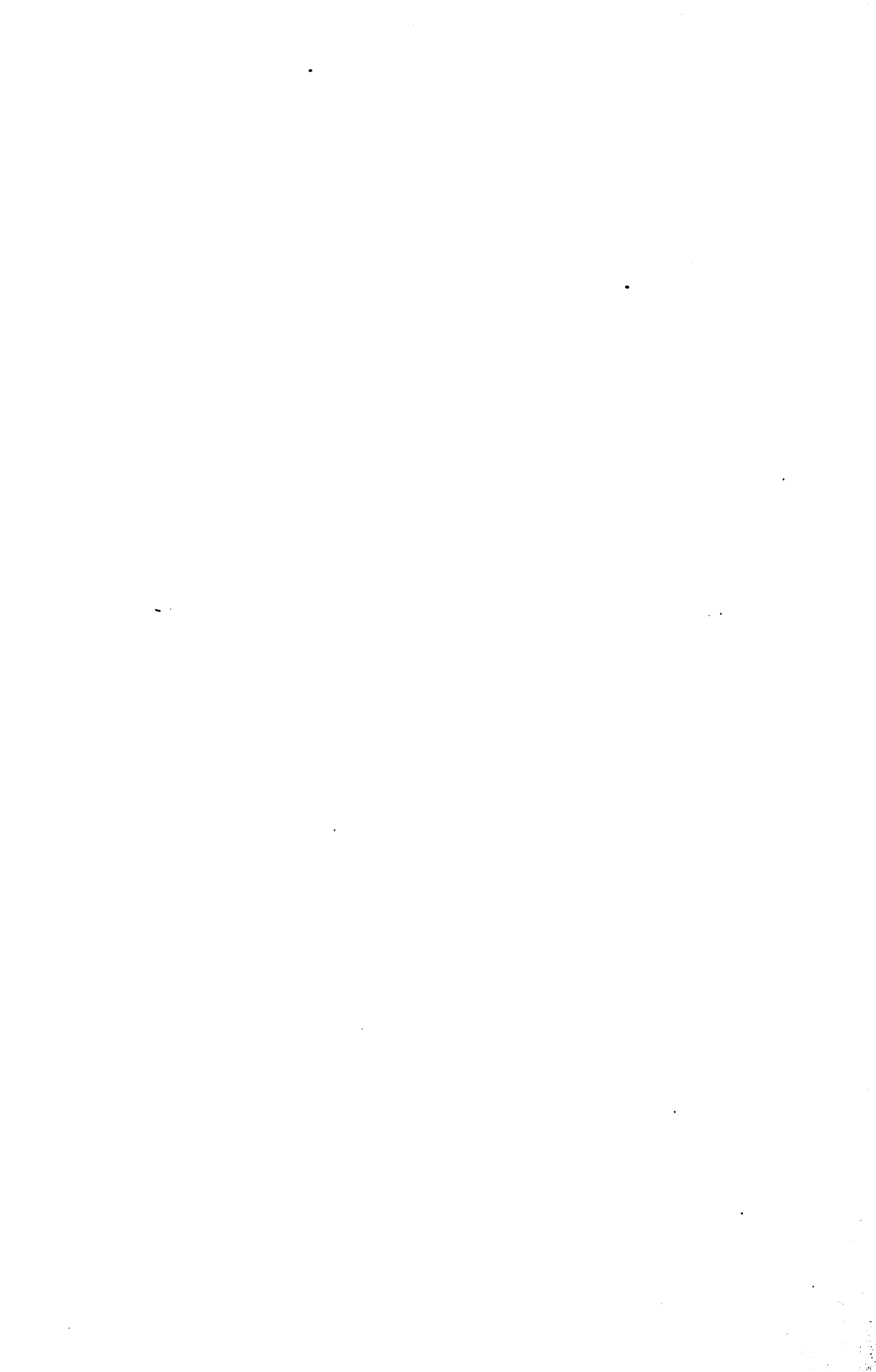
PROVINCE OF NOVA SCOTIA.



FOR THE SESSION

COMMENCING THE 15th FEBRUARY AND ENDING THE 12th APRIL,

1862.



APPENDIX No. 1.—NOVA SCOTIA RAILWAY.

STATEMENT—Showing "the number of Locomotives now on the line, how many not used, when and by whom bought, and the cost of each.

No.	Builders.	Date put on Line.	By whom ordered.	Cost.			Remarks.	
				Invoice Cost, Currency.		Premium.		Total.
				Locomotives.	Spare parts, Charges, &c.			
1	Matfield Co., Mass.	Fall of 1854.	Hon. J. Howe, August, 1854.	£2000 00 00	£78 00 00	£62 6 3	£2140 6 3	Laid up for repairs.
2	Neilson & Co., Glasgow.	November, 1855	" " June,	2050 00 00	22 6 10	.....	2072 6 10	" "
3	"	"	"	2050 00 00	22 6 11	.....	2072 6 11	Running order, not in use.
4	"	May, 1857	J. R. Forman, Sept., 1856	1062 10 00	133 8 9	.....	1195 18 9	" "
5	"	"	"	1062 10 00	133 8 9	.....	1195 18 9	" "
6*	"	December, 1857	" August	3306 5 00	40 17 6	.....	3347 2 6	Laid up for repairs.
7*	"	January, 1858...	" August	3306 5 00	40 17 6	.....	3347 2 6	Run'g order, Truro, not in use.
8†	Portland Co., Portland.	June,	Hon. J. McNab, May 5, 1858	2305 15 00	.....	92 4 6	2397 19 6	Truro train.
9	"	"	" 17,	2752 15 00	.....	110 2 00	2862 17 00	Windsor train.
10	Neilson & Co., Glasgow.	August,	J. R. Forman, August, 1856..	3306 5 00	122 7 10	.....	3428 12 10	Running order, not in use.
11	"	"	"	3306 5 00	122 7 10	.....	3428 12 10	" (Windsor.)
12	Portland Co., Portland.	October,	Hon. J. McNab, July 6, 1858	2700 00 00	108 00 00	112 6 00	2920 6 00	Windsor train.
13	"	December,	"	2225 00 00	80 5 00	92 4 2	2397 9 2	Laid up for repairs.
14	"	January, 1859...	"	2700 00 00	108 00 00	98 5 7	2906 5 7	" "
15	Neilson & Co., Glasgow.	November, 1858	" Dec. 31, 1857	3306 5 00	97 15 6	.....	3404 00 6	" "
16	"	"	"	3306 5 00	97 15 7	.....	3404 00 7	Shunting at Richmond.
17	"	April, 1859	"	3306 5 00	.....	.....	3306 5 00	Laid up for repairs.
18	"	May,	"	3306 5 00	11970 1 00	.....	5276 6 00	Running order, not in use.
19	"	August,	"	3306 5 00	39 3 9	.....	3345 8 9	Truro train.
20	"	October,	"	3306 5 00	39 3 9	.....	3345 8 9	Running order, not in use.
				53971 00 00	3256 6 6	567 8 6	57794 15 00	

* Originals: Lost per "Thomas"—replaced.
 † Lost from deck of Vessel—replaced, order 31st May.
 ‡ Spare parts for 6 engines, No's 16 to 20.

RECAPITULATION.—Engines in use.....6
 " Working order, not in use.....8
 " Undergoing repairs.....7
 Total.....20



APPENDIX No. 2.

NOVA SCOTIA GOLD FIELDS.

No. 32.—Miscella.

*Government House, Halifax,
18th April, 1861.*

MY LORD DUKE,—

I have the honor to report to your Lordship that some months ago I was informed that a discovery of Gold Quartz had been made in the eastern district of the County of Halifax, but on sending to the spot for the purpose of investigating the truth of the reports, it appeared that although some minute particles of Gold had undoubtedly been found, the quantity was so small as to be scarcely worthy of consideration.

Within the last week, however, it has been reported to me that a fresh discovery, which appears to be of much greater importance, has been made not very far from the same spot.

The place where Gold has now been discovered, is situated close to Tangier Harbor, about 40 or 50 miles to the eastward of Halifax.

I am informed that already between £20 and £30 worth of Gold has been obtained; and I herewith forward to your Grace a Specimen both of the Gold and the Quartz Rock.

As soon as the information was received, orders were sent by my Government to the Deputy Surveyor of the district to proceed at once to the spot, with directions as to the course which he was to pursue, a copy of which I enclose.

Should it appear from further investigation that this discovery is likely to prove of importance, I shall myself visit the place, in order that I may ascertain what arrangements may be necessary to maintain order and regularity among those who will soon be induced to resort to the locality for the purpose of searching for Gold.

The country about Tangier is rocky and barren, and the population in that district is very small, but being close to the sea shore, there would be little difficulty in furnishing supplies to any numbers, should the amount of Gold discovered be such as to induce a large influx of persons.

The thing most to be feared, is that the hopes of large gain will induce many to neglect their ordinary avocations, which in a country like this, where the population is thin, cannot fail to act injuriously on the Colony, especially at this season of the year, when every one engaged in agricultural pursuits ought to be occupied on his farm.

Whether this discovery may ultimately prove of importance or not, it is impossible as yet to say; but sufficient Gold has already been discovered to direct considerable attention to the district, and I doubt not that before long, many persons will be induced to proceed there; and as it may be necessary to make further arrangements with regard to the workings, I should feel much obliged to your Grace if you would furnish me with copies of such rules and regulations as may have been found most beneficial in Australia or British Columbia.

I have, &c.,

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c., &c.; &c.

No. 84.

Downing Street, 2nd May, 1861.

MY LORD,—

I have to acknowledge the receipt of your Lordship's Despatch No. 32, of the 18th April, reporting the discovery of Gold (a specimen of which accompanied your Despatch) in the eastern districts of the County of Halifax.

In compliance with your Lordship's request, I enclose two Parliamentary Papers containing the rules and regulations in force for the working of Gold Mines in British Columbia and New South Wales.

I have, &c.,

(Signed)

NEWCASTLE.

THE EARL OF MULGRAVE, &c., &c., &c.

No. 39.—Miscella.

*Government House, Halifax,
15th May, 1861.*

MY LORD DUKE,—

I have the honor to inform your Grace that on Monday, the 6th inst., I sailed in the Revenue Schooner "Daring," for Tangier, in order that I might myself inspect the Gold Diggings at that place.

The Harbor of Tangier is safe and commodious, and though the entrance is rather narrow in one place, there is nothing to impede any ship not drawing more than 18 feet from making the Harbor.

The neighboring country is very rough and uncultivated, and only inhabited by a few fishermen.

The spot where the Gold has been found is about half a mile from the shore. At present nine different lodes of Quartz have been discovered, running about east and west, and I have every reason for believing that they extend for a very considerable distance. The lodes are narrow, varying from about 3 inches to 3 feet, the smaller lodes, however, being the richest, and the Gold is generally found on the outsides of the lode.

As yet only the most primitive mode of searching for Gold has been adopted, the Quartz being taken out and broken up with a hammer, and the Gold picked out by hand. Notwithstanding this, a considerable quantity has been found; as an instance of this, I may mention that two men working on one claim secured about £30 worth in one week from first breaking ground.

This, however, was the best yield that I heard of, and I doubt whether on an average the parties were doing more than making good wages, even if they were doing that.

Considerable excitement is beginning to be felt on the subject of the Diggings, and persons are coming in from all parts of the Province; but as yet no great amount of work has been done, many only coming for the purpose of prospecting, and taking up a claim with the intention of working it later in the year after their crops have been sown.

Whether it will eventually pay individuals to work the Quartz, is, I think, extremely doubtful; but from what I saw, I have little doubt that the discovery is one of considerable importance, and that these lodes, if worked by Companies on scientific principles, with all the appliances of machinery, will prove remunerative.

I took Mr. Howe, the Provincial Secretary, with me, and went carefully over all the claims which had already been opened, and before leaving, we decided to reduce the price of the claims from £10 to £5.

I at the same time authorized the immediate construction of a road to the Harbor, to facilitate the carrying up of supplies to the Diggings, as I fully anticipate that before many weeks a very large number of persons will be attracted to the spot.

I am now taking steps to have the land in the neighborhood surveyed, and also as far as possible to trace out the different lodes.

This, however, is a matter of some difficulty, as the ground is extremely rough, and the quartz, in many instances, covered by some feet of soil and boulder stones.

I propose returning there in about a month, when I shall hope to be able to speak more positively as to the probable extent of the deposit.

I impressed upon the Miners the necessity, even for their own comfort, of maintaining law and order, and assured them of the determination of my Government to act fairly by them. So far, I am happy to say, their conduct has been irreproachable, and a very good feeling seemed to prevail among them.

There were at the time of my leaving, over 100 men on the ground, but many who had been there, after selecting their claims returned home, for the purpose of getting in their crops.

I have to acknowledge with thanks the receipt of two blue books, on the subject of the Gold Mines in Australia and British Columbia.

I have, &c.,

(Signed)

MULGRAVE.

His Grace,

THE DUKE OF NEWCASTLE, &c., &c., &c.

No. 45.—Miscella.

*Government House, Halifax,
7th June, 1861.*

MY LORD DUKE,—

1. I have the honor to inform your Grace that on Monday, the 3rd inst., I again visited the Gold Diggings at Tangier, in company with Rear Admiral Sir A. Milne, who, being anxious to inspect the Harbor, kindly gave me a passage down in H. M. S. "Hydra." The numbers on the Diggings vary considerably, but are steadily on the increase, and when I left yesterday morning, there were not less than 600 persons on the ground.

2. The Quartz still continues to yield well, and a considerable quantity of Gold has been secured; but I regret to say it has been found quite impossible to obtain even an approximate estimate of the actual amount, as up to the present moment few of the diggers will give any information as to the quantity they find. I trust, however that before long this difficulty may be overcome.

3. No good Crushing Machine has been erected, and the Gold which has been found is still chiefly obtained by breaking the quartz with a hammer, and no doubt a considerable quantity has been lost by this rude process. Many of the diggers are, however, now raising the quartz from their claims without breaking it up, intending to keep it until a Crushing Machine arrives.

4. So far, the conduct of the people has been everything I could wish, honest, sober, and orderly, and the Government Officer on the spot has had but few difficulties to contend with.

5. I found a very great change in the whole appearance of the place since my last visit; the road to the Harbor was nearly completed, and a number of wooden houses had been erected, and more were in the course of construction, and many new claims had been opened.

6. I have caused the country in the neighborhood to be surveyed, and the Quartz has been traced to the mouth of Ship Harbor, in a westerly direction; and since my return I have learnt that some good specimens of Gold-bearing Quartz have been found at Lawrencetown, about 14 miles from this. There is therefore every reason for believing that the same lode of Quartz may be found through the whole of that district, a distance of about 40 miles.

7. I am also inclined to think that there are other portions of the Province where it is probable that Gold may be discovered. I have not as yet been

able to visit Lawrencetown, but intend doing so in a day or two, as the report which I have received of that place is very favorable.

I have, &c.,
(Signed) **MULGRAVE.**

His Grace
THE DUKE OF NEWCASTLE, &c., &c., &c.

Nova Scotia.—No. 93.

Downing Street, 21st June, 1861.

MY LORD,—

I have the honor to acknowledge the receipt of your despatch No. 39, of the 15th of May last, containing an account of your visit to the District of Tangier, where Gold has been lately discovered.

I have, &c.,
NEWCASTLE.

Lieutenant Governor
The Right Honorable
THE EARL OF MULGRAVE, &c., &c. &c.

Nova Scotia.—No. 94.

Downing Street, 7th July, 1861.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's despatch No. 45, of the 7th of June, reporting the result of a second visit to the Gold Fields at Tangier.

I have, &c.,
(Signed) **NEWCASTLE.**

The Right Honorable
THE EARL OF MULGRAVE, &c., &c., &c.

No. 56.—Miscella.

*Government House, Halifax,
8th August, 1861.*

MY LORD DUKE,—

I have the honor to inform your Grace that since writing my Despatch No. 45, 7th June last, a further discovery of Gold has taken place at Lunenburg.

I have as yet been unable to visit the locality myself, but I understand that Gold has been found both in the Quartz Rock and also in the sand on the sea shore; and it is considered probable that some extent of Placer Diggings may exist in that locality.

I hope to be able to visit Lunenburg very shortly, when I will furnish your Lordship with a more detailed report. The reports from Tangier still continue favorable.

I have, &c.,
(Signed) **MULGRAVE.**

His Grace
THE DUKE OF NEWCASTLE, &c., &c. &c.

No. 57.—Miscella.

*Government House, Halifax,
20th August, 1861.*

MY LORD DUKE,—

1. I have the honor to inform your Grace, that on Monday, 12th inst., I proceeded in H. M. gunboat "Nimble" to the Gold Diggings at Lunenburg, in order that I might ascertain the truth of the various reports that had been circulated with regard to the richness of these Diggings. At Lunenburg the Gold is found not only in the Quartz Rock, as at Tangier, but also on the sea shore, deposited in the crevices of the slate rock.

2. After a careful inspection of the whole place, it appeared to me that there had been very great exaggerations in the reports which had been spread abroad. Undoubtedly in a few of the Placer claims on the sea shore a considerable quantity of fine gold has been discovered, but from the formation of the ground it is evident that it must be soon exhausted.

3. The slate rock in which it is found is much cracked and open on the surface, and the strata is nearly vertical, and it is by picking away this and carefully collecting the sand and small particles of rock and washing them that the gold is obtained. It is very fine, and has evidently been washed into its present position by the action of the sea, and I fear that as soon as the upper portion of the slate has been removed, that which is underneath will prove much more solid and close, and that therefore the gold will not have been able to penetrate to any great depth; and even should this not prove the case, being chiefly situated between high and low water mark, it would be impossible to work to any depth in consequence of the water.

4. The quartz claims have as yet been little traced. Numerous small veins of auriferous quartz may be traced running in various directions through the rock; but the lodes appear to be much more broken and irregular than at Tangier, and they are much smaller. I own I entertain considerable doubts about its proving profitable to work. It is, however, impossible to form any correct judgment on the subject until the lodes have been more thoroughly explored.

5. In consequence of the very exaggerated reports which have been circulated regarding the richness of these Diggings, I found on my arrival a large number of persons collected upon the spot, who had been attracted from different parts of the Province, and a considerable amount of dissatisfaction prevailed amongst them.

6. A deputation of the Miners waited upon me, and I listened attentively to the different complaints which they had to make. The chief grievance of which they complained was that the payment of £5 was required before taking possession of a claim. After a careful consideration of the subject with those Members of my Government who accompanied me, it did not appear advisable to permit the payment to be deferred as regards the Placer claims. The following rule was established.

7. Any person having put in an application, was to be confirmed in his claim on the payment of £5 currency, and one week was allowed during which time persons were to be permitted to take claims on the same terms, and at the expiration of that period all claims which were not disposed of were to be put up to public auction and sold for what they would fetch. This course was rendered necessary, because it was found almost impossible to prevent the pillaging of the different claims which remained unoccupied.

8. With regard to the quartz claims, the case was different, and it was decided that only 25s. should be paid on taking up the claim, and that at the expiration of 90 days the party should have the option of paying up the balance of £3 15s. or of abandoning the claim; the payment of £5, both as regards the Placer and the Quartz claims, give the possessor the right to work it for one year, renewable at the option of the holder.

10. The difficulty of making satisfactory arrangements as to the establishment of Gold Diggings, is greatly increased in this country, by the fact, that with the exception of the Placer Diggings between high and low water mark at Lunenburg, all the ground where Gold has as yet been discovered is private.

11. The law as it at present stands, gives power to the Governor in Council to make rules and regulations for the leasing of mines of all kinds, but was of course framed without any reference to gold. By this law there is a procedure by which the mines reserved on granted lands may be leased; certain regulations being laid down by which the private rights of parties are guarded and compensation secured to the proprietor of the soil.

12. This law, however, having been framed with reference to Coal Mines, and other of the baser minerals, is little applicable to gold, where the area required is comparatively small, and where immediate entry is necessary. Under these circumstances, legislation will be required on this subject as soon as the Assembly meets, and I hope by that time that the information which will have been obtained, will enable my Government to have a carefully considered Bill prepared, which will put the whole question on a uniform and satisfactory footing.

13. To meet the present difficulty, my Government, both at Tangier and Lunenburg, have endeavored to enter into an arrangement with the proprietor of the soil, by which, in compensation for all damage, he is to receive £1 for each claim, out of the £5 paid to the Government by the Miner; and under the new regulation, by which only 25s. is to be paid on first taking up the quartz claims, this sum of £1 will still be reserved for the proprietor, and the remaining 5s. will go towards paying incidental expenses. Thus, under any circumstances, the private rights of the proprietor will be protected.

14. Under this system no difficulty has been experienced at Tangier, and I trust that it may be found to work equally well as a temporary measure at Lunenburg or elsewhere.

15. My own opinion, however, is that in any legislation which may take place on this subject, it will be better to give up the principle of paying for the claims, further than by some small registration fee, and to adopt the system of Miners' Licenses, as at present in force in Australia. I am further of opinion, that beyond making the mines self-sustaining, it ought not to be the object of the Government or the Legislature to endeavor to make any large revenue directly out of them. I think, on the contrary, that should the prospects be such as to hold out hopes that Nova Scotia will become a large gold-producing Colony, it would be desirable to give every encouragement to the Miners by a liberal adjustment of the fees which they would have to pay; because, by all the information I have been able to obtain, it does not appear to me that as a body, even in the best gold fields, the Miners are able to make any large profits.

16. It is a lottery in which undoubtedly some are fortunate enough to draw large prizes, but I believe that it is an ascertained fact, even in Australia, taking the whole number of men employed in digging, the total amount of gold exported would hardly pay the daily wages of those employed.

17. A system of Royalty, if it could be collected, would perhaps be the most fair; but the difficulties of collecting it on an article like gold are so great, that it is useless to attempt it.

18. An export duty on gold would, I fear, be equally impossible in a country like this; I think, therefore, that the only alternative is to fix the scale of payment at a liberal rate, either on the claims or on licenses, though I am inclined to prefer the latter system, endeavoring so to adjust the scale that it will do little more than cover the expenses which must necessarily be incurred in carrying out the necessary Government supervision for securing order.

19. By which means the Miners will have every facility given them without any unnecessary impediments being thrown in their way, of making profits, while the Provincial Revenue, should the gold diggings prove remunerative, will be amply compensated by the increase of the population which will be attracted to the Colony, and the consequent augmentation of dutiable articles which will be imported.

20. I think it also most desirable, that every encouragement should be given to the working of the quartz veins by companies with sufficient

capital to enable them to do so on scientific principles, aided by all the appliances of machinery.

21. I am quite aware, that at present there is a great jealousy felt on the part of many, to any facilities being given for the formation of large companies, it being their opinion that encouragement should rather be given to the poor man; and it would be useless at present to do anything to check individuals without capital attempting to work claims for themselves; but I am confident that before long it will be found that such attempts will generally entail disappointment and loss on those who try it, and that the poor man will soon find that he will best consult his own interests by working under companies at fixed wages.

22. The reports from Tangier still continue favorable, though I regret to say that the accounts I have received of the working of the Crushing Machine which has been erected lately, are far from satisfactory, which I fear will cause great disappointment.

23. The conduct of those employed at Tangier has been most exemplary, and though at Lunenburg some little difficulty has been experienced, and some parties were endeavoring to create dissatisfaction and confusion, I trust that matters are now settling down. A good many persons have already arrived from the States and elsewhere, attracted by the reports of the gold discoveries, but their number was not large.

24. Considerable excitement on the subject exists here, and persons are prospecting in all directions, and I think it probable that before the winter, gold will be found in many new localities, as the quartz veins undoubtedly intersect a large portion of the Province.

25. The country, however, being so much covered with wood, renders it very difficult to trace them out, especially when the persons searching are unassisted by any scientific knowledge. The question of a regular geological survey of the Province has been discussed, and it is one which the present discovery renders more than ever necessary, as I think it probable that it would result in finding auriferous quartz, and perhaps other minerals, in much larger quantities than have yet been discovered; and I trust that the Legislature will see fit to make an appropriation for that purpose next year.

26. The winter will of course put a stop to all mining operations, except where they are carried on on a large scale by means of tunneling, as it would be impossible to do much in this climate in any open workings during the severe weather. I therefore trust that there will not be any large influx of persons from abroad till the spring, and by that time I hope that should the prospects be such as to induce them to come, all arrangements necessary for the preservation of order and the satisfactory allotment of claims on any gold fields that may be discovered, will be perfected, and that thus much confusion and difficulty will be avoided.

I have, &c.,

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c., &c., &c.

Nova Scotia.—No. 101.

Downing Street, 21st August, 1861.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 56, of the 8th of this month, reporting a further discovery of Gold at Lunenburg.

I have, &c.,

(Signed)

NEWCASTLE.

Lieutenant-Governor

The Right Honorable

THE EARL OF MULGRAVE, &c., &c., &c.

No. 58.—Miscella.

*Government House, Halifax,
22nd August, 1861.*

MY LORD DUKE,—

1. Since writing my Despatch No. 57, 20th August, it has been reported to me that good specimens of Gold have been found in three new localities, viz.: near St. Mary's, near Truro, and also within a few miles of Halifax.

2. The reports also from Lunenburg would tend to shew that the yield there is very considerable, though I am still of opinion that the Placer claims at that place from which the greater portion of the gold has been obtained, are likely soon to be exhausted, unless it should be found, as I have been informed, that the sand and gravel which is constantly being washed up by the sea, is rich in Gold. This report, however, requires further confirmation before I should be inclined to place much reliance upon it.

3. The constant new discovery of auriferous quartz, and the prospect which is held out of the gold in this Colony soon becoming of serious importance, renders it, in my opinion, most desirable that the services of a Mining Engineer thoroughly acquainted with the working of Gold Diggings, should be secured with as little delay as possible, in order that he may report upon the different gold fields, and be charged with the duty of laying out the claims so that they may be worked to the greatest advantage, and may also have the general supervision of the different diggings as they are established.

4. I know of no one in the Province, who from personal experience is qualified to perform these duties, and although my Government have not come to any fixed decision on the subject, I have thought it desirable to direct a letter to be written to Mr. Thomas Baring, who is the Financial Agent of the Province in England, requesting him to make private enquiries as to whether the services of such a person could be secured, so that no time may be lost, should it be decided to make such an appointment.

5. The work connected with the laying out and letting of the claims, is already becoming very great, and all the local surveyors on whom this duty must necessarily devolve, are ignorant of the working of gold fields, and I fear unless some competent head is appointed to superintend the whole and keep a uniform system, considerable confusion and difficulty will be likely to arise, especially should these new discoveries cause any sudden influx of persons from the States or elsewhere.

I have, &c.,

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c., &c., &c.

No. 68.—Miscella.

*Government House, Halifax,
4th September, 1861.*

MY LORD DUKE,—

1. As the Gold Fields of this Province are day by day assuming greater importance, I have thought it desirable that a detailed account of the circumstances attending its discovery and the present position of the different diggings, should be embodied in the shape of an official report, so as to furnish as much information as possible to those interested in the subject. I have therefore called upon the Provincial Secretary to draw up in the shape of a report to myself, a document of this kind, a copy of which I have the honor to enclose to your Lordsip.

2. The various localities in which gold has already been found, and from the richness of some of the quartz, there now appears every prospect that

Nova Scotia is likely to become a considerable gold-producing Colony, and it may justly be anticipated that during the ensuing summer large numbers of persons will be attracted to her shores.

3. Under these circumstances, I am using every exertion to ensure such arrangements being made as will be required to meet such an emergency. My Government are, I am happy to say, fully alive to the importance of the subject, and I trust that before the spring is sufficiently advanced to permit of any large amount of work being done, everything will be arranged so as to afford every facility to those who are anxious to take up claims, being located with as little delay as possible.

4. My Government have decided, if practicable, at once to obtain the services of some gentleman from England, who, having a knowledge of Mining Engineering, and a practical acquaintance with the working of gold fields, will be able thoroughly to examine the different places where gold has been found, report upon their value, and also to lay out the claims, so that they may be worked in the most profitable manner.

5. The terms of a lease with an influential company in England have also been agreed upon, and encouragement has been given to the formation of companies in this country, by the granting of leases of three quarters of an acre.

6. I trust by these means that capital will be attracted, that the auriferous deposits will be tested on a larger scale than has yet been the case, and that with the aid of science, and machinery of the best description, we shall shortly discover, beyond a doubt, whether the gold fields in Nova Scotia are likely to hold out such a promise of future success as will convert this Colony into one of the permanent gold-producing countries of the world.

7. I have had several conversations with Mr. Thomas Belt, a Mining Engineer, who has been sent out by the Company in England, to report upon the prospect for the employment of capital in the gold fields of this Province. This gentleman, having been employed during eight years on the gold fields in Australia, must be well qualified to form a judgment; and I have every reason to believe that the opinions he has formed are very favorable, and the fact of his having concluded a lease on the part of the Company by whom he is employed, is the best proof that such is the case.

8. Two months still remain before the severe weather returns, during which much may be done, and by that time I trust that considerable progress may be made in prospecting; and I will not fail to keep your Lordship informed of any fresh discoveries that may take place.

I have, &c.,

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c., &c., &c.

Nova Scotia.—105.

Downing Street, 10th September, 1861.

MY LORD,—

I have the honor to acknowledge the receipt of your Despatches, Nos. 57 and 58, of the 20th and 22nd of August, containing an account of your visit to the Gold District at Lunenburg.

I am glad to observe that you do not anticipate any serious difficulty in making suitable arrangements for the proper regulation of such gold fields as may be discovered in Nova Scotia.

I have, &c.,

(Signed)

NEWCASTLE.

Lieutenant-Governor

The Right Honorable

THE EARL OF NEWCASTLE, &c., &c., &c.

Nova Scotia.—No. 107.

Downing Street, 23rd September, 1861.

MY LORD,—

I have to acknowledge the receipt of your Lordship's Despatch of the 4th instant, forwarding the report of the Provincial Secretary, on the gold discoveries in Nova Scotia.

I have read this account with much interest. I think the inhabitants of Nova Scotia deserve much credit for the orderly way in which they have betaken themselves to operations which are so frequently connected with turbulence and disquiet; and I hope that the advantage to the Province, which this discovery of gold promises, will be realized.

I observe with great satisfaction the wise precautionary arrangements which you are making for meeting the possible influx of immigrants in the spring.

I have, &c.,

(Signed)

NEWCASTLE.

Lieutenant-Governor

The Right Honorable

THE EARL OF MULGRAVE, &c., &c., &c.

*Provincial Secretary's Office.**Halifax, Nova Scotia.**September 4th, 1861.*

MY LORD,—

The Gold discoveries in this Province, having not only furnished employment to hundreds of its inhabitants for some months past, but having now attracted the attention of Capitalists in England, and of the laboring classes at home and abroad, it becomes desirable that the Government of Nova-Scotia should furnish, in some official form, such information as shall guide those who may desire to invest either labor or capital in our Mines. Your Excellency having assigned this task to me, I enter upon it with a design to state the facts, in the order in which they have accumulated, without color or exaggeration. There are too many profitable employments in this Province, to make it desirable to lure people to one that may be unprofitable, or even doubtful; and I am well assured that your Lordship has no desire to attract immigration to our shores by statements that are unfounded, or arts that have elsewhere produced much misery and disappointment.

The existence of auriferous deposits in Nova Scotia was unsuspected till 1860. It is strange that they should not have been turned up by the Agriculturist or the Roadmaker, still stranger that they escaped the vigilance of the early pioneers of Natural Science—Titus Smith, George Duncan, Dr. Gesner, Dr. Webster, Alger and Jackson, all of whom were laborious and painstaking investigators, and some of them elaborate writers on the Mineralogy of this country. Dr. Dawson, in 1855, suggested the possibility of finding gold in Nova-Scotia, and indicated with some accuracy the region where it might be discovered. But the Dr. had found none, and no interest was taken in the subject, until gold was discovered, last summer, in the neighborhood of Tangier.

The discoveries made in 1860, your Excellency is aware, were unimportant. Some hundreds of persons, tempted by rumors of the existence of the precious metal, rushed into the woods near the head waters of the Tangier, ten miles from the Sea Coast, and proved the existence of gold, it is true, but in quantities so small, and at such a distance from roads and navigation, as to promise no return to the most industrious miner. The facts having been investigated and made public, the excitement subsided, and the people returned to their ordinary pursuits.

In March, this year, a man, stooping to drink at a brook, found a piece of gold shining among the pebbles over which the stream flowed. He

picked it up, and, searching, found more. This was about half a mile to the eastward of the debouchment of the Tangier River, a stream of no great magnitude, taking its rise not very far from the shores of the Musquodoboit, flowing through a chain of lakes, which drain, for many miles on either side, a rugged and wilderness country, and falling into the Atlantic about forty miles to the eastward of Halifax.

The locality was most favorable for mining operations, being within half a mile of navigation, and surrounded by a hardy population engaged in the Fisheries, whose small craft could readily transport everything that the miners might require.

Though gold was brought to the capital in small quantities in the spring, and some of it exhibited to the Legislature, nobody was sanguine enough to believe that it could be obtained in sufficient abundance to pay for the labour of industrious men, who could earn from four to six shillings, sterling, per day at almost any other employment. The feeling of the Legislature evidently was, that what might prove a delusion and a snare ought not to be over-estimated, and that the Government should proceed with caution, that the people might not be misled.

It was necessary to make some arrangements, however, as persons were rushing in, and the proprietors of the land claimed protection from the Government. Their acquiescence in any policy that might be adopted, was easily obtained, and a Deputy Surveyor was sent down to Tangier, with instructions to lay off a few lots, 50 feet by 20—to charge a rent of Forty Dollars for them—to keep the peace, and to report from time to time to the Commissioner of Crown Lands, to whose custody, by the Act of last Session, the Mines of the Province had been transferred.

Though the rent was high, and the areas small, some lots were taken up by the sanguine and adventurous, led by a few persons who had worked in California and Australia. Though no very great discoveries were made, confidence in the deposits steadily increased, and the pioneers worked on with cheerfulness and industry.

Your Excellency visited the Mines in May, and your attention was arrested by the fact, that two men, from one of the agricultural districts, had taken from a pit, dug four feet wide by five feet deep, seventy-five dollars' worth of gold, three days prior to your visit. As six dollars would have paid these men for their labor, it was apparent that they had made a profit of sixty-nine dollars in three days. This profit was not derived from the chance discovery of a nugget, but from crushing the quartz, veins of which, there was good reason to believe, ran for miles along the sea coast, or from washing the crumbling rock and soil by which they were surrounded.

It was impossible to resist the conclusion that what these two men had done, hundreds might do on and around the same locality; and that if auriferous deposits of equal richness could be discovered in other sections of the country, profitable employment would be furnished for thousands of men, and our exports and revenue would be largely increased.

Though still reluctant to add to the excitement which this fact, and others of a similar character, occurring every few days, occasioned, it was the duty of the government to give reasonable facilities, that the voluntary exertions of the people themselves should be materially aided, and that as little as possible of their labor should be lost.

The Surveyor was instructed to reduce the price of the lots from Forty Dollars to Twenty, and to expend the money received in draining the Mines, and in making a road to the shore. From this period confidence in the resources of Tangier has steadily increased. The numbers who have found employment there all the summer have ranged between four and eight hundred, and the number of small lots taken up is now about ninety-five, for which £475 currency has been paid. The quantity gold taken out it is impossible to estimate, as no royalty is exacted, and no returns are made. Everybody digs out of his own claim what he can, and carries it away; but from the quantities brought to this city, and sold, or exposed in other parts of the Province, it is apparent that a very large amount of gold has been brought into the market, while stores of uncrushed quartz have accumu-

lated at the Mines. Whatever has been obtained has been got by the most simple process, and without any of the aids which science in other countries lends to the miner. A rude sort of Crusher has been placed upon the ground within the last month, but it does its work imperfectly, and is unprovided with the apparatus by which the finer particles of gold are amalgamated and secured.

In other countries the discovery of gold has attracted mixed multitudes to the mines, of which the reckless and dissolute have often formed a large proportion. Robbery, riot, and murder, have characterized these mixed communities, both in California and Australia. A strong police force is required to keep order; the treasure secured can only be transported over the roads, guarded by mounted escorts; and, in the gambling hells of the larger towns, the earnings of the successful are often dissipated in a night. In Nova Scotia, gold mining, like everything else, has developed itself in an orderly and law-abiding spirit. The improvised community at Tangier has been permitted to govern itself. There has been no resident magistrate or policeman, on the ground, during the five months that the Mines have been worked. There has not been an act of violence, or a life lost, hardly a blow struck. Two men, detected stealing, were drummed out of the settlement, and larceny is unknown. Men sleep and work unarmed, leaving their property secure in their huts; and the roads are as safe in the neighborhood of Tangier as are the streets of Halifax.

The Tangier Mines have been visited, during the summer, by your Excellency, by Rear Admiral Milne, by Prince Napoleon, and the Princess Clotilde. They were visited last week by the Hon. Mr. Tilley, Provincial Secretary of New Brunswick, who, at a public meeting subsequently held, thus describes what he saw:

"I was gratified yesterday by having made a visit to the Gold Diggings at Tangier, and I feel bound to state here that I was most agreeably surprised at the orderly conduct, steady habits, and gentlemanly deportment that was exhibited by the miners. I found them most sober and orderly; I saw them handing round to strangers their specimens of gold—thus exhibiting a perfect reliance in every person that came there. I found that specimens worth some three or four hundred dollars were merely locked in chests in their dwellings, whilst the owners were quietly engaged in mining. Was that not a pleasing exhibition of trust in each other? I felt it was a moral exhibition, on the part of your people, that should not be kept in the dark, but should be proclaimed on the house tops."

Until recently only two attempts have been made, at Tangier, to work any but single claims. A small Company, headed by William Chambers, Esq., have combined four or five lots, and are running a tunnel through them; and Mr. Robert B. Sibley, who acquired some experience, and made some money by mining in Australia, has leased from the Government three quarters of an acre, and is sinking a shaft to enable him to work his claim at all seasons of the year.

The lowest depth yet reached is 45 feet, and the largest nugget found is valued at \$300. The gold is got in quartz veins, running through slate or earth resting upon granite, in the form of scales, jagged and torn bits, like shot or bullets fired against a wall. It is sometimes globular, but seldom completely round. The veins run east and west. It is found in the soil immediately around the veins, but placer washing has not been very profitable at Tangier, or perhaps has not been attempted on a scale sufficiently extensive to command a fair return. A new lead has just been discovered, and there is every reason to anticipate that, as capital and skill, aided by reliable machinery, accumulate at Tangier, the precious metal will be procured with less labor and yield a more abundant return.

In June gold was discovered in the County of Lunenburg, about sixty miles to the westward of Halifax. A peninsula, which forms the western side of Lunenburg Harbor, and which stretches from the Shire Town of that name for five miles into the Atlantic, terminates in a bluff promontory about forty feet high, with steep cliffs on the eastern side, but on the western sloping down to a stretch of level land, with another bay beyond. The average breadth of this peninsula is about half a mile. The bluff promontory occu-

pies about half of this distance, and presents to the sea a frontage worn into caves, popularly called the "Ovens," and which resemble those, though not so extensive, around the Giant's Causeway in Ireland.

The quartz veins run in all directions through the promontory, and are visible to the naked eye without labor. These, and the circumjacent soil, were discovered to be auriferous in June, and a great number of persons rushed in and began to stake off claims. Though single lots were taken up by a good many, it was evident that the experience gathered at Tangier had taught the value of combination. Companies were formed, and larger areas applied for. Three or four, with adequate capital and a highly respectable directory, have been organized, and are now preparing to test the resources of the peninsula by an adequate expenditure.

While attention was generally directed to the upland, Mr. John Campbell, a gentleman of considerable science, with a natural turn for geological researches, rightly judging that as the cliffs, with the quartz veins running through them, had been, for ages, washed and crumbled by the sea, gold might be found among the sands which surrounded the sea shore, tried the experiment, was successful beyond his hopes, and immediately applied to the Deputy Surveyor, who had taken charge, for that portion of the shore which immediately adjoins the "Ovens."

As soon as the auriferous character of the sands upon the sea coast was known, there was much excitement. Every body rushed from their upland claims, and began to scramble for the treasure over which, strange to say the farmers in the neighbourhood had gathered sea manure for more than a century, without dreaming of its existence.

With some difficulty the excitement was allayed, the rights of all parties, acquired by discovery or occupation, were respected; the report of the Deputy Surveyor being taken, in all cases, by the Government, as the basis for the adjustment of claims. Your Excellency visited Lunenburg, and a simple code of regulations was framed by the Council, with the aid of your observation and experience. All is now tranquil at the Ovens; Companies are preparing for systematic operations, and individuals are working their separate claims with cheerfulness and order.

The Shore Washings have proved very rich. Mr. Campbell having associated with himself William Cunard, Esq., and Mr. R. G. Fraser, proceeded to work the four shore claims, which formed the frontage of some seventy upland lots taken by this Company in the rear. Though no accurate return has been given by these gentlemen, there is every reason to believe that a very large sum has been taken from these shore claims within a month, and the rights of those three gentlemen have since been sold to a larger Company for £1200, they retaining all that had been obtained up to the day of sale.

Others, who obtained shore lots, have also been very successful, the richness of the sands diminishing as the shore recedes from the cliffs. The upland claims have yet only been worked in the rudest way. No shaft has been sunk to any depth, nor is there any quartz crusher on the ground.

The facilities for mining at the "Ovens" are very great. Every part of the Peninsula is accessible by water. Provisions and stores can be landed on either side of it, and quartz can be shipped with equal ease.

A Deputy Surveyor is the only officer maintained by the Government at the "Ovens." There is no stipendiary magistrate, and no police. No arms are carried or required. Crime is unknown, and property is as safe on the road or at "the diggings," as it is in the shire town.

About the same time that public attention was attracted to the auriferous deposits at Lunenburg, gold was discovered in several other places, at Dartmouth, at Sheet Harbour, and at Lawrencetown. Quartz rock was found all along the southern coast, and running for miles back into the interior. From what was known of the geological structure of the country, the presumption was reasonable, that quartz would, and that gold might, be found in at least ten of the eighteen counties into which Nova Scotia is divided.

Lawrencetown is a scattered settlement, named after Governor Law-

rence, on a small stream that rises in the granite region behind, and falling through a chain of lakes, finds its outlet to the sea, between salt marshes, protected by an aboiteau. It is about ten miles east of Halifax, with boat navigation to the shore; but the harbor is a poor one, with only shelter for small vessels.

Gold having been discovered near this stream in June last, quartz digging and placer washing were commenced in a rude way, and any body who chose, or who could get permission from the proprietors, dug and washed, and prospected. Quartz was found upon the surface and in veins beneath the soil, but although at one time expectations were highly raised, the interest in Lawrencetown gradually diminished, until, when I visited the place about a month ago, there were only four or five men at work, and the prospects did not warrant the employment of an officer or any interference of the Government.

On the 28th August, Thomas Belt, Esq., a Mining Engineer of some eminence, sent to this country by the promoters of a Company in London, who have organized under the name of the "Nova Scotia Gold Mining Company," informed me officially that he had purchased for that Company a farm at Lawrencetown, and requested permission to work the whole or any part of it that he might select, for a term of years. Having ascertained that this Company were represented by three gentlemen of large capital, and of the highest respectability, your Excellency was advised to sign a lease: Mr. Belt binding the Company to buy up pre-existing claims—to employ at least fifty men upon the works—to place upon them adequate plant and machinery, and to pay such royalty, not to exceed five per cent., as shall be imposed by the Legislature.

This arrangement was scarcely completed, when gold was discovered on a wooded hill in the rear of Mr. Charles P. Allan's farm at Waverly, on Lake Thomas, about ten miles north from the harbor of Halifax. I visited the place on Saturday last, and found that some hundreds of dollars' worth of gold had been taken out of loose quartz boulders, lying about the surface of a hill, some fifty acres in extent, rising rather abruptly from a small lake and marsh on its western side, and sloping away towards Lake Thomas, one of the Shubenacadic chain, which half surrounded it on the east and north. I brought to town, and your Excellency has seen, the specimens collected by a farmer named Taylor, which are quite as rich as any that have been found at Lunenburg or Tangier. They were obtained with but little labor. Gold, in all the eccentric forms which it assumes, is to be seen with the naked eye in every fragment of the quartz. Taylor has refused \$80 for these specimens. They are probably worth \$100.

The accounts of this new discovery created much excitement, hundreds rushed to the ground, and an ardor for speculation seemed to suddenly take possession of the whole community of Halifax. A Company was immediately formed to purchase the whole hill, and in the course of two days fifty applications for claims were lodged with the Commissioner of Crown Lands.

As it is apparent that individuals, working small claims, without shafts, tunnels or machinery, will be compelled to suspend operations on the approach of winter, your Excellency is aware that, for some time past, it has been the policy of the Government to favor the formation of Companies or Associations, who can afford to hut over their works in winter, and who have capital sufficient to employ the working miner all the year round. Though a very common opinion prevailed in the spring that every body applying should have a bit of land, and a chance to get rich, the experience of one season has taught our people that, though a few fortunate persons may dig wealth out of a single claim, gold mining, like all other mining, to be profitable must be systematic, and that associated labor, skilful arrangement, and efficient plant, assuming the ground to be well chosen, will in most cases command success.

With a view to turn the resources of Mr. Allan's farm to the best account, a Surveyor has been sent to make a road from the main road to the base of the hill, where the gold has been discovered, and to plot the frontage

of the farm, that the actual area may be ascertained. When this is done, the land will be allotted to companies or individuals, as may seem the most judicious. In the mean time the owner of the soil, and a small party who are combined with him, have been authorized to open the hill side, that the direction of the leads, and their extent, may be ascertained.

Though rumours have reached me of gold discoveries in many parts of the Province; and though the presence of gold in other localities has been ascertained beyond a doubt, I do not think it prudent to include in this report any reference to discoveries, which have not been thought of sufficient importance to demand the verification and direct action of the Government. At Tangier, Lunenburg, Lawrencetown, and Lake Thomas, the facts collected are indisputable; and the interest taken in those mines by capitalists at home and abroad, and by a very large number of the industrious classes, warrant your Excellency in assuming, and so reporting to the Secretary of State, that Gold Mining in those localities, whatever may occur elsewhere, will be permanently established as a new branch of industry, tempting to the capitalist, and attractive to the immigrant.

In view of the influx of population, and of the commercial activity which these gold discoveries are likely to create, I am well assured that your Excellency is keenly alive to the responsibility which devolves upon the Government to meet this new condition of things with foresight and discretion. We may share the prosperity of California and Australia. We should avoid, if possible, the mistakes made in and with respect to those countries. We want population; and a steady stream of industrious emigrants will find ready employment at our Mines, or will be attracted to other pursuits which are presented on every side. In a country where good land can be got for £10 sterling the 100 acres, and where an immigrant in three years can make himself independent; where there is an extensive Fishery, and a profitable coasting and foreign trade—where shipyards abound, and handicraftsmen are required in every village—where there is Coal and Gypsum, Iron, Lime, and Grindstone, to mine or manufacture, and take to market, an immigrant can hardly fail to better his condition, even if the gold fields disappoint him. But it should be borne in mind that the spring is the proper season for poor men, without means, to come into a new country. Those who have means may come at any time, and those who have capital can find profitable investment, for it in any part of Nova Scotia. For the reasons stated, I would not recommend any large body of immigrants to come into Nova Scotia till March or April next. In the meantime arrangements shall be completed by which they will be instructed where to go, that by the readiest and cheapest routes they may find the most profitable employment.

I have the honor to be,

My Lord,

Your Excellency's most obedient,

Very humble Servant,

JOSEPH HOWE.

His Excellency
the Right Honorable
THE EARL OF MULGRAVE,
Lieutenant-Governor, &c., &c., &c.

No. 68.—Miscella.

*Government House, Halifax,
3rd October, 1861.*

MY LORD DUKE,—

1. After the departure of the last mail, the reports which I received of some new gold discoveries at Wine Harbor, about 100 miles to the eastward of Halifax, appeared to me of so much importance, that I deemed it desirable at once to visit the locality, in order that I might ascertain exactly the

character of the Diggings and make the necessary arrangements for having the lots laid out by the local Surveyor.

2. As it was impossible for me to go there by land, the road being so circuitous and bad that the journey would have occupied nearly three days each way, I requested Rear Admiral Sir A. Milne to furnish me with a passage in one of H. M. Steamers. The Admiral having kindly placed H. M. S. "Gladiator" at my disposal, I sailed on Wednesday afternoon, accompanied by one member of my Council and the Commissioner of Crown Lands, and arrived at Wine Harbor early on Thursday morning.

3. On landing, I found about 200 men on the spot, and although only a few weeks have elapsed since the first opening of these works, the prospects are most encouraging, and the amount of gold already obtained far exceeded my anticipations. I could not see any symptoms of Placer Diggings, but the quartz veins, as far as they have been opened, appear richer than any I have yet seen.

4. The Diggings are situated on the Promontary which divides Wine Harbor from Indian Harbor, through the whole of which quartz lodes may be traced running south sixty degrees east.

5. So far, the workings have been chiefly confined to the Wine Harbor side. The vein which has at present, proved the richest, is situated close to the shore, and the quartz rock being much decomposed, is rendered more easy to be worked. As yet, they have no means of crushing the quartz, and the gold has been obtained by washing the decomposed quartz and picking out the particles, together with the pieces of quartz in which gold is visible—the remainder of the quartz being reserved for crushing at a future period.

6. As the gold was in a rough state, with a considerable quantity of quartz mixed with it, it is very difficult exactly to estimate the quantity, but I feel sure that I am within the mark, when I say that I saw about three or four pounds weight of gold which had been secured from one claim in this vein, besides 5 or 6 tons of quartz, reserved for crushing.

7. After examining the locality, and explaining to those on the spot the regulations which have been laid down for the gold fields in this Province, I directed the local Surveyor to take charge of the Diggings, lay off the ground, and let the claims on the same terms as at Tangier and Lunenburg.

8. I am happy to inform your Grace, that I found the most perfect order, regularity, and good behaviour prevailing among the diggers, and all seemed perfectly contented with the regulations under which they will in future have to take up their claims.

9. Although only a few of the veins have been thoroughly tested, there is every reason for thinking that the whole of those on the promontary are more or less rich in gold, and that they extend probably much further inland than they have as yet been explored. Gold has also been found at Isaac's Harbor, about 14 miles further to the eastward, from which place I have also heard good reports.

10. As I had to pass the entrance to Tangier on my return, I thought it better to avail myself of the opportunity of seeing the progress which had been made since my last visit, and I was much struck by the change which had taken place. A road from the harbor is now completed to Pope's Harbor, passing through the centre of the Diggings, and another is in the course of construction in the direction of Ship Harbor, which will furnish a direct line of communication with Halifax in the winter, when the navigation is closed.

11. The Diggings are extending in all directions, and a very large amount of work has been done, and great activity and enterprise is evinced by the miners. In the large claims deep shafts are being sunk, with the view of mining underground, which will enable them to work during the winter.

12. No good Crushing Machine has as yet been erected, but three are expected daily, and I trust that they will be at work very shortly, as great inconvenience and loss has been caused by the want of these machines. The number of men on the ground is not so large as it has been, many having closed their claims for the winter and returned home, in consequence

of being unable to get their quartz crushed, and the want of funds to go on without any immediate returns for their labor. Those now on the ground are all hard at work, and intend remaining through the winter.

13. A complete town has sprung up, and all the necessaries of life can be obtained in the shops, nearly, if not quite, as cheap as in Halifax. I was unable to obtain even an approximate estimate of the gold raised, but I saw many good specimens, and all seemed in good spirits. A small lake in the neighborhood has been drained by a Company formed on the spot, in the hopes of finding Placer Diggings, but without success, though some good veins of quartz have been found running through it.

14. All that is now required to test the value of these Mines, is the erection of some good Crushing Machines, and this deficiency I trust will be supplied in a few days.

15. There are at present miners on the spot who have passed several years on the gold fields of Australia and California, and from conversations I have had with some of them, it is very evident that they are sanguine of success, and consider that the quartz of Tangier will compare favorably with the quartz of those countries.

16. Should such prove to be the case, the gold fields of Nova Scotia will offer advantages to those who are anxious to embark in the search for gold, which cannot be held out by any other country in the world. Situated within ten or twelve days' steam communication with England, the emigrants will be spared much of the expense and inconvenience entailed by a voyage to Australia or California. All the necessaries of life and most of the luxuries, can be obtained here as cheap if not cheaper, than in England. The climate is healthy, and communication by water can in no part of the Province be far removed from the Diggings, thus rendering transport easy and inexpensive.

17. As a proof of the cheapness of living at the Diggings, I may mention to your Grace that at Tangier I was told that some of the miners were living at the rate of about seven shillings a week, but that for ten shillings currency they could live very comfortably, and the ease with which the markets of America can be approached is a guarantee that this state of things is not likely to be very materially affected by any probable amount of immigration.

18. Under these circumstances I fully anticipate a large influx of persons to this Province in the spring, and that a new era will open in the history of Nova Scotia; and I trust that I need not assure your Grace that no exertion on my part shall be wanting in order to meet the altered circumstances of the country, and to facilitate as far as possible the immediate location of all who may seek her shores.

I have, &c.

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

No. 71.—Miscella.

*Government House, Halifax,
28th October, 1861.*

MY LORD DUKE,—

I have the honor to inform your Lordship, that on the 21st inst. I visited the newly discovered Gold Diggings at Laidlaw's, situated about ten miles from Halifax.

2. The geological formation of this lode is so peculiar that I requested Lieut. Col. Sinclair, the Adjutant General of Militia in this Province—a gentleman who has acquired considerable knowledge of the gold formations in California—to visit the spot, and I have now the honor to enclose a copy of his report, together with the three specimens of quartz to which he refers as illustrative of the opinions he entertains upon it.

3. The formation of this lode differs entirely from any that I have seen, and so far as I have been able to ascertain, is unlike any that has as yet been discovered in other parts of the world, and, unless I am much mistaken, it will prove a subject of considerable interest to men of science.

4. The lode is almost horizontal at a short distance from the surface, and from its zig-zag form assumes the shape of a succession of barrels lying contiguous to one another, and having more the appearance of a number of petrified trees, placed side by side, than anything that I can compare them to,—the thickness varying from eight to twenty inches, and the strike being nearly east and west.

5. As yet this lode has only been very partially opened, and none of the quartz has been crushed. Some good specimens of gold have however been found, and there is every prospect of their proving rich.

6. I have received very encouraging accounts from Sherbrooke, in the St. Mary's district, where quartz containing very rich specimens of gold has been discovered.

7. I have also been informed of the discovery of auriferous quartz within a few miles of Yarmouth, thus confirming the belief which I expressed to your Grace some time back, that the gold-bearing quartz would be found to intersect the whole of the Atlantic side of the Province.

8. The winter is fast approaching, and I do not anticipate that mining operations will be continued much longer, at any rate in the open claims, and indeed a large proportion of the miners have already returned to their homes with the intention of resuming work in the spring.

I have, &c.

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

*Adjutant General's Office,
Nova Scotia Militia.*

Halifax, N. S., October 26th, 1861.

MY LORD,—

In conformity with your request, I visited the "Laidlaw Diggings," and I have the honor to submit the subjoined Report, together with three specimens illustrative of the matter in hand:

REPORT.

On investigation I found the so-called "barrels" to consist of a contorted lode, with small lateral dip, the upward contortions giving the pipe-like and detached appearance to the "barrels."

The rounded appearance of the "barrels" has been further increased by a tendency of the quartz to form itself into coarse crystals. I have never seen an instance of this heretofore described, and if the fact be substantiated it will be interesting and important to geological science, the quartz being more than usually carious and impure. Besides the specimens described and submitted I observed the same angular appearance in too many instances in the pile to admit a doubt in my own mind that crystallization has taken place on a considerable scale.

The ground was covered with debris, excepting the "barrels" themselves, but from observation made at the end of one of the diggings where a small section was obtainable, I am under the impression that the contortion has been caused by lateral pressure of the whole mass of circumjacent rock, and contained lode when in a plastic or semi-fluid state, from heat, and possibly caused by its own gravity in descending to some lower level against an obstruction.

Under this supposition the lode would be very subject to faults, consisting

of breaks, and even overlaps; I am of opinion that some few instances of the latter will occur, and three of the former have already occurred.

Vertical or highly inclined crevices filled with the quartz from above are likely to occur, and a main lode is likely to be discovered on the higher edge of the present lode from which it has been filled; should this occur it will be the means of settling an important controversy respecting the original formation of quartz lodes.

There is only one other way that presents itself to me by which this extraordinary contortion can have been caused, *i. e.*, the lode lies transversely to the cleavage of the coarse slate rock, and supposing it to have been forcibly injected, (a very unlikely circumstance), when the slate was in a solid state, the cleavage would cause it to assume a zig-zag course. I am of opinion, however, that the chrystalline structure will do away with this theory if it should be advanced.

I look upon the discovery of this lode as most important to science, and I requested Mr. Fairbanks, who is the government agent on the spot, should the men come across any perfect specimens of chrySTALLIZATION in the "barrels" to try to get the men to remove them in lengths without injury, for museum specimens, and I consider the matter of sufficient importance to suggest to your Lordship to convey your request to Mr. Fairbanks to the same effect.

I am indebted to Mr. Fairbanks for the very valuable specimen marked No. 1, and to Mr. Stewart for 2 and 3; No. 1 is a miniature fac simile seam exactly representing the contortions of the larger lode; No. 2 an angular specimen of the coarse chrySTALLIZATION; No. 3 a specimen confirmatory of the same thing. In detaching this specimen from a larger mass the core broke out and the parallel faces and coincident angles of what may be called, for the sake of description, the core and the shell, show, beyond question, that the "barrels" are a true instance of concentric chrySTALLIZATION.

The larger the "barrels" of course the more obtuse the angles will prove, hence the larger ones have the appearance of being perfectly round. It is also probable that the perfect chrySTALLIZATION form all round will not be met with, but that it will only show on the upper and lower sides of the outer extremes of the alternating contortions.

I have, &c.

R. BLIGH SINCLAIR.

To His Excellency
The Right Honorable
THE EARL OF MULGRAVE,
Lieutenant-Governor, &c. &c. &c.

No. 72.—Miscella.

*Government House, Halifax,
29th October, 1861.*

MY LORD DUKE,—

His Royal Highness Prince Alfred having been unable to visit the Gold Diggings at Tangier before his departure for England, on account of the badness of the weather on the day fixed for his visit, and considerable disappointment having been caused to the Miners in consequence, I arranged with Rear Admiral Sir A. Milne that H. M. S. *St. George*, which was about to proceed on a short cruise, should call in at Ship Harbour on her way to Sydney, so as to enable His Royal Highness to visit those mines, and I proceeded on the 18th inst. in the "*St. George*" in order that I might be present at Tangier during His Royal Highness' visit, returning on the 20th with the Admiral in his tender the "*Nimble*."

Ship Harbor is only a few miles distant from Tangier, and His Royal Highness visited the mines on the 19th. I regret that the visit was necessarily delayed to so late a period of the year, as it prevented the Prince seeing them

under the most favorable circumstances, a large number of those employed having closed their claims for the winter and returned to their homes.

He was, however, enabled to see the large amount of work which has been done during the summer, and to witness the mode in which the gold fields are worked, and his visit caused great pleasure to those who still remain on the spot.

I have, &c.

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

No. 77.—Miscella.

*Government House, Halifax,
31st October, 1861.*

MY LORD DUKE,—

I have the honor to enclose, for your Lordship's information, a copy of a second report which I have received from Mr. Howe, the Provincial Secretary, continuing his account of the gold discoveries in Nova Scotia up to the present time.

I have, &c.

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

*Provincial Secretary's Office.
October 28, 1861.*

MY LORD,—

Before leaving for England, to discharge the duties assigned to me, in reference to the Inter-colonial Railroad, I proceed, in obedience to your Excellency's commands, to condense into as small a compass as possible, such information as will convey to those who take an interest in the subject, at home or abroad, the latest intelligence as to the progress of our gold fields.

Four new fields have been discovered, and are being occupied with great rapidity. Two have been visited by your Lordship, and at all of them it has been found necessary to station officers and lay off claims. These fields are at Wine Harbour, Isaac's Harbour, St. Mary's River, and at Laidlaw's Farm, on the eastern side of Lake Thomas. Three of them are on or near to navigable harbours or indents of the sea coast, and the other is within a few hundred yards of the Shubenacadie Canal, and within three miles of the railroad. All are, therefore, easily accessible, and whatever they produce can be cheaply transported, supplies coming in by water or by rail at sea coast prices, or thereabouts. This proximity to the sea, and to navigable rivers, canals, or railroads, gives to the miner in Nova Scotia singular advantages; and if he earns half as much he can live quite as well, and perhaps save more, than those can who labour in less accessible, even though they may be richer localities.

The number of claims applied for at Wine Harbour is thirty; the number of people employed is about two hundred.

At Isaac's Harbour twenty-three applications have been made for claims, and there are about seventy persons employed.

Both these fields are on the south side of the Province, where the metamorphic rocks exist. The geological structure of the country is similar to that near Lunenburg. Quartz veins run in from the sea through the upland, with a general direction from east to west, and at various dips and

angles. The gold is found in these quartz veins, or in the overlapping soil.

At Laidlaw's Farm, and I believe at St. Mary's, the saddle-back formation prevails, the gold-bearing quartz being found in successive layers of barrel-shaped rocks, covering large areas. At the former place sixteen claims have been taken, and about fifty persons are employed. At the latter the numbers do not perhaps exceed fifty—but about thirty-six claims have been applied for.

The plans, reports, and accounts which accompany this letter, will show your Excellency at a glance what is doing at all the mines. At Tangier, recently visited by His Royal Highness Prince Alfred, accompanied by your Excellency, by Admiral Milne, and by the Governor of New Brunswick, the progress has been steady throughout the summer. Though some have left Tangier as rumours of more promising fields reached that locality, or as the exigencies of the harvest called for labour upon the homesteads, hundreds of persons have wrought there all summer. And although the owners of the smaller claims will soon be compelled to suspend operations by bad weather, there is every reason to believe that, on the approach of spring, there will be a great rush of population to Tangier. The gold from this mining district maintains some superiority over that taken at Lunenburg, and brings readily in the market five shillings sterling an ounce more.

At Lunenburg the progress made has been marked and gratifying. All the seashore claims for miles around the Ovens have been taken up at prices varying from five to twenty dollars. These now number eighty-two. Judging by the eagerness displayed to obtain these shore lots, the most of them must have been found remunerative, and some are known to have been very profitable. Two-twelfths of the four shore claims, formerly owned by Campbell, Cunard & Co. recently sold for five hundred pounds; and it is understood that Mr. Benjamin, of Gaspereaux, has sold his claim, which cost him five pounds, for five hundred, after taking out of it a considerable quantity of gold. Other shore claims have been sold for thirty-five pounds.

The upland claims at Lunenburg must be very promising, judging by the rapidity with which they have been taken up; three hundred and sixty have been applied for; and your Excellency will perceive, by reference to the plan, that they extend in a continuous line along the leads from the Ovens to Rosebay, a distance of six miles. There is every reason to believe that these leads extend miles beyond Rosebay, and that other portions of the Western coast will yet be found auriferous. Gold has been discovered at Foote's Cove, five miles west of Yarmouth, near the Western extremity of the Province. Isaac's and Wine Harbours are forty miles east of Tangier, so that there can now be very little doubt that gold will be found all over the South frontage of Nova Scotia, to what extent will probably be determined in the course of the next summer. Two gentlemen of some skill and experience, Messrs. Poole and Campbell, have been employed to trace the leads for miles around the localities where miners are at work, and a measure will be submitted to the Legislature, at the approaching Session, providing for a geological survey of the Province.

Though I have seen specimens from other parts of the interior, and have heard rumours of the existence of gold in various localities, I have thought it most prudent in this, as in my first report, to direct attention only to those which have been thought of sufficient importance to demand the presence of an officer and the surveillance of the Executive Government.

From the geological structure of the mountain range, which, under various designations, runs through the centre of the Province, it has been obvious to every body who gave a thought to the subject that gold would be discovered along that range. This hope has been realized, as your Excellency will perceive, by the following letter from Joseph R. Hea, Esq., D. C. L., which appears in the *Chronicle* of this morning:

MR. EDITOR,—Allow me to present to your readers the following statement with regard to gold in King's County.

During the week reports reached Wolfville that gold in small quantities had been found at a place called Little Chester, on the South or Horton Mountain, and on Thursday specimens were shown to me in sand similar to that of Lunenburg.

Yesterday I visited the locality, and found that with little labour, and the roughest appliances, gold was really to be had. A dozen or more of persons were at work during parts of the day, washing sand and soil in ordinary tin pans, and there was one regular cradle or rocker on the ground. In order to satisfy myself fully, I collected a panful of the material, and found seven small pieces of gold. I afterwards washed another, and obtained five pieces; and during the time I was there, scarcely a panfull was washed that did not contain more or less of the precious metal.

It is in small particles or scales, similar to that of Lunenburg, but of a lighter color, and probably containing more silver. The largest piece obtained during the three or four hours I was there, was found by myself in the second washing, and weighs *fourteen grains*. A number of persons who have been at Lunenburg are preparing to go to work in this locality; and profess to consider the prospect better than in the great majority of the claims at the Ovens; while several of the late owners of the celebrated "Benjamin's claim" state that they did not at any time procure from it as large a piece as that now in my possession.

The washings are about seven miles south of Wolfville, on the margin of a brook that empties into Halfway River. The gold is procured by washing the soil or sand overlying the rocky bed, and on breaking apart the rock itself, small particles are found in the crevices, very much as at Lunenburg.

The quartz veins in the neighborhood, and from which the gold doubtless came, in the first place, are contained in slates similar to those of Lunenburg, with occasional dykes of igneous rocks, and are of remarkable uniformity in thickness and regularity in direction. It is said that specimens of gold have been found in the quartz, and I have no reason to doubt the correctness of the report, though I have not seen them. In the immediate vicinity of the washings I found specimens, *in loco*, of calcereous spar and barytes.

During the summer I have visited some scores of places within an area of thirty miles along the South Mountain, where parties were prospecting and digging, and working among the quartz, and by a careful examination of the formations, and comparison of specimens of quartz and of the surrounding strata with those of Lunenburg, I became satisfied that the gold fields extended to South King's, and include the whole range of the South Mountain. The actual discovery of gold in the eastern part of the range, and the similarity of the geological formations throughout its whole extent, as far, at least, as the Annapolis line, would appear to justify the adding the whole of King's County, south of the valley of the Cornwallis and Annapolis Rivers, to the already very extensive gold-producing region of this Province; and from what I have already observed in different localities to the westward, during the summer, I do not doubt that ere long reports will reach us of the discovery of the precious metal in West Cornwallis and in Aylesford.

I will not refer to the importance of these discoveries, and to the bearing they have upon the advancement and future prosperity of the localities in which they are made, as well as of the Province generally, but limit myself in the present communication to a statement of the facts as at present known, and as they have come under my own observation.

And am, your obedient servant,

JOSEPH R. HEA

I shall take with me to England specimens of gold from all the mines now being worked, and I trust to be able to collect such information as will enable the Government to estimate the extent of the spring immigration, for which it may be wise to prepare.

I have the honor to be,
Your Excellency's
Most obedient,
Very humble servant,

JOSEPH HOWE.

His Excellency
The Right Honorable
THE EARL OF MULGRAVE,
Lieutenant-Governor, &c. &c. &c.

Nova Scotia.—No. 115.

Downing Street, 18th November, 1861.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's despatch, No. 77, of the thirty-first of October, enclosing, for my information, a second report by Mr. Howe, the Provincial Secretary, upon the gold discoveries in Nova Scotia.

I have, &c.,

(Signed)

NEWCASTLE.

Lieutenant Governor
The Right Honorable
THE EARL OF MULGRAVE, &c. &c. &c.



REPORT OF INSPECTOR OF MINES.

Office of Inspector of Mines, 24th January, 1862.

SIR,—

I have the honor to submit, for the information of His Excellency the Lieutenant Governor, the following report upon the subject of the Gold Fields, showing the various measures which have been adopted for their regulation, and the result of mining operations during the past year :

The desire, which generally prevails throughout the Province, to be informed as regards the relative rights of the Government and the proprietors,—and to witness the adoption of such measures, as will give encouragement to this newly discovered and apparently very promising branch of industry, without interfering with the rights of either, induces me to enter more at large upon the subject than is customary in my annual reports.

The very recent discovery of Gold in the Province will account for the want of such legislative enactments, as are indispensable to deal in a satisfactory manner with the varied interests connected with the subject.

The Acts, now in operation, were framed with a view to regulate the disposal of those minerals which were known to exist at the time they were passed. They are defective in their application to Gold and Silver.

The fact of the Gold being found to the largest extent upon granted land has raised questions connected with the right of entry, and the method of affording compensation to proprietors for damages to their property. The same difficulties were not found in other countries, where the lands, as well as the minerals, were vested in the Crown, nor have they arisen in Nova Scotia under the like circumstances. To a certain extent, these difficulties were overcome by compromise.

My enquiries have been directed to the wording of the Provincial Grants generally, and to the rights of the proprietors under them. I have also had occasion to examine into the titles of those who made claim for compensation. These preliminary steps, it will be perceived, were essential, to guard the rights both of the Government and the people.

It is more properly the duty of the Crown officers to deal with legal questions, and some of these enquiries might be considered within their province, but I desired to omit nothing which was essential for the efficiency of my office, and to enable me to answer the numerous questions which were pressed upon me.

From these investigations, it appears, that the terms of the Grants have varied at different periods of Provincial History. Some of the earliest grants contain no reservation whatever of the minerals. Another class of grants reserve them to the fullest extent, but without any right of entry expressed. From the year 1832 to the present time, the like reservations are made, and except in a very few instances, the grants contain the right of entry. Any doubts which might exist as regards the right of entry I consider to be entirely removed by an existing statute, provided compensation is made to the grantee for damage to the soil.

Nor do I think any doubt can exist as to the right of the Crown to mines of Gold and Silver although there be no reservation in the grants of minerals generally. Gold and Silver, classed under the head of royal mines, unless specially granted, remain the property of the Crown, and, independent of any legislative authority, may be disposed of as the Crown wills. The proprietor of the soil may, consequently, be restrained from working them. In addition to this constitutional right, our provincial statutes, by penalty and forfeiture, make the restriction general.

The Acts now in operation relating to Mines and Minerals are as follows:—

Revised Statutes, Cap. 27.

Acts 1858, Cap. 48.

Acts 1859, Cap. 3.

“ “ Cap. 4.

Act concerning Trespasses to Crown Property.

“ 1859, Cap. 22.

Inspector of Mines, 1858, Cap. 33.

I think, upon examining these several Acts, it will be discovered that some important amendments are necessary, especially as to the mode of settling the compensation to proprietors. In consideration of the large number of applicants, as compared with those who are engaged in Coal mines, the machinery ought to be so adapted as to avoid expense and delay.

From the various orders of Government, I compiled the annexed Rules and Regulations, for distribution; they have been acted upon until within a late period, modified only by an alteration in the size of the two larger class lots.

The first discoveries of Gold were made at Tangier; and to that district the attention of the Department was first called. A very short time elapsed before applications for mining privileges followed from the County of Lunenburg. Local Superintendents for both places were forthwith appointed. As there was a necessity for prompt measures to accommodate large numbers, who were eager to commence work, and to prevent confusion, His Excellency, with some members of his Council, accompanied by myself, visited both Districts. I have reason to believe that these visits were gratifying to the miners. They had thus access to the Government; they had the opportunity of expressing their own views and wishes, and acting upon the explanations and counsel given them. There has resulted as much satisfaction with the measures as could be reasonably expected under all circumstances.

Having made a partial arrangement with the proprietors, lots were laid out, 50 x 20, at Tangier, and 30 x 33 at the Ovens; a rental of \$20 per annum was put upon each lot,—one-fifth of which the Government guaranteed to the proprietors. The small area of these lots, as well as the price, accommodated the circumstances of the larger number of applicants, and it did not prevent those of more ample means from purchasing a number of claims, and employing any amount of capital they were disposed to embark. It was at first proposed to require payment in advance; but subsequently, at the pressing instance of the Miners, payment by instalments was agreed to, with the exception of the placer washings between high and low water mark at the Ovens, which were eagerly sought after, and for which prompt payment was required.

At a later period, lots of a larger size—as specified in the Regulations—were sanctioned. A good many have been disposed of, and applications continue to be made. It will thus be perceived that as experience was acquired, and confidence increased in the productiveness of the mines; Companies and Capitalists were encouraged, and ample room for their operations were granted.

It is not my desire to convey the impression that the course pursued in carrying out the instructions of Government have, in all cases, afforded satisfaction. I ought rather to express my surprise that complaints have not been more general. It would not be proper for me to recall the many instances of unreasonable complaints—the many proofs that I have had of the preponderating influence of individual interests over the public convenience—and how little allowance has been made by some for the many perplexities and embarrassments incidental to the duties I have had to discharge. It has been gratifying, in some cases, to find the opposite of this: as soon as the parties became acquainted with the necessity of dealing with private rights—of respecting the priority of application—and dealing in a spirit of liberality with those who will not always follow the strict letter of the Regulations in making their applications. The various grounds of

complaint are pretty well understood by the Government. It has been a great relief to the natural anxiety I have felt, amidst the various perplexities incident to a new office, that an appeal to the Government has always been open to complaint, and that in every instance when they have been disposed to avail themselves of it they have had an impartial hearing.

The districts, where mining operations have actually commenced and are now under the authority of an officer, are as follows :

- | | | |
|--------------------------------|-----------------------------------|---|
| 1 Tangier,..... | William Anderson, Superintendent. | |
| 2 Ovens,..... | J. P. Lawson, | " |
| 3 Wine Harbour,..... | Wm. Hartshorne, | " |
| 4 Isaac's and Country Harbors, | Charles Taylor, | " |
| 5 Sherbrooke,..... | William Gossip, | " |
| 6 Laidlaw's,..... | Vacant. | |

In addition to the above, there are applications from Elmsdale, Lynch's Farm at Sherbrooke, Yarmouth, Lawrence Town, Necum Secum, Preston, Dartmouth, Ardoise Hill, Digby, and Malignant Cove.

With the exception of Elmsdale, so called, where there are encouraging prospects, I have not thought it necessary to recommend the granting licenses at the latter places for the present, as I have no evidence that Gold has been found in sufficient quantity, nor have I had a sufficient number of applications to justify the appointment of an officer. At Elmsdale a surveyor is engaged in making preliminary arrangements for apportioning the lots applied for.

As this communication will be accompanied with plans of every locality, upon which are exhibited the position of the lots taken up, I beg leave to refer to them as affording the fullest information of what has been doing in the respective districts. The abstract herewith, has been prepared, for the purpose of exhibiting in detail the number of lots sold, the price, amounts paid, and balances still due it. It terminates on the 31st December last. Since the opening of the new year, applications and payments have followed to a considerable extent. In the general account and abstract will be found the balance to the credit of the Revenue for 1861. A supplemental account for 1862 will shew the additional amount received, which, I think, will more than cover the compensation which may be awarded to the proprietors of land for damages sustained.

In addition to the several statements thus noticed, I beg to refer also to the reports and plans herewith, the result of explorations made by Messrs. Poole and Campbell, under the orders of Government. They afford important information which could not have been procured without examination by persons having some practical knowledge of geological science, and their reports will be found valuable in establishing the range and extent of our Gold fields so far as the season would allow.

These surveys, as I understand, are not intended as a substitute for a geological survey of the Province, which recent discoveries would now justify, and the public are looking for, but they will serve as preliminary evidence of the existence as well as the extent and value of the Gold-bearing quartz throughout the whole southern coast, running a long distance into the interior.

With all these documents prepared and compiled with considerable labor, an amount of information is afforded, which, I trust, will evidence the desire of all connected with this department, including the work of Messrs. Poole and Campbell, to give to the Government and the Legislature the materials for dealing with the subject, in a manner that will be satisfactory, and encouraging to those who are engaged in mining operations.

Having thus recorded the proceedings of this Department during the past year, and to some of the results which followed, I take the liberty of calling attention to some particulars which have a bearing upon existing defects, and those remedies which may tend to improve the system now in operation.

In the first place, we need arrangements in this Province adapted to our peculiar circumstances. Although free from most of the embarrassments we have had to contend with, other Gold producing countries have not attained, without the experience of time and numerous changes, such a system

as was applicable to their position. The same gradual progress will accomplish for us the same result. The productiveness of the Gold fields is yet to be tested. Expense and outlay on the part of the Government will be heavy, including compensation to proprietors, surveys and superintendence, &c. To apportion the receipts to the expenditure is not easily done; and it would not be reasonable to charge the general Revenue with the cost of sustaining one particular branch of industry. Some degree of certainty, therefore, in the returns should be aimed at. For this reason, I think the present charge of a rental is preferable to a royalty. The latter would be very difficult to collect. I do not contend that the rule need be universal. Mining upon an extensive field—with a properly organized Company—having their Books of Account and other checks always accessible to the officers of the Government, would avoid the difficulty which justifies a rental; and in such case, a royalty may with more safety be adopted.

In the next place, I would suggest that, before any mining is permitted on a newly discovered field, the area of the District should be defined and approved by the Government. That it should be the duty of the Officer, after the outlines are fixed, to ascertain whether the land is public or private property, in order that such measures may be taken to adjust the compensation before the work commences. The subdivision of the field into lots of the established size, should also precede any License to be granted.

Speculating in mining rights has been discountenanced in other countries. The same rule should operate here, and be extended to the land itself. Instances have occurred of speculators interposing between the Government and the Proprietors during negotiations for compromise. Some stringent Enactment will be required, unless the mode of adjusting the damage be made so as to afford no hope of profit to a purchaser.

The tribunal to settle these valuations of property, will, no doubt, be well considered by the Legislature. If the suggestion I have offered, as to defining the area before any work is allowed, be adopted, the valuation of all the land within it might be settled by a Jury, in accordance with the spirit of the existing Statute; but the more simple and less expensive course, by reference, would, I think, work more advantageously, and give satisfaction, provided an appeal against the award were permitted.

In connection with the valuation of the damage to land, it may be important to consider whether it should not be optional with the Government to purchase the freehold, and thus avoid the trouble which must attend an estimate of the damage, necessarily varying with the progress of the work, or to permit the valuation to extend over a series of years. The allowance made, in some instances, of one-fifth of the rental, appears to me out of proportion to the value of the lands where Gold has been discovered—the general character of them being barren and unfit for cultivation.

Frequent solicitations on the part of proprietors for permission to work the minerals on their own properties, induce me to urge the propriety of granting them, free of charge, a moderate sized lot for their exclusive use: a lot of $\frac{3}{4}$ of an acre would not be an unreasonable size.

Some rule respecting Lakes and Streams should be established, so as to give all the miners access to them, and for the purpose of erecting mills and machinery. The right of passing to and fro across each other's lots, under such restrictions as may be thought advisable by the Superintendent, will also be found necessary. Both these privileges or reservations should be noticed in all the Licenses that are issued.

It would obviate an objection, sometimes heard, if, in all cases, the arrangement for compensation was confined to the Government and the proprietors, and not left to applicants.

As there are many lots now occupied by miners, upon which no valuation has been settled, any Act passed on the subject should have a retrospective operation.

The Act relating to trespasses on Crown property, including the minerals, is susceptible of improvement. The power to adjudicate upon seizures, and to enforce the penalty, might safely be entrusted to a single Magistrate. It will aid the Superintendent very much in checking lawless intrusion into

mining lots, if a summary remedy is at hand: past experience warrants this recommendation.

The size of mining lots is rather a matter for the consideration of the practical miner. There is little doubt that, although necessity in the first instance justified the system of small lots, it must be abandoned, and those of a larger size substituted. The experience of other countries, as well as our own, prove, beyond all doubt, that quartz mining can only be profitably conducted by capitalists, with the aid of expensive machinery, and other appliances. There are but few placer washings as yet discovered. Under this conviction, the lots have been enlarged—first, to three quarters of an acre, and then to five acres. The area of these appears to give satisfaction: they are so arranged and numbered, that either the smaller or larger area may be taken, and yet, the uniformity of the field be preserved. In one instance, a special arrangement has been entered into with a practical miner and the proprietor of the soil, to work an area of 50 acres, but subject to conditions not applicable to other lots.

The difficulties I have sometimes experienced in determining the claims to priority in the choice of lots, require some stringent rule as regards applications. Whether it would be advisable so confine them to the local Superintendent, or to allow them to be made also to the principal Officer, may admit of different opinions. To determine the former, would make it imperative for the Officer to be always at his post, and add to the cost of superintendence; it would, however, at the same time, prevent parties from applying before they had made their selection; and it would certainly diminish the chances of controversy. The Office of the Head of the Department is where information is generally sought, and where many prefer to lodge their applications, with the convenience of paying their money to the Receiver General. To refuse this privilege would, at first, cause some dissatisfaction. I may also add, that the risk of payment to the local Officer, in remote places, is entitled to consideration. As regards payments for Crown Lands, they must be made direct to the Treasury, for reasons which are well understood by the Government. All applications come direct to the Crown Land Department; and all orders of survey issue from it. I notice this item of the regulations more particularly, because the practice heretofore pursued has led to controversy, and caused trouble to the Department; and I am aware that it has frequently been matter of discussion between members of the Government. I have no doubt, that, as the intercourse is improved between the Capital and the Mining Districts, the past delays and difficulties will not be renewed; and whether the applications be confined to the principal or to the local Officer, the public will be satisfied with whatever regulation the Government may establish, so that it be generally made known. One rule, however, should be strictly enforced: that no application be received without the required payment.

A very general opinion prevails that the present rental is too heavy; much inconvenience has not been yet experienced, as only one instalment has been demanded upon the larger lots. I need not add my opinion to that which I believe is now entertained by members of the Government, that some reduction or change in the rate imposed is called for, by the uncertainty which prevails as to the returns likely to be realized. As I have before observed, the proper medium which will cover the necessary expenses, and produce a moderate return to the Revenue, whilst it would not be felt as a burthen upon the Miners, involves various considerations, which I trust will, in some measure, find a solution in the Financial Returns which are hereto annexed.

I am aware that there are many other points of interest deserving of some notice, but I must pass them by, presuming, that, as heretofore, the Legislature will continue to the Government the power to make such rules and regulations respecting the mines as from time to time be found necessary.

During the year I have visited nearly all the gold districts, and by personal communication with the local officers, effected such arrangements as rendered our mutual co-operation advantageous to the public; and I feel a pleasure in expressing the satisfaction I have had in all our business inter-

course, and the readiness they have manifested to act in accordance with my instructions.

In the arduous and anxious duties which devolved upon myself, in addition to the labor of the Crown Land Office, I have been greatly assisted by the support and advice received from the Government. The occasional visits of His Excellency and members of his Council to the gold fields, were appreciated by the miners; their complaints were heard, and such modifications of the terms from time to time sanctioned as afforded them all reasonable concessions. The good order and ready submission to the laws, and to such measures as were adopted by the Government, are the best evidences that can be offered that the pervading sentiment did justice to the motives which influenced the acts of the Executive.

In conclusion, I have only to express the hope, that I shall be relieved from the Office of Inspector of Mines, and that the appointment of some other gentleman of more experience than myself may receive the sanction of the Legislature. It will, no doubt, occur to the Government, that more activity in the Crown Land Department will result from the gold discoveries, and that all my time must be necessarily devoted to that branch of the public service.

I have, &c.

SAMUEL P. FAIRBANKS,
Commissioner Crown Lands.

The Honorable Provincial Secretary.

RULES AND REGULATIONS TO BE OBSERVED RESPECTING CLAIMS FOR WORKING THE GOLD FIELDS IN THE SEVERAL LOCALITIES WHERE THEY HAVE BEEN DISCOVERED.

1st. With respect to the privilege of prospecting for Gold, or any other Minerals, over private property, liberty must first be obtained from the Commissioner of Crown Lands, the deputy on the spot, or the proprietor; the Mines and Minerals being vested in the Government, the right of entry to work these can be enforced if the proprietor refuses his consent.

2nd. Adopting the practice of other countries, all lots will be laid out in a rectangular shape, and marked at the four corners by four stakes firmly fixed in the ground, or by holes drilled in the solid rock; each lot to have the number marked on one or more of the pegs, or affixed in some other substantial manner.

3rd. All measurements of area to be made horizontal, and the miner in following the vein or seam, and its spurs or dips, should not work beyond the limits of his license, which are to be fixed by lines drawn vertically from the surface boundaries.

4th. The size of the lots may be either three quarters of an acre, or 250 by 140 feet, as applicants may require; one hundred and forty feet with the lead, and two hundred and fifty feet across; the lot of three quarters of an acre to be laid out in the same proportion. Lots may also be laid out if required 33 by 30 feet.

5th. Applicants are required to pay for the larger lots one hundred and sixty dollars, which is to be taken for the first year's rent: the first instalment of forty dollars to be paid down, and the remainder, one hundred and twenty dollars, in ninety days. For the smaller lots, the annual rent will be twenty dollars; five dollars down, and the balance in ninety days.

6th. The survey of each area to be made at the expense of the Government, and one-fifth of the rent received to be paid to the proprietor of the Land, provided he gives his assent to the working of the mines within the licensed area.

7th. A Minute of every license to be entered in a book to be kept by

the Local Commissioners, the license to be signed by the applicant, and by the Commissioner of Crown Lands, and no license shall be assignable without the assent of the Commissioner of Crown Lands.

8th. A printed form will be prepared for applications, and as a general rule they will be granted in the order in which they are presented, containing proper reservations for roads and right of way, and liberty to the Government at the expiration of the first year to substitute a royalty of five per cent. for the right reserved.

SAMUEL P. FAIRBANKS,
Commissioner Crown Lands.

Department of Crown Lands, 30th Sept., 1861.

ADDITIONAL REGULATIONS TO BE OBSERVED.

1. The system acted upon at the Lunenburg Diggings, of granting lots 30 by 33 feet for \$20, will be continued as regards all lands lying south of the base line at the Ovens.

Parties, however, not limited as to number of Lots.

2. Larger areas, not exceeding three-fourths of an acre, or five acres, may be granted on the north of that line.

The price of small Lots as heretofore.

3. Areas of five acres will be hereafter leased, with the above exception, wherever they may be applied for.

Parties applying—

To purchase the rights of proprietors, where the land is private property;

To respect the claims of those who have worked upon the same;

Define the limits of the Lot;

And pay four hundred dollars;

One-fourth on making the application;

One-fourth in three months after;

And the remainder at such time as shall be hereafter appointed.

4. A further instalment of twenty-five per cent. of the original amount, on all Claims taken previously to this date, to be called for in three months from the date of the first instalment.

5. Land, for roads, to be reserved in all leases.

SAMUEL P. FAIRBANKS,
Commissioner Crown Lands.

Department Crown Lands, 26th October, 1861.

ABSTRACT

Of Mining Lots sold in different Districts, shewing Sales, Payments, and Balances due, to 31st December, 1861.

DISTRICTS.	Small Lots.	1/2 A. Lots.	5/8 A. Lots.	Price.	Paid.	Due.	Paid Treasury.	Advances.	Paid Proprietors.	Balances due by Superintendents.
1. Tangier.....	248	7	4	7680 00	4035 34	3644 66	2949 00	1195 00	304 00	1086 34
2. Ovens, Lunenburg	630	61	1	21495 85	7104 67	14391 18	4704 80	.....	.....	3399 87
3. Wine Harbour	21	24	6	6180 00	1396 00	4784 00	1396 00	.....	.....	.....
4. Isaac's and Country Harbour.....	69	5	2	2820 00	775 00	2045 00	540 00	.....	.....	235 00
5. Sherbrook.....	.....	23	19	11280 00	2800 00	8480 00	2060 00	.....	.....	740 00
6. Laidlaw's .....	.....	31	6	6960 00	1740 00	5220 00	1740 00	354 40	.....	.....
7. Lawrence Town, 50 Acres.....	.....	.....	.....	200 00	200 00	.....	200 00	.....	.....	.....
8. Lynch's Farm, Sherbrook.....	.....	.....	1	400 00	100 00	300 00	100 00	.....	.....	.....
9. Malignant Cove.....	.....	1	.....	160 00	40 00	120 00	40 00	.....	.....	.....
10. Allan's Farm.....	.....	.....	.....	140 00	140 00	.....	140 00	.....	.....	.....
	968	152	39	\$57315 85	\$18331 01	\$38984 84	\$13869 80	\$1549 40	\$304 00	\$4461 31

SAMUEL P. FAIRBANKS,

Commissioner Crown Lands.

ADDITIONAL PAPERS RELATING TO THE GOLD FIELDS.

At a Council held at the Government House, at Halifax, on the 15th day of June, 1861,

PRESENT—

His Excellency the LIEUTENANT-GOVERNOR,

&c. &c. &c.

It is ordered that so many lots of twenty feet from east to west, by fifty feet north to south, in Tangier, or elsewhere in the Province, as may from time to time be required, be set off and surveyed by metes and bounds, and marked on the ground and on a plan to be kept for that purpose by the local Commissioner, a duplicate whereof is to be on file at the office of the Commissioner of Crown Lands; that applicants for lots shall be entitled to them in order of the priority of application. The rent for the current year shall be twenty dollars (\$20), payable in advance on the making of the application.

A Commissioner to be placed in charge of the mines on behalf of the Government. All applications for lots to be made to him in writing, and filed with him. On such application being made, and the rent of twenty dollars (\$20) being deposited with him, he shall mark on the plan the name of the applicant, and deliver to him a ticket, requiring him at the same time to sign a memorandum of the terms of the license.

No license to be assignable without the consent of the Commissioner of Crown Lands.

The monies received by the local Commissioner shall be transmitted weekly, with a statement of whence derived, to the Receiver General, to be placed to the credit of an account to be opened in respect of Gold Mines.

It shall be the local Commissioner's duty in the meantime, in addition to the above, to make a weekly report to the Commissioner of Crown Lands, setting forth, as nearly as may be, the number of persons at the Mines; the number actually engaged in mining and prospecting operations; the particular claims yielding gold, specifying the lots by number, and classifying them numerically, according to their supposed value; an approximate statement of the quantity of gold obtained during the week, together with such remarks relative to the conduct, character, health, lodging, support, or other particulars in connection with the population, as he may consider important. The local Commissioner's remuneration to be determined subsequently.

The Postmaster General is authorized to open a way office at Tangier, and to make up, in addition to the present mail, a weekly mail by the *Neptune*.

The expenditure incurred by Mr. Anderson in opening a road from the shore to the mines, by order of His Excellency, and in cutting a path from Tangier River to Pope's Harbor, are hereby ratified. Mr. Anderson to be instructed to transmit an account, duly attested to, on approval of which by Government he will be entitled to draw for the amount out of the sum transmitted by him to the Receiver General.

The proprietors of the soil, on proof of ownership to the satisfaction of the Commissioner of Crown Lands, shall be entitled to draw from the Receiver General four dollars (\$4) in respect of every lot paying a rent of twenty dollars (\$20), to be accepted in lieu of all claim for compensation for damage.

At a Council held at the Government House on the 24th day of August,

PRESENT—

His Excellency the LIEUTENANT-GOVERNOR,

&c. &c. &c.

His Excellency informs the Council that on the 12th inst., attended by a committee of the Executive Council and the Commissioner of Crown Lands, he visited the Gold Districts on the peninsula that forms the western shore of Lunenburg Harbor, and having reviewed the proceedings of the Deputy Surveyor in charge, and heard the suggestions of the people assembled on the grounds, he had sanctioned the underwritten regulations and allotments, which regulations and allotments are now confirmed in Council.

His Excellency, by the advice of the Council, is pleased to authorize the granting of special licenses to applicants for upland lots for one year, renewable on application, upon payment of twenty dollars, by instalments, viz., five dollars upon the renewal of their applications, and fifteen dollars at the expiration of ninety days. The license to contain a condition of a forfeiture upon the non-payment of the latter instalments.

The upland lots to be licensed to companies or individuals in the order in which they were applied for, such priority to be determined by the Inspector of Mines or his deputy.

Companies or individuals who have applied for shore lots, shall be required to pay forthwith the sum of twenty dollars for each lot, for which a license shall be granted for one year, renewable, if required, upon payment of a similar sum.

The lots one, two, three, and four, having lines running parallel with upland lots, shall be licensed to Messrs. Campbell's Company, provided they take all the lots for which they have jointly or severally applied.

Messrs. Benjamin and Company to have the two next lots, five and six; Mr. Bishop's lot, number seven; Mr. Solomon, lot number eight; Mr. Meisner, lot number nine, as per license.

All other shore lots for which applications have been made, to be licensed to the parties in the order in which they have been applied for.

Further applications for the remaining shore lots shall be received for six days, and licensed at the same rate; after which period the Inspector of Mines, or his deputy, may dispose of the residue at public auction, giving seven days notice of the sale,—one upland lot to be licensed to Mr. Dowling free of charge, in consideration of his being the first discoverer of the gold field.

Mr. Watson to be confined to the lots as they are now laid out for him, with the addition of any other vacant lots that he may select, and a license for the whole to be granted upon the established terms.

The law will be rigidly enforced against persons who are found working upon the gold fields, either upon the upland or sea shore, without the permission of the officers in charge.

At a Council held at the Government House, at Halifax, on the 4th day of September, 1861,

PRESENT—

His Excellency the LIEUTENANT-GOVERNOR,

&c. &c. &c.

The Lieutenant-Governor calls the attention of the Council to a correspondence which had passed between Thomas Belt, Esq., acting on behalf of Sir Samuel Cunard, Nathaniel Gould, and George Scovill, Esqrs., of Lon-

don, and the Provincial Secretary, relative to the terms upon which the Nova Scotia Gold Company, of which they are the promoters, should be permitted to work a mine at Lawrencetown. The Council ratify those terms as set forth in that correspondence, and the Lieutenant-Governor is advised to sign the lease.

At a Council held at the Government House at Halifax, this fourth day of September, 1861,

PRESENT—

His Excellency the LIEUTENANT-GOVERNOR,

&c. &c. &c.

Various special applications for leases of Gold Mines at Tangier, covering spaces of one hundred and forty feet with the leads, and two hundred and fifty feet across the leads, having been made to the Government, and it being desirable to settle the general principles to be observed in respect of all such applications.

It is ordered: that hereafter no application for any such area shall be recognized, unless accompanied by a payment of one hundred and sixty dollars, which is to be taken as the first year's rent,—that thereupon the applicant to be entitled to receive a lease, reserving after the termination of the first year one hundred and sixty dollars a year, payable half yearly in advance. The lease to contain the usual clauses of mining leases, and in addition, a clause to enable the tenant at the expiration of any year to give up his lot, on giving a month's notice previously to the end of the year. Proper reservation of roads and rights of way are to be made in the leases—the lease to contain a clause giving liberty to the Government if they choose to exchange the rent after the first year, for a royalty of five per cent., the same to be subject to the review of the Legislature, and prohibiting lessees from alienating, sub-letting, or assigning such lots, or any portions thereof, without the consent in writing of the Government, on pain of forfeiture.

At a Council held at the Government House, at Halifax, on the 26th day of October, 1861,

PRESENT—

His Excellency the LIEUTENANT-GOVERNOR,

&c. &c. &c.

The attention of the Council having been called to numerous applications for mining leases, and to the policy which should be pursued at different Gold Mines, it was decided—

That the system hitherto acted upon at the Lunenburg Diggings of granting lots of thirty by thirty-three feet, for twenty dollars, be adhered to, upon all the land lying south of the base line at the Ovens, but that larger areas, not to exceed three-fourths of an acre, and five acres, may be granted on the north of that line.

That land for roads be reserved in all leases.

Areas of five acres will be hereafter leased on these conditions.

The parties applying to purchase the rights of proprietors where the land is private property, to respect the claims of persons who may have worked upon the same, define the limits of the lot applied for, and pay four hundred

dollars—one-fourth on making the application, one-fourth in three months thereafter, and the residuc at such time as shall be hereafter appointed.

A further instalment of twenty-five per cent. being required on all claims taken previously to the adoption of this minute, to be paid in three months from the date of the payment of the first instalment.

Provincial Secretary's Office,
September 21st, 1861.

SIR,—

It being very desirable that before the snow falls the country lying between the Golds Fields, or in their immediate neighbourhood, should be examined, in order to determine, if possible, the number, extent, strike and dip of the quartz veins that run through the Province, I have it in command from the Lieutenant-Governor to authorize you to employ in this service, until further instructed, Mr. Henry Poole, and Mr. John Campbell, their remuneration not to exceed 20s. per day, with a fair allowance for travelling expenses.

I have, &c.

JOSEPH HOWE

SAMUEL P. FAIRBANKS, Esq.,
Commr. of Crown Lands.

MR. POOLE'S REPORT.

Halifax, Nova Scotia,
31st January, 1862.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 23rd September, 1861, informing me that "you have authority from the Government to obtain my services for the examination of the various localities on the western shores of the Province, where it may reasonably be expected to find deposits of Gold, and in order to determine if possible, the number, extent, strike, and dip of the quartz veins running through that portion of the Province, with such general information as to the mineral resources as you can obtain in the progress of your work. It is desirable, as the season is advancing, and your work may receive interruption from the weather, that you should commence as early as possible."

I now beg leave to report that I lost no time in commencing my explorations, and as the season was so far advanced, and the autumnal rains had already commenced, I was prevented from devoting as much time to many interesting localities as I should have wished to have done. I considered it was of more importance at the present time to make a general reconnoissance of the counties lying on the western shore, and to collect specimens of the rocks and minerals occurring in each district, than to attempt a detailed section of any one place, which would have taken up all my time, and not realized as useful and practical results.

During the three months of my researches I have travelled upwards of 1500 miles, as shewn by the red line which marks my route on the map of Nova Scotia, which accompanies this Report. I have also collected a considerable number of mineralogical specimens, which I would recommend to be preserved in separate cases, representing Counties, for future reference, in some public building, and accessible to all parties wishing to become acquainted with the geology of this Province.

I left Halifax by stage for Lunenburg, and in travelling along the main road I observed that the slate formation of the peninsula was replaced by granite.

near to the lake-filter of the Water Company; and the highest land attained by Aneroid was 270 feet above the sea at Kiddy's Inn, late Hubly. The granite range was in situ to the head of St. Margaret's Bay, whence the boulders continued to cover the ground, and hid the underlying formation. After passing Hubbard's Brook the granite again appeared, and attained a height of 243 feet, where the road crosses over the Aspotagon ridge. A band of carboniferous limestone shewed at Frail's Cove, and granite boulders containing large crystals of felspar appeared on the road side when passing round Mahone Bay. At Scotch Cove the granite ceased, and a ridge of hard ironstone slate set in, with "striae" markings on their surface, just before we reached Chester.

CHESTER DISTRICT.

I obtained prismatic mica from slaty Breccia, dug out from the foundation of Mr. Smith's house in Chester. I visited Frail's lime quarry, 3 miles east of Chester; on the side of a lake, and also in the bank of Beck's Cove it dipped about 30 degrees W. S. W., with a general strike of N. 33 W., and contained a great many fossils, casts of shells, "Terebratula." I also obtained crystals of Calc spar. It is a good strong lime, and has been shipped in considerable quantities to Halifax. From the range of this limestone, and direction of its dip, should there be any coal in this neighbourhood, it should be found between this point and the town of Chester; but that is not likely, as the top of the hill between the two places consists of the ironstone slate, and which formation is observable all the way down into Chester. It is therefore to be feared that the coal measures have been removed by the upheaval and obtrusion of the slate rocks. The intervening hills are thickly covered with granite and quartzite boulders.

I went round by Stamford's Tannery to examine a hill near where coal was reported to have been found; but I could not find any indications of a coal formation. The ridges of ironstone slate bore S. 12° E., dipping 50° S.; no quartz veins visible.

I was shewn a pit near the road side where the coal was reported to have been found by Stamford, who sank it, but he could not shew me anything but manganese bog ore. I then went to Douglasville, where Mr. Bradshaw shewed me loose pieces of dark limestone cropping up in his field, which decomposes and forms a dark brown Umber. I could not get enough exposed to discover the "strike;" but it was in a line between the limestone at Frail's Cove and the boulders shewing at the Middle River. It is two miles from Chester, and near to the Windsor road, and bears directly magnetic north from Cross Island Light, shewing a variation of 16 degrees from the true north on the map.

I then proceeded on to Eisenhour's Hill, which is 300 feet above the level of the sea, where the ridges of ironstone slate are much contorted. A few veins of quartz are seen running through the slates, not regular, and containing small quantities of pyrites; the dip is southerly, and the general strike of the ridge S. 80° W. I was given a sample of Kaolin, or Pipeclay of very fine quality, and very white, which is obtained from the banks of the Sabbattee Lake, 4 miles from Chester; but the water was too high for me to make a personal examination. No gold has yet been found in this neighbourhood.

I hired a boat to take me to Deep Cove, at the base of Aspotagon Mountain. I landed first outside of the Cove on the south shore. At Blandford strong bands of ironstone slate were visible for some distance in the banks of the shore, with a moderate dip of 20° N., and strike N. 80° W. Diluvial scratches or striae were very visible on the surface of the rocks, bearing S. 30° E. The rock was of a dark blue color, with a good deal of copper pyrites running through it, but I did not see any quartz. It might be worth while to make search for a copper lode at this place. We then pulled up to the head of Deep Cove, (about a mile in length); fine deep water, and safe harbor for small vessels. Granite boulders thickly covered the north side, and at the entrance the granite appears to be the permanent rock, as stated by Dawson; but the slate shews on the south side of the Cove, and also at its head, where the hill is precipitous about 150 feet high; and a bridge had been built upon tressels to enable the road to be carried round its base. Veins of felspar, and also quartz are visible through

these rocks, but I could not detect any gold in them. We had to walk round a considerable way to reach the summit of Aspotagon, which I found by Aneroid was 450 feet, (mean of ascent and descent), and wherever the rock was visible it shewed hard ironstone slate, bearing S. 80° W. Granite boulders were frequently passed, and on the very summit was a large triangular mass upwards of 18 feet on every side. We descended by a more precipitous route to the shore, but the slate rock prevailed wherever I travelled.

I then sailed to Indian Point, at the mouth of East River in Mahone Bay. The place where we landed was composed of red granite, overlaid by quartzite and gneiss, with vertical partings about N. and S. One vein about half an inch thick was formed of Hornblende. About 200 yards to the east of Indian Point, limestone is found in loose masses a little below the surface; I could not make out the correct dip, but it appears to be S. E.; nor could I detect any fossils. This quarry is also worked, and the rock shipped to Halifax.

Leaving Chester by the Western road, I observed a ridge of hard ironstone slate standing up some feet above the ground, bearing S. 10° E. and dipping 57° W., while the slate crossing the road bore east and west, and was nearly vertical, dipping north, and the ground was again covered with granite boulders, until we came to the Middle River of Chester Basin. Quartzite succeeded with carboniferous limestone just across the bridge. At a short distance back in the woods, I understood lumber had formerly been worked, and ground up for paint, but that the works were now abandoned. I turned off at Middle River by the old road, and went up to John Croft's farm. We crossed over the hill 200 feet high, and walked down to the shore of the Gold River, and I saw many places where men had been prospecting, but I could not learn that much gold had been obtained. A great many white quartz boulders were scattered over the ground. One quartz vein was 15 inches wide, and had thick beds of quartzite rock above it, and several feet of thin laminated slates below; the vein bore N. 60° W., and dipped 38° N. Some gold had been got out of this quartz, and I recommended an exploring cut to be made across the slates for other quartz veins; as at Tangier the slate is found to overlie the gold-bearing quartz.

I walked up the river side as far as the mills (2½ miles from the bridge) which we crossed over, and on the south side a little below the falls, I found chlorite slate dipping 40° N., and strike N. 60° W. A band of micaceous gneiss with pyrites was also visible, forming a conical hill, which was 72 feet above the river. I travelled down the west bank of the river, and saw several places where trial pits had been sunk in thick quartz veins, but I was informed that little gold had been obtained. Below Col. Biscoe's camp, some trenches had been cut in the rocks bearing S. 50° W. in vertical narrow bands of slate and quartz, and some gold obtained by washing.

The ancient bed of the river appears to have been changed at the "Bend," and it would be worth while to try for gold washings at that point. Some quartz veins had been found for a couple of miles above the mills, and also below Gold river bridge, but I could not learn that gold had been found in them.

Passing Gold river bridge, and travelling west at a distance of about half a mile, I observed a strong band of quartzite rock crossing the river, and running through the hill inland, and bearing S. 54° W. This rock was soon after succeeded by slates also bearing S. 54° W., but dipping irregularly from 73° S. to 65° N., or in the nature of a synclinal axis. The several hills on the road which I then passed over averaged 90 feet high, and were composed of gravel and boulders.

I crossed the ferry to Oak Island, and observed slate all the way along the main shore; but I could not see any rock in situ on the Island. I went to the spot where people have been engaged for so many years searching for the supposed hidden treasure of Captain Kidd. I found the original shaft had caved in, and two others had been sunk alongside. One was open and said to be 120 feet deep, and in all that depth no rock had been struck; the excavated matter alongside was composed of sand and boulder rocks, and though the pit was some 200 yards from the shore, the water in the shaft (which I measured to be within thirty-eight feet of the top) rose and fell with the tide, showing a free communication

between the sea and the shaft, and I could not see any indications to justify the report that gold had been washed out of the sand.

At Martin's River, just below the bridge, I saw where a few trials had been made in the bank, in thin laminated slates, and several veins of quartz were exposed. A few small specs of gold had been found where the men had been digging. The slates dip 54° N., and the strike was East and West. The indications were very good, and on the opposite side of the river the bank is some fifty feet high, and the slate formations showed very regular, with quartz veins running through them, and I think it would be a good place for prospecting. White, blue, and yellow umbers are said to be dug out of the bank of the river about two miles up.

On the West side of Mahone Bay near the two churches, the slate was of a strong, ironstone character, while near the hotels it was dark blue and thinly laminated, but I could not see any quartz veins. The slate formation continues all the way into Lunenburg, but the rock is not much exposed along the telegraph road. On the old Blockhouse Road, on Peter Langill's farm, a little gold had been found in the quartz, but not enough to pay, and the place is now abandoned.

LUNENBURG.

Mr. Lawson drove me round to the Ovens, thirteen miles; a hilly and very winding road, passing round the deep bays. Slate rocks showed all the way, and some thin quartz veins near to Cock's Mill. The gold district is at present confined to the peninsula known as the Ovens, from the caves, of which I counted fourteen in the cliffs on the shore, and which are constantly forming, and washing away by the action of the sea at high tide. During storms in particular, the waves dash with great violence against the cliffs, which are about fifty feet high, and composed of alternate bands of hard and soft laminated slates with quartz veins, and cubical iron and arsenical pyrites bands intermixed. At these Ovens, the coast section shows these bands dipping to the North at an angle of 75° , and strike S. 75 W. to N. 75 E., while the slaty cleavage is about vertical. The constant action of the salt water decomposes the pyrites and crumbles the softer slates and decayed quartz away; while the harder arenaceous slates remain, and form the overhanging roofs of the caves; but they are also constantly breaking down or wearing away from the winter's frosts and other causes. This debris appears to be carried out to sea and afterwards deposited as sand in the neighboring coves: Spindler's on the North side and Miser's Beach on the South side, as well as at the head of Rose Bay.

The shore claims have been taken up all round the Western side of the peninsula, and the following claims appear to be rich: Nos. 1 to 7 (Cunard, Benjamin, &c.) also 53 to 68. No. 58 on the "Fish House" Point was particularly so and the two lots in the rear: 78 to 84; the largest piece of gold was found on No. 107. Very rich washings were also obtained at 117, 118, and 119, and as the claims continued to be taken up along the shore of Rose Bay, they all yielded gold in paying quantities.

An anticlinal axis showed in the slates at the claim reserved for a tramway situated on the North side of Cunard's claims, and I traced it for upwards of a mile by the bearing S. 80 W., until it showed and was cut off in the bank on Rosebay at No. 107 claim. All the shore claims North of this ridge proved good. I therefore presumed that the upland lots on this line would do the same, and since I left I understand that these upland lots have been taken up, and where worked to any extent have proved remunerative.

It would have taken up all my time to have attempted to have traced all the quartz veins running with the slates through these upland claims, but I observed seven thin veins of gold bearing quartz in Moseley's claim; two veins in the next claim to the rear, and seven more veins in Traunwieser's claim, in the next division. On Dowling's claim the gold was found in the cross veins of quartz, but in the other claims the gold was principally found in the veins running parallel with the slates, varying in thickness from the eighth of an inch up to one inch, while some of the cross veins are six inches in thickness. The peninsula called the Ovens is not more than three-quarter's of a mile wide, and about two miles in length, and as far as I could learn, the ground directly over the Ovens

had not been productive of gold, nor had anything of value been obtained from washing the sand in the caves or ovens. At these points and at Fire Cove and Spindler's Cove, the slates were in general in thicker bands and contained larger cubes of iron pyrites than were obtained in the softer laminated slates near the anticlinal axis; the latter also containing a large per centage of octahedral crystals of mispickel or arsenical pyrites. Some gold has been washed out at Fire Cove and Spindler's Cove, but not in any quantity; and it would appear that the yield of gold is more abundant where the arsenical pyrites prevail.

Several dikes of basaltic trap are observable on the shore; the largest is six feet wide, about half way between Cunard's claims and the fish house; the strike is N. 65° E., and S. 65° W. Its course across the bay would strike Green Island, going N. E., and the head of Rosebay to the S. W., but it was not visible on the road leading to Kingsbury.

At the head of Rosebay, near the brook, not far from the Cross Roads Church, the slates shew a promising appearance, and are full of small quartz veins. A few specks of gold were washed out of the sand; if sufficient water could be obtained, there is every reason to suppose that the large deposit of sand at the head of Rosebay might be advantageously washed. The neck of land dividing Rosebay from Ritchie's Cove is very rocky, and the talcose slates appear much twisted and contorted, and would require considerable time and study to make out the laws which produced them. Several wide quartz veins shew by the side of the road going over to Ritchie's Cove. I also visited a large barred pit sunk by Mr. Cleverdon, at a short distance off from the west side of the road. He had also cross cut a trench for a considerable distance, in search for copper, but was not successful. There was a great deal of quartz lying about, containing cubical pyrites; but I did not see any indications of copper, nor had any gold been found among this quartz. All these slates had a slight dip to the north, with the strike S. 80° W. Gold washings were reported in Ritchie's Cove, but I could not find any one at work. I examined two veins of quartz on Creser's Farm—course S. 70° W. The quartz was of a ferruginous color, with yellow mica, and arsenical pyrites running through it, but no gold could be detected. I travelled round the cove and went on to the summit of the hill leading to Kingsbury, but I could not discover any quartz veins, the slate being of a hard arenaceous nature. I crossed the swamp to "Five Houses" on LaHave River, but could not see anything on the hill but boulders of quartzite. I crossed the ferry to Oxner's Farm, and John Oxner went and shewed me a vein of quartz at Feltskeppel, about one mile distant, on the western shore of LaHave River, towards the sea. The quartz vein was about one inch thick, and ran north and south, and the slates dipped about 60° E.; no gold was visible. No prospect of doing anything there, as the cliffs were perpendicular, and no possibility of walking along the shores, while the slates dipped into the bank.

Gold was reported to have been obtained from the washings of the sand near Mrs. Oxner's house, but the tide was up, so I could not examine the spot. Returning to the cross roads, I went to the south side of Rosebay, and walked along the shore, which in its whole length shewed dark blue slates full of pyrites, but only a few quartz veins, and those small, and running across the slates and not with them.

Near the Southern head an oven has been made, showing an anticlinal axis from the convolution of slates folding over each other; the general bearing of the slate was S. 80 W., and dipping 60° N., or towards the bay. From this cave the North side of Cross Island bore N. 74 E., and the head of the Lunenburg Ovens bore N. 6 E. I then walked across to Cat Cove and Point Enrage, where the slates were talcose and of a more ironstone character. Some men had been prospecting on small irregular quartz veins, and were reported to have found gold, but we could not see a trace, and there is no field for working or washings. Some loose pieces of trap were on the shore.

The hills around Lunenburg are composed of sand and gravel, with granite boulders, cut up by bogs and creeks, and I travelled round their shores, but could not find any rock in situ. Mr. Lawson informed me that in many places there was a local attraction of from four to six degrees, and the variation of compass from the original grants of 1780 was four and a half degrees. The

"Blue Rocks" on the eastern shore, four miles from Lunenburg, are of an arenaceous nature, and are used for foundation stones and street flags, as they can be quarried in long lengths and as large slabs; cleavage strike S. 80 W. dip N., while the alternating bands six inches thick of blue and grey slates dip 23° to N. 30 E.

Crossing over to Long Island on the eastern point of the harbor, I landed in a cove near Mason's House, and found the strike of the slates S. 80 W., the same as at the Ovens, and the anticlinal axis was distinctly shewn in semi-circular arches, with a synclinal axis running parallel further south, dip 58° to the north. This is most likely a part of a series of rolls caused by pressure, as a vein of basaltic trap parallel to the slate was visible on the shore. Many quartz veins ran across the slates, and a few quartz veins with the slates—the latter very full of cubes of pyrites, many of them half an inch on the face. The cliff here is not more than fifteen feet high. Some gold has been found by prospectors on the Point, and there are prospects of washings in the coves and along the reefs. I then crossed over to Cross Island, and landed in a cove full of slate reefs, and walked across the Island to the light-house. I found everywhere precipitous banks, with the slate cleavage east and west, composed of dark thin laminated slates, with bands of pyrites and quartz running through them. In one of the veins near the light-house we found a small speck of gold. These slate measures dipped 43° N., strike N. 70 W. One ravine was formed from the washing away of a synclinal axis in the slates. The bands of white quartz were also examined at the "fish stage," but no gold could be found there, though it is evident that these rocks are a continuation of the same formation as is at the Ovens.

LAHAVE RIVER.

I travelled along the road from Lunenburg to Bridgewater. Drift gravel on the hills, and slate with bands of ironstone shewed along the road; and at Conrad's farm, six miles, in a small trial pit, I found the hard arenaceous slate to dip 30° S. 65 W., and the cross vein of quartz about two inches thick bore S. 25° E., and dipped N. E. 48°. The slate contains cubical pyrites, but no gold had been found, and the pit was abandoned. At Rudolph's Mills, on the LaHave River, I observed cross veins of quartz in hard ironstone slate dipping north 65°, and strike of the slate S. 72 W., but I could not see any leading veins, or learn that any gold had been found there, though a good deal of quartz had been broken out of the bank.

The telegraph road continued to wind round gravel hills until we came to Bridgewater, which is at the head of navigation; I crossed over the bridge, and on the west side, one mile above the town, examined the slate rock in the bank; the cleavage ran east and west; the slate was hard arenaceous, talcose, and ironstained, and contained decomposed small cubes of pyrites, and some nodules. The quartz veins were very thin, and a small piece of gold was shewn, said to have been taken out of the bed of the river. Recrossing the river, I drove up to New Germany (seventeen miles above Bridgewater), on the east side of the river. Slate shewed in many places, but no quartz visible on the side of the road, or by the lake. I explored up Indian Brook for upwards of a mile, walking across a succession of rapids. Slate cleavage bore S. 65 W., dipping north; an abundance of cubical pyrites in the slate, with numerous quartz veins, some of them many inches in thickness. The quartz looked very promising, but I could not find any gold. I next proceeded to the head of New Germany Lake (four miles above Morgan's Inn), where I was shewn quartz veins similar to those in Indian Brook,—the yellow pyrites had been taken for gold. I then rode across some barrens to Ohio settlement, an almost impassible path; the strike of the slate on the hills was S. 45 W., with very white quartz, but no gold had been found in the trial diggings. I returned by the road (nine miles) and crossed a ford at the mill on the west branch, where the strike of the slate was east and west.

Returning to Bridgewater, I walked about a mile down the western side of LaHave River, where I was shewn quartz in slate, talcose and much decomposed, bearing east and west, but no gold could be discovered. Red and

yellow ochreous earth shewed by the side of the road. I then travelled the western road leading to Hebb's Mill, near Conquerall Lake, four miles from Bridgewater: the summits of the hills were composed of gravel, which made good farming land, and in the several localities where slate shewed, the strike was east and west, dipping N. 50° , with small strings of quartz. Just across the mill bridge I obtained manganese bog ore, and the rocks changed from laminated blue slates of an argillaceous character to hard talcose and arenaceous slates, which I was told also formed the range of hills to the north.

Mr. Abram Hebb drove me through Bridgewater, Sebastopol settlement, Montreal and Lapland. Slates showed all the way. Good farms on the tops of the gravel hills, and many lakes with mills on the streams. About eight miles from Bridgewater I observed thick veins of white quartz crossing the road, strike S. 68° W., containing pyrites and much mica. I went on to Veinot's farm, half a mile further; arenaceous slate in ridges showed a strike of S. 70° W., dip of quartz veins S. E. 50° . I crossed over the hill 400 feet high, to Seaman's farm, where men were digging in an ochreous ground, in which I obtained bog iron ore. Further down the hill about twenty men were working and blasting the slates, which contained small veins of quartz and pyrites, from which Seaman said he had extracted copper. He gave me two small samples, but on being tested one sample proved to be alloyed with a small quantity of zinc, and the other piece was common brass. All kinds of tricks are being played off upon strangers. Simon Hebb guided me through the woods in an Easterly direction, and after half an hour's walking I came to the N. E. side of "Branch Lake," where I was shown a wide and deep trench cut through quartz veins in slate. This lode is evidently a continuation of the quartz veins which I had previously seen about three miles distant on the Lapland road. There were four main veins of quartz with slate between, about three feet wide each, in a breadth of fifteen feet. The strike was East and West, veins vertical and full of arsenical pyrites and mica, other veins of feruginous quartz showed in the trench. The people had spent about £70 in looking for silver, for which they had mistaken the pyrites. I advised them to pan the dirt in the trench for gold, as all the indications were encouraging. I obtained from the walls of the slate interesting specimens of silicious stalagmites, or psuedo-morphous crystals.

From Lunenburg by the mail route to LaHave ferry, seven miles, slate rocks showed all the way, and on the hill just above the ferry the slates appeared of a soft, laminated character. On the shore, thick bands of sandstone slates dipped S. 66° , strike S. 85° W. I crossed the ferry, three-quarters of a mile wide, and found hard slates on the Western shore. Micaceous quartz appeared by the side of the road going up to New Italy. Summit of hill 260 feet in proceeding to Conrod's farm, three miles from the ferry; soft, blue slates showed in ascending the hill, but no quartz. From Conrad's I travelled by a cross road to the shore at Upper New Dublin. Blue slates appeared on the roadside near the lake. About one mile back from the shore, men had been prospecting, and broken out quartz in hard quartzite slate, strike S. 70° W., and dipping South, but not at all regular. A man named Mitchell was said to have found a spec of gold, but no more had been discovered. Further East the ground was strewn with large boulders of white quartz in decomposed quartzite, or sand stone. By the roadside, similar hard, white quartzite, dipped East 14° , strike S. 70° W. Diluvial stræ bore S. 25° E. I got quartz containing arsenical pyrites from the hill at the back of Mr. Publicover's farm, and Mr. Corrie gave me a cube of pyrites from the Thrum Cap of Cape LaHave, very perfect and large, being one inch on the square, and one inch and a-half in length. (Placed by Prof. How among the minerals to be sent to the Great Exhibition.)

I travelled along the shore road by the "Coot's Rocks," where thick veins of quartz run through arenaceous slates, strike S. 67° W., and dipping N. 40° . A large bay with sandy beach succeeded on the shore of Petite Riviere. When getting near to the main road I saw ironstone slate, and in a trench lately cut by the roadside were some small, vertical, quartz veins,

strike S. 65° W., in which a small spec of gold had been found. Quartz veins had also been observed in the bank of the river opposite to the mills, but now covered over by the freshet so I could not examine it. I walked up to Moser's Inn 130 feet high, and noticed slate rock in the ditch all the way up. Moser gave me specimens of quartz from his farm one and a-half miles down the Western shore, but said that the place was not worth visiting. Blue slates continued all the way to Broad Cove, when hard, chlorite slate succeeded. At the cross-roads the height was 100 feet, then quartzite rock appeared all the way to Mill's Village, and some large boulders were frequently seen.

At Mills Village I walked a mile down the Eastern shore of Port Medway River to Manthorn's farm. He showed me quartz veins in quartzite, taken out of his well, and at twenty feet down he said he came to slate with soft, yellow sand, which I presume was pyrites, but he could not show me any. On the new road to Bridgewater I saw large boulders of white quartz on the ground, in an East and West direction, but no search for the lode had been made.

Quartzite rock and many large boulders showed all the way to Herring Cove (highest ground, 200 feet), and on to Bristol, where I crossed by a long bridge over the Rossignol River into

LIVERPOOL.

Captain Reeves drove me to see a quartz lode beyond Dipper Creek to the east of Herring Cove. I found the quartz lode 30 feet wide, very white imbedded in micaceous schistose rock bearing east and west. It crops out again on the shore, and can be traced for some distance. Magnetic iron had been found in washing, but no gold. Nearer the shore another vein of very white quartz about one foot wide was observed, vertical, in gneiss, bearing S. 45° W. by the side of the road. A mineral spring had been found about $\frac{1}{2}$ of a mile off in the swamp; but the late rains had flooded the place, so it could not be visited. Travelling along the shore past Dipper Creek, at Sandy Cove I observed diluvial striæ bore S. 18° E., on a solid ridge of hard blue quartzite, where the road crossed over it. In Herring Cove, and round the head, were alternate ridges of quartzite, micaceous schist, and quartzite bearing S. 55° W., as far as Beach Meadow. On passing Corkum's farm, I took a sample of a granite vein in the quartzite rock, running with the rock, and a half-inch vein of quartz crossing diagonally. I went along a fine sandy beach, and at Pudding Pan passed several ridges; some were mottled, of basaltic trap, bearing S. 30° W. with diluvial striæ S. 80° W. I drove as far as a deep cove where the road ceased, 14 miles from Liverpool round by the shore. I had to return two miles to get on to the Port Medway road; the same kind of quartzite rock prevailed all the way, for 4 miles. At Port Medway I found quartzite and micaceous schist bearing S. 40° W. and dipping north. I believe this is the most easterly point where micaceous schist has been observed. There were a few thin veins of quartz in the quartzite, but nothing showing any indications of gold. I returned to Liverpool by the main road 12 miles, with the same large boulders and quartzite rock prevailing throughout.

Mr. James Bass drove me through Milton (3 miles) across the bridge from which distances are measured, and up the Ponhook road. I observed ridges of large boulders of quartzite running nearly N. and S. on both sides of the road, which rose regularly as we went north. Blue slates showed in patches at 5 miles; but quartzite prevailed, and also showed on the shore of the 10 mile Lake. At 15 miles, Morton's farm, was the highest ground, 315 feet; and blue slates prevailed. We turned off by a cross road $4\frac{1}{2}$ miles to Greenfield, on the Port Medway River. Slate rocks shewed along the road side; crossing the brook at the mill, and in elevated ridges as we approached the banks of the river. Standing on the bridge at Greenfield, there were several veins of quartz visible in the bed of the river running with the slates S. 60° W.; and I got samples of the quartz and slates containing pyrites from the eastern bank close by Hunt's Inn. About 50 yds. above the

bridge a broad belt of red rusted "Breccia," or conglomerates, is visible, containing granite boulders about 9 inches in diameter; also pieces of quartzite, slate, and other rocks, firmly embedded in it. On the west side of the river opposite to the conglomerate, the slate rocks are rent and contorted with veins of conglomerate running through them. The slate-bands dip to the N. E. with strike S. 60° W., and the slaty cleavage dipped south 88°. The quartz and slate give good indications for gold, but the river's banks are very low, and not advantageous for prospecting upon. Returning to the main road at $\frac{1}{2}$ mile beyond Morton's Inn, was a well defined gravel beach about 15 feet high, and 50 feet wide, crossing the road nearly east and west. Slates again shewed by the road side; some soft and blue, others, chlorite, hard and sandy. At 3 miles further large boulders of white quartz were abundant, containing some pyrites, and which could be traced in the general direction of the strike of the slate S. 60° W. There were also cross veins of quartz in the rock boulders, with cubical pyrites in the slates. The stratification of the solid rocks was not anywhere exposed, so I could not obtain the correct strike or dip. At 15 $\frac{1}{2}$ miles a road turns off for Rosignol Lake, and shortly afterwards blue slates appear. At 17 miles I passed some large natural meadows from which large quantities of hay are cut; and wide spaces of boulders of quartzite without soil lying between them. I turned off the new road, and went over the hill to call on Mr. Cameron, who showed me a lump of native copper about the size of a hen's egg, with some rugged projections, which had been ploughed out of the hill some years before; but no further search had been made. To the north of Cameron's hill, near the junction of the roads by the side of the lake, the strike of the slates was S. 50° W.* I called on Mr. James B. McLeod, who shewed me specimens of shelly limestone from two boulders ploughed out of his fields. They appeared to belong to the Hamilton group; and from which I obtained a number of fossils—*terebratula*, *spirifer*, *stenopora*, *spirorbis*. I recommended that further search should be made in the hill for the solid limestone, as I could not think such masses of friable rock could have travelled far; and in that part of the country lime would be of great value for agricultural and building purposes, as well as interesting in a geological point of view. On the west side of the road McLeod showed me a pit 8 ft. deep, celebrated for its clean sand for plastering. At the surface were boulders and coarse gravel, then coarse sand (chiefly quartz), succeeded by regular thin bands of sand of different colors (light and brown) which dipped gently to the S. E., as they would naturally do upon a beach. McLeod has not penetrated through the sand, and I advised him to do so, and prove what is below. The sand would pay for the labor. He may find the limestone; or should he come to clay on the top of the slates, I advised him to wash for gold.

Just before entering Brookfield, I observed a compact wall of trap running nearly east and west on the bank of the Port Medway River at the head of Deerhorn Lake, like a wall of masonry rounded on the top. Granite and quartzite boulders were scattered over the surface of the ground. Passing through Brookfield, I travelled three miles along the old Annapolis road, and then turned off for Westfield. Slate rocks were occasionally seen, and the river was full of quartzite and granite boulders. The tops of the hills were formed of gravel. On the Westfield brook, north side of the road, where a mill had been burnt down, one quartz vein four inches wide, and several small ones, bearing S. 87° W., dipping south 72°, shewed in slate containing pyrites. McLeod told me that he had washed several specs of gold out of these veins in the bed of the brook during the dry season. The indications looked good, the veins running with the slates. A little higher up the brook, a ridge of mica slate, much twisted, had been hove up, with cross veins of quartz through it. I then walked across to the south side of the road, where a broad ridge of quartz, twelve feet wide, bearing east and west has been traced for upwards of two miles to the west, and under the hill on the east side of the river. A trial pit has been sunk sixteen feet deep in the quartz, but no gold discovered, only mica, with pyrites of copper and iron. The quartz should be tested for gold, as it is similar to Tangier; and I advised prospecting on the four inch vein, as gold had actu-

ally been found there. McLeod gave me a piece of honestone which had been got from Henry Culp's farm on Pleasant River. I then returned to the old Annapolis road, and observed a ridge of slate in front of the Baptist chapel; also at the cross roads, Leonard's Hill, and until after I had passed a brook flowing west. I then passed a ridge of quartzite and large boulders, which were succeeded by a granite ridge or spur of rock about north and south, with large detached boulders, until we came to a mill, two and a-half miles from the county line. Boulders, but no solid granite appears for the last two miles. Beyond the county line I was told that the whole country was granite, extending from the shore of Tupper's Lake on the west, to the shore of Pleasant River Lake on the east.

Returning to Brookfield I proceeded through Caledonia; the slate in front of the Baptist Chapel bore S. 65 W., and had some small quartz veins through it; dip inclined to the north. At Harmony I observed a long ridge of slate with quartz veins running S. 75 W., dipping N. 53°. By the road side opposite to the school house, on the smooth surface of the slate, diluvial striæ bore S. 53 E. The slate looked compact, like honestone, but was too soft and smooth. By Minard's Lake the slates were blue and green colored, but no quartz visible. After passing the county line by Kemp Brook, we turned off the main road, and went to B. Early's Farm, thirteen and a half miles from Brookfield,—the summit of his hill was 440 feet. On Hillsborough Brook, about one mile N. E., I was shewn two excavations which had been made on quartz veins in soft blue slates, bearing S. 65 W., dipping S. E., containing a good deal of copper and iron pyrites. Early said the veins increased going east. Copper might be found here in depth, even if their search for gold should turn out unsuccessful.

Returning to Caledonia Corner I passed through Hibernia to James Bryden's Farm. At the forks of the road the slate ridge bore S. 70 W., and after passing a small stream and mill I could not see any more rocks in situ. The conical hills were covered with gravel and quartzite boulders. Bryden shewed me in his field a boulder two feet diameter, of shelly limestone,* and similar to those found at McLeod's Farm, (six miles further south.) Another boulder had been found on the top of the hill above the mill. Wells had been sunk forty feet deep on his farm, through gravel and sand, but no rock had been found in situ on his farm. The limestone is easily broken, and could not have travelled far. Granite, or felspathic porphyry, and quartzite boulders were all scattered about. I recommended Bryden to search for the limestone, and if travelled it had most likely come from the direction of the striæ, N. 53 W.

Mr. Patillo drove me cut from Liverpool via Five Rivers, to see the trial pits. All around Liverpool the rocks are composed of large masses of mica schist, and quartzite, and in going up the hill of the telegraph road the general strike was S. 55 W. The top of Beech Hill was composed of gravel with quartzite boulders. After passing the Five Rivers we walked through the woods about three miles, as far as the "Big Fall," where there are broad ridges of talcose slate rock, with quartz veins running with the strike S. 60 W., and vertical. Next the Big Fall the quartz is eighteen feet wide, transparent, smoky, and opaque in bands, also yellow stained with mica; very little pyrites, and that chiefly in the slate. At the more western pit there are more similar appearances, but in the slates there are thin circular plates of copper pyrites, like nail heads, thus: ○ ○ from a quarter of an inch to an inch in diameter, and about the thickness of a wafer. This ridge has been traced about two miles in length.

I walked out from Liverpool by the Black Point road. Near the town a ridge of quartzite crossed the road, about S. 70 W., and the ground was covered with boulders. I was given a piece of bituminous limestone obtained from near the Black Point, but I could not see the locality, as it was covered with water. The shores were strewed with stones of graphic granite. The Black Point ridge bore East and West, composed of gneiss, with granite veins running through it. The next point towards Liverpool was composed

* Orthite, Cornulites.

of quartzite bearing S. 65 W., with a quartz vein four inches thick running S. E. and N. W. The next reef bore S. 40 W., dip to N. W. 80°, composed of Mica schist, and further along some bands were decomposed, bearing S. 60 W., dip N. W. 65°, with veins of white, soft rock, like "s'eatite," much twisted. This reef was called Wharf Point, from the head breaking off abruptly, and having deep water outside. I could not find any minerals or pyrites in these bands.

I again started from Liverpool by the road to White Point. At four miles the quartzite ridges bore S. 80 W., and the surface was covered with boulders, while at seven miles distance mica slates prevailed. I then crossed a river not shown on the map, supposed to be the mouth of the "Five Rivers." From thence passing round White Point and round to the cross roads, the ground is strewn with boulders, while the point called "Flat Rocks," is composed of solid granite. After passing another river, (no name) I obtained plates of mica, in large veins of fine grained granite. Just before coming to Broad River Bridge, I noticed a quartz vein one foot thick, bearing S. 65 W., and dipping N. 65°, with mica slate below, and quartzite rock above it. The quartzites continued as we travelled West along the road. Broad River is nine miles from Liverpool by the telegraph road, but fourteen miles by the road I travelled. I turned off by the road to New Germany; and at half a mile distance I crossed a ridge of white quartzite rock, bearing S. 65 West. At two miles, and at 200 feet high, I turned off the road leading to the mills at New Germany, and went through the woods nearly to the forks of the river, where a ridge of hard ironstone slate, more than 100 yards wide, has been traced for over three miles, on a course S. 45 W. dipping N. Several quartz veins run through it; one is six inches thick, with some pyrites. Two or three trial holes have been made, but no gold discovered; a trial hole has also been opened further South, or down the stream, on a quartz vein in mica slate, but no gold. The quartz is highly stained by iron, and the rocks have been much burned when the woods were on fire.

From Port Mouton to Robinson's Lake, four miles, the quartzite rocks prevailed. On the South side of the lake, granite appeared, striæ, S. 12. E., and continued as far as Port Jolie. I crossed the barrens to Waggoner's, on the sea shore, and near to the mouth of Catherine river. The rocks were composed of granite, gneiss and trap. I could not see any veins of quartz. Having returned to the telegraph road, quartzite and granite boulders were along the road from Robinson's lake to Port Herbert Bridge, thence granite was seen as far as the County line dividing Liverpool from Shelburne. The next hill was covered with quartzite and mica boulders. Wide "Savannahs," or boggy barrens succeeded nearly to Tom Tidney's River, a very rapid stream full of boulders of quartzite, flowing into Sable River, where boulders of mica rock prevail. I went down the Eastern side, and passed round the base of Mount Nebo, composed of quartzite, and at Little Port Herbert I saw where men had been opening on a quartz vein two inches wide, in quartz rock bearing N. 85 W., and which had been traced from James Harding's, on the Eastern shore, to Locke's Island, thence to Green Hill, and Sandy Point, on the West. Below Jas. Harding's house mica slate with quartz veins, bear S. 65 W., dipping N. 20 W. I proceeded East along the shore, and passed a broad band of basaltic trap, running S. 65 W., then thin quartz veins S. 80 W. Diluvial striæ marks S. 3° E. Other quartz veins several inches thick, on the shore, bore S. 77 W., and trap rock, S. 68 W. An oven or cave formed on the shore at the junction of trap, and mica slate bore S. 60 W. Continuing Eastward, I walked across a sandbar which has closed up a large bay, and I went over a ridge three miles to Tilley's Cove, where I found basaltic trap bearing S. 70 W., and striæ markings S. 17 E. Some thin quartz veins were in mica slate and quartzite, but I did not observe any pyrites; nor could I discover where the reported deposit of copper was to be found. Some red ochreous water was oozing out of the mica rock in an anticlinal axis. I climbed up over

the ridge of rocks nearly perpendicular, about 225 feet high, but could not find the rock exposed on the summit.

I travelled down the Western shore of Sable River to Lewis's Head, but found nothing but quartzite rocks on the shore, and the same rocks at Haystack Point, with a great deal of sand on the beach further West. From thence I drove over barrens and old ridges of gravel and sand all the way to Ragged Islands. From thence to Locke's Island I observed boulders of quartzite and mica. Locke's Island is connected with the mainland by a sandbar. The Hon. J. Locke walked around the shore with me, and showed me quartz veins running through and across the ridge of gneiss, not far from the Church. I was shown samples of ferruginous quartz and pyrites, which had been picked up in loose boulders, but the vein had not been found in situ. From Locke's Island to the bridge on Jordan River, the road was hilly, with swamps on the low grounds, and gravel and sand on the hills. On the West side of Jordan River are large masses of gneiss and mica rock, containing crystals of "staurotide." On Dixie's Hill, further down the river, I examined the quartzite rock, where I found veins of quartz: one was two inches thick, bearing S. 40 W., but no indications of gold. The top of the hill was about 150 feet high. At Jordan ferry there were several veins of quartz running in different directions across the quartzite rocks; and I got small garnets and a kind of steatite in the gneiss boulders on the shore. Granite boulders showed all the way along the road into Shelburne.

Around the town there are ridges and hills of gravel, and the surface of the land is covered with granite and quartzite boulders. At four miles down the harbor on the Eastern side, I observed ridges of mica slate S. 48 W., or parallel with the road: upon breaking some of the bands I found them full of small garnets. I proceeded to McLean's farm, nine miles, where a band of basaltic trap shows at his gate crossing inland on the general line of strike. I found the bands of rock on the shore bore N. 40 W. I took samples of gneiss, mica slate, basaltic trap, and quartz veins. Further down the shore at Kail's Point, rocks bore S. 30 W. Very large beds of gneiss, with quartz veins, bands of mica slate, and a large bed of white quartz, upwards of six feet thick, showing a semicircular curve bending North and dipping South, gneiss on the North and quartz on the South wall, which had the appearance of having been ejected. The rocks further South had lines of cross fracture, being a broad band of basaltic trap. At Stokes' Head the gneiss and other rocks bore S. 35 W., with small quartz veins. I did not observe any veins of graphic granite as mentioned by Dawson, but I got small garnets in the gneiss, also actinolite in the granite, also some hard, concretionary substances.

About one and a-half miles to the North of the town, I saw a quartz vein eight inches thick bearing S. 48 W. dip N., in coarse mica state. In dry weather, I was told there was a strong mineral spring at the top of Him-eon's Hill. At two-and-half miles up the east side of Shelburne River where a road branches off to a mill, I observed very large boulders of granite in the swamp, while our road was formed on the top of a gravel ridge running through the swamps. At six miles gneiss rocks shewed a cleavage dipping S. E.; there were also many boulders of granite and blue quartzite. At seven miles we crossed the bridge on to Long Island; most of the road was over a gravel ridge, some fifteen to twenty feet above the swamp on either side, with very few boulders. At eleven miles the road came close to the river's side which flows rapidly. Afterwards the road divides, and I took the old or more hilly one on the east side of the Island and crossed a ridge of gneiss rock; the veins bearing S. 60 W., and a little farther on S. 73 W. with diluvial striæ S. 12 W. Thence the river widens into a lake, and the Indian hill on the opposite side is chiefly covered with hemlock trees. At fourteen miles I crossed over a bridge at the upper end of Long Island, and a mile further I observed a three-inch vertical vein of quartz crossing a large gneiss boulder S. 28 E.; other boulders were slightly inclined to the S. E. Near McGill's mill, Ohio settlement, iron-stone boulders were scattered about, and I was told, a band of it shewed in

the bank of the river about three-fourths of a mile away. Close to McGill bridge, a broad ridge of gneiss crossed the river, bearing N. 40 W. and dip N.E. 15°. The weather-worn rocks shewed concretionary nodules spread thickly over them. I passed by another lake, and over Sugar hill, (so named from the sugar maples growing there) and another hill covered with gneiss and granite boulders; the road then ran along over another gravel ridge some twenty feet above the swamp until we came to the eighteen mile bridge on the river which I crossed and went to Philip Bower's farm, which is the last settlement, and the end of the road; 213 feet above the sea. I crossed the next lake in a boat and went seven miles north up the river and was landed on the western bank; a great deal of swampy meadow land; from which 300 tons of wild Hay are calculated to be cut annually. I walked across a barren to the S. W., and observed quartz veins in gneiss boulders, I then crossed a ridge of quartzite boulders running south and north and travelled two or three miles, but I could not see anything but quartzite rock. I returned and walked north to Whetstone lake, where I found loose pieces of "Honestone" all along the south and west sides of the lake; the only piece that appeared to be in situ bore N. 30 W. Some of the pieces contained small cubes of pyrites. I also found quartz in loose pieces of gneiss. I slept at a Lumberer's fire, and at 7 A.M., P. Bower and I started to explore the southern side of the Blue mountain ridge. We travelled in a W. N. W. direction, and crossed over a hill of gneiss rocks, passed two small brooks flowing into Clyde river; then crossed a large swamp on the top of a hill, and struck, five miles from the camp, a considerable stream, too wide to cross at the foot of Beaver Lake, which is half a mile in length. After travelling to the head of this lake, we walked west along the side of a ridge of granite boulders. One boulder in the distance on the top of the hill is called the Haystack; being on the east end of the west range of hills, which are cut through by the Beaver lake brook. I crossed a second ridge of granite, and descended to the Clyde river (seven miles from the camp) flowing south, which we forded. I then passed a small brook, and going W. S. W., crossed a wall of gneiss rock bearing east and west, and dip to the south.

The next hill appeared to be all gneiss, and to have been much burned—barrens all the way. Turning N. N. W. till we again struck the "mountain" so called, I found loose boulders of white quartz among the gneiss, which the people had supposed to be marble; this locality being upwards of two miles to the west of Clyde river. As there was nothing more to be seen here, we started to return to Bower's house in a S. E. course; and at half a mile distance, passed a large mass of gneiss with a three inch granite vein running through it, and large loose boulders all over the barrens. We again struck the west branch of the Clyde river after walking about two miles, where it was divided into three streams, so we were able to cross over it easily. Continuing our course S. S. E., the hills were many of them quite bare and composed of coarse sand from decomposed granite, and the hollows were filled with boulders of granite and quartzite; and after walking about four miles more we approached the north end of a chain of lakes flowing into the Clyde, and calculated to be six miles south of Whetstone lake; we walked south about a mile parallel with the upper lake till we came to the outlet, where we were able to cross the stream on a fallen tree. This southern end of the lake is raised up three or four feet by a natural dam of the loose rocks which are forced up every winter on the shores by the expansion of the ice.

The two lakes below are over two miles each in length, with about three miles of still water between them. None of these lakes are shewn on McKinlay's map for 1861. To the east of these lakes is a fine wooded hill of oaks, pines, &c., and where the soil showed at the roots of blown down trees, appeared to be a continuation of the same gneiss formation. It took us two and-a-half hours to walk through this wood; so I estimate the distance as at least five miles. I got out of the wood just at sundown, and had then three miles to walk across a barren and two swamps, in which we frequently sank nearly up to our knees. Granite boulders were scattered all over this district, and shortly before regaining the main road, we crossed a gravel ridge running in a north

and south direction. The whole day's travel was over the granite and gneiss formations.

I was informed that the County line between Shelburne and Yarmouth has not yet been correctly run out, which may account for the lakes and streams of the Clyde river not having been laid down on the map. By pocket compass, I made the course of the streets in Shelburne S. 4 W., and the variation by the Pole star N. 18 W.

I crossed the Shelburne river bridge (granite and boulders in the stream) and travelled up the road on the west bank of the river. About one mile up I found a long ridge of quartzite rock bearing S. 30 W., dip S. E. 55°, with thin veins of quartz running through the rocks. I walked across a field to the Upper Falls or rapids over ridges of granite which used to be a good place for catching Salmon, Trout, Herrings, and Alewives. The same granite rocks with the quartzite ridge bearing S. 45 W. are visible, a little further north crossing the road, and may be traced for a considerable distance in a south-west direction. Men had been breaking out the quartz veins in both localities, but there was nothing to indicate the presence of gold. Continuing along the road on the western side of the Roseway river, at three miles, I passed over ridges of granite and gneiss near the road turning off for Welchtown, and the same rocks continued to Harris's farm, seven miles, succeeded by large barrens with the road made over the winding gravel ridge running across it. I took a specimen of a granite vein in a large gneiss boulder, then crossed a brook running into Birchtown lake, I then had to cross several ridges of gravel which bore in a W. S. W. and E. N. E. direction. At twelve miles the roads forked and I travelled the one to the west, and several ridges of solid gneiss showed crossing the road bearing S. 60 W. The rock in some bands was much weathered, and shewed hard projecting nodules. At fourteen miles the roads fork again, I took the left hand and went through "Whitewood," across Hemlock creek bridge. After passing the school-house, the roads fork again; the one to the left-hand leads to mills on Clyde river and down to Birchtown. I took the right-hand road, and soon after crossed the Clyde river, and went to Thomas McKay's house. I found solid gneiss rock on his farm, and white quartz rock loose on the river side near his bridge. The road ceases at McKay's farm. He told me that it was five miles across to Ohio church, and about six miles to the foot of the three lakes in a N. N. E. direction. There was not any high land, as indicated on the map, from which I could get an extended view of the country, which was composed of gneiss in ridges of burnt barrens with swamps between them. Many of the latter, if drained, would make good meadows of wild hay. I obtained some large garnets, some of them three-fourths of an inch across, out of a mass of gneiss rock lying near Dr. Sneider's door, but they are too brittle to stand cutting, so they are not of any intrinsic value. Again leaving Shelburne and crossing over the bridge, I travelled along the telegraph road, and ascended a long hill of granite and gneiss, and on the summit observed a broad vein of quartzite rock much broken, running about S. W. I then descended to Birchtown bay, and ascended another granite range, the summit being about six miles from Shelburne. After crossing a brook, we came upon a large swamp, or "Savannah," perfectly level, and two or three miles long. At ten miles I passed the "Lone House," alluded to in Sam Slick's writings, gneiss rock prevailing; I then crossed another large savannah, and descended to the Clyde River, which is divided into two streams by an island, upon which some mills are situated. The rocks were granite and gneiss wherever visible, along the side of the road, with occasional gravel ridges. I was shewn specimens of ferruginous quartz, found only in boulders, about seven miles up the Clyde River, but as the River was much swollen and there was not any wagon road, I did not think it worth visiting, as I had been to the head of the River previously, and found the granite formation all the way along the Blue Mountain range.

Mr. McLaren drove me down the east side of the River for two miles, and then we crossed the second branch of the Clyde River, at the head of the navigation. I stopped at Lyle's Farm and took the bearing S. 65 W. of a quartz vein one and a half feet thick, in gneiss rock; the quartz was very transparent, and only one small piece of pyrites found in it. The same vein crosses the

Clyde River, going east, and I saw it again about one mile further west, in the bend of the bay, and it may be traced on across the barrens towards Barrington. I walked down the west side of the River to "Fish Point," where I observed a granite vein four inches wide, in a granite ridge, with a general strike of S. 85 W.

I drove down the Port LaTour road,—granite boulders, with savannahs and gravel ridges prevailed, but I did not observe any rock in situ. I travelled round Boccaro Point,—the rocks were chiefly gneiss, with magnesian crystals thickly spread through them. I also observed loose pieces of quartz, with pyrites, on the shore near the light-house, but none in situ, and no appearance of slates. I then drove round the head of Cape Negro Bay; near McDougall's Bridge I obtained bog iron ore, and micaceous sand, out of springy ground, where men had been prospecting. Thence to Samuel Smith's Farm, on the peninsula; the road was made on the top of a gravel ridge sometimes twenty-five feet high between the two bays; and at one place a canal has been cut through for the convenience of boats. From Smith's down to Blanche, five miles, swamps were on either side of the road, which was made over the gravel ridge, and I observed the magnesian crystals in the mica rocks were of a larger size than those seen at Point LaTour. I thence walked a mile across to the western shore, to Mr. Laurie's, where pyrites in slates had been reported to have been found, but I found it was only mica rock, with a few lumps of pyrites here and there through it. The rock was very hard and solid—strike S. 15 W., and dipping east. I did not observe any quartz or granite veins through the rock, and no appearance of slate. I returned to Barrington by way of Lyle's Bridge, but saw nothing but savannahs and gravel ridges. I went three miles down the road on the western shore, and observed several granite ridges crossing the road. Leaving Barrington by the telegraph road I crossed a hill of granite, and upon passing the County line between Shelburne and Yarmouth the granite boulders nearly ceased, and we rode over wide swamps or savannahs, with gravel ridges at "Birch Broom" hill and other eminences, so that I could not see the rock until we arrived at Lower Pubnico, where it was gneiss. Thence we ascended a hill crossing over a broad ridge of gneiss, running N. 18 E., with loose boulders on the surface, with large magnesian crystals similar to those found at Point LaTour.

From Upper Pubnico I went nearly east to the shore of Great Pubnico Lake, three miles. I observed granite veins running through the gneiss, in ascending the first hill, and just beyond the summit 184 feet, at two miles distance, bands of trap running N. 38 E., with small veins of quartz in them. The lake is about six miles long, and has gneiss and granite upon its shores.

I then travelled from Upper Pubnico by the road on the west side of the harbor, and half a mile out of the village, near to the old Meeting House. The hill had been cut down, and shewed blue arenaceous slates in thin laminated bands, bearing N. and S. I did not observe any quartz veins, but a little further west a boulder of white quartz about two feet thick was exposed. At one mile distance, mica slate in a continuous ridge, N. 20 E. shewed by the road side. I crossed several hills of gravel, the boulders being quartzite and mica rock. After passing beyond the Roman Catholic Chapel the ridge of mica rock ran N. and S., (the road being S. 20 E.) I continued on the extreme southern point, where ridges of hard mica rock, and gneiss with granite veins through them, extended into the sea, bearing N. and S. I then returned two miles along the road—for there is not any road round the shore, as laid down on the map—and walked a mile west across the peninsula to Amercibo Point, where quartz veins prevailed, running through and across talcose slate, in some places containing nodules—strike S. 40 W. I walked a mile along this shore southward, and observed the same kind of rocks; but the tide being high I could not see the best veins of quartz. Similar rocks and quartz are also found at "Double Islands." I proceeded along the road, crossing to Tusket, three miles. No rock was visible, but the boulders were quartzite and mica rock, and so continued all the way to Spinney's Inn,

ARGYLE,

Six miles from Upper Pubnico, by the telegraph road, where a snow storm prevented me from making any examination of the country. Mr. Spinney told

me that he got slate used for under-pinning houses, about one and a half miles to the east, across a swamp, which was not passable at the present time; and that the construction of the slate and quartz, which I had seen near the old Meeting House, was visible three miles back in the same direction. From Spinner's Inn to Tusket is ten miles. I crossed over Abuptic Harbor Bridge, Porter's Hill, near Ecl Lake, but as the snow lay on the ground I could not see any rock in situ. Boulders of quartzite shewed all along the road. Across the Bridge by Harding's Inn, Tusket, McLeod shewed me large boulders of quartzite thickly scattered over the land, but I could not find any rock in situ. He told me that he allowed 15° for variation.

I left the village of Tusket for Kempville, and when one and a half miles along the road I turned west one mile, to Crosby's Farm. He shewed some quartz containing arsenical pyrites in quartzite rock, running about N. and S., but I could not see the rock in position as it was all broken up in the hole where he had been prospecting. I did not see any slate; so far there is not much chance for discovering gold there. I returned to the road, and at four miles distance crossed over Tusket River Bridge, and kept to the right hand at the forked roads, six miles. I passed over a rocky ridge at seven miles, and at the brook close by the quartzite masses bore N. 25° E., dip S. S. E. 25° .

At Oakhill the quartzite bands were lying horizontal where they had been exposed in cutting down the hill. At twelve miles we came to Temperance Lake, where the road branches off for Yarmouth. At fourteen miles I observed chlorite slate on the side of the road, N. 55° E., dip S. E. 65° . The same kind of slate was on Greig's and Robert's Hills, on as far as the second bridge crossing Tusket River, sixteen miles. I drove up a hill one mile further, to Calvin Hulbert's at Kempville. He informed me that wherever they sank through the soil for their wells, sometimes to the depth of thirty feet, they always came to the same kind of chlorite slate on edge, and running nearly east and west. Hulbert drove me four miles further north, which is as far as the road is made passable for a wagon, from whence I walked a quarter of a mile east over the barrens, where I saw near a brook ledges of chlorite slate, bearing S. 80° W., with a quartz vein, but no pyrites; some bands were vertical, others dipped north 65° .

The same slate has been traced for miles to the East, and as far Tusket river to the West. For the last two miles from the top of the hill, the ground was thickly covered with porphyritic granite boulders. Hulbut estimated the distance from Kempville to Philip Bower's bridge on Shelburne River, at twenty-four miles, in a direct line, crossing the base of the Blue Mountains, and over the swamps, when frozen. The highest ground was two miles beyond Hulbut's house, summit of hill, 427 feet. Returning to the side of Temperance Lake, I followed the road to the West which is not laid down on the map, and I observed quartzite rock on the hill, but could not satisfy myself of the correct "strike;" I crossed the Carleton River and got into the main road, sixteen miles to Yarmouth, and after passing by the side of a lake, and hemlock wood, I observed a ridge of quartzite, bearing S. 32° W. and vertical, with thin veins of quartz running through it in different directions. Soon afterwards I crossed the Salmon River bridge, but could not see any good section of the rocks. After passing the Baptist Chapel at the head of Deer Valley, I got quartz rock on the side of the new road, and at eleven miles from Yarmouth, loose blocks of gneiss and actinolite; and about a mile further, vertical ridges of chlorite slate set in, bearing N. 45° E. I crossed a brook and a long hill where the roads forked, and the chlorite slate bore E. and W., with a dip S. 10° , close to the cross roads. No rocks in situ were visible in crossing another brook and hill, as I passed through Ohio settlement, but just before coming to Hebron Corner, three miles from Milton, in Yarmouth, I observed a high ridge of trap rock bearing S. 35° W., and as we drove along the side of the "Pond," chlorite slate also showed, bearing S. 35° W., with many loose lumps of white quartz lying about. In walking through

YARMOUTH.

I observed the trap rock crossing the main street in continuation of the ridge near Hebron Corner, and it can be traced on to the shore at the "Lobster Shoals." At Killam's Wharf I observed a quartz vein varying from one to six

feet in thickness, in thin, vertical bands of arenaceous shale, S. 45 W., and on N. W. side of the trap rock. Similar bands of quartz appeared further to the N. W., and also at Bingay's Wharf; but no gold has hitherto been found in them. I was not able to visit Cape Forchu, but Dr. Webster gave me a specimen of calc spar from the trap of Cat's Cove, wood asbestos from Cape Forchu; also a piece of copper ore from Jebogue Point. The peninsula of Forchu is principally composed of Hornblende. Trap rock runs through Yarmouth, and the slate rocks dip from it on either side. Tusket Islands are composed of granite and gneiss, and these rocks form a band three miles wide, from two miles out of Yarmouth to five miles on towards Tusket village, and so continues nearly magnetic North through Deer Valley and Carleton into the Blue Mountain ridge. I went out by the Cemetery Road and along the ridge covered with boulders of white quartz and trap rock of different kinds, as far as Middle Jebogue, where blue slate was in situ. Some copper was said to have been dug out of the cellars of this place, many years ago. I walked across Mr. Robin's farm down to the Point. Blue and green thin laminated slates were in regular bands, S. 23 W., and dip S. E. 82°, with veins of quartz without number, some of them three feet thick; copper and iron pyrites in some veins, and threads of pyrites running through and across the slates near to the road for hauling up kelp. Going east along the shore I observed a fault about two feet wide, being a conglomerate and decomposed slate, with thin bands of soft, black shale, like graphite, next to the walls. Further on I observed a vein of pipe-clay, with white slate, there were also several large veins of white quartz; but I could not discover any gold. All the indications were good and similar to the appearances at the Ovens, except that the cleavage of the slate was nearer South than West. I then walked to the West of the kelp road and observed a band of trap about fifteen yards wide, with quartz veins through it, succeeded by chlorite slate of harder quality, with thick, vertical cross veins, bearing N. 29 E. One seam was full of pyrites. This band of slate is visible for upwards of half a mile, and the cliff is about twenty-five feet high. I returned to Yarmouth by the shore road, which is hilly, and shows hornblende and chlorite slates alternating. Crossing the bridge at Milton, I passed Wyman's farm, where a rock had been discovered with unknown characters cut upon it, of which I obtained a fac-simile from Dr. Farish. The rocks were chiefly hornblende in passing over to Foot's Cove, four miles; there I found the rocks chiefly composed of chlorite slate, bearing S. 45 W., and dip S. E., some of the bands were full of small garnets. I also got a slab of larger garnets taken one mile South from Foot's Cove. Near the wharf I obtained garnets in a vein of gneiss. I did not observe any pyrites. The quartz veins were of irregular size and much distorted. The tide rises ten feet, and at low water some trials had been made in front of the wharf, and on digging down into the sand a few feet they came to a bed of clay, which yielded fine gold. Half a bushel of the sand yielded forty specs of gold, mixed with black magnetic sand. Going North of the wharf, the shore of the bay is made up of beach-gravel and sand; the ridges are not very high, but may yield gold, and if tunneled into might pay, as some specs of gold have been washed out. I walked round the Cove to Cranberry Head, where I found the cliffs were composed of bands of chlorite slate, bearing S. 40 W., and dip to the S. E. 45°, with small veins of quartz running through and across the slates; but I could not find any gold or pyrites at the Head. About half a mile further North is a gully formed in the cliff called the Creanpot, where Wyman and Eldridge found gold in a quartz vein. I found the slates to dip 60° to 72°, S. E., and bearing S. 45 W., both blue and green chlorite. Several veins of quartz were running through the slates of irregular thicknesses, from one to nine inches. The vein yielding gold was of a white and grey mottled character; in some places the sides were decomposed, and small cavities filled with "gossan." The underlying slate next to the quartz was full of pyrites and very soft. I broke a number of specs of gold out of this vein of quartz; the gold was very fine, and microscopic in some parts. Some coarser grains of gold in boulders of white quartz were also picked up on the beach, so no doubt there is another gold-bearing quartz vein in the neighborhood. The vein of quartz yielding gold is the most N. W., or underlying vein that has yet been discovered, and overlies a basaltic trap vein four to five feet thick. No one has attempted to clear away the boulders and wash the

black sand at low water, but from appearances I should think they may prove as good as the washings at the Ovens, and possibly extend along the coast for about two miles. I also found in the slate a small spec of native copper.

Leaving Farnmouth I travelled along the shore road, crossing to Digby. At six miles I observed the chlorite slate ridge run N. E. and S. W., and at eight miles saw iron-rusted slate boulders, but no rock in situ. At thirteen miles I crossed the County line near Beaver Brook, and entered

CLARE TOWNSHIP.

The sides of the road shewed only gravel banks where the hills had been cut into. At seventeen miles I stopped at Shehan's Inn, on Salmon River. Turning off the main road, at the Roman Catholic Chapel, I went down to Avour's Head, where I descended the cliff near 100 feet high, and walked over the ledges at the base. I first crossed strong bands of quartzite with quartz veins which bore S. 50 W., and dipped S. E. 70°. Mr. R. Bingay found a small piece of loose quartz half way up the cliff with fine gold in it. Travelling along northward I crossed a variety of light colored arenaceous slates with a little quartz. The slates became softer and more laminated at the "Caves" where I got quartz veins in blue slate with pyrites in the veins. I passed many indentations of the cliffs, formed in these softer slates, and at the head of one Headland, I found a conglomerate of fine slate and sand, &c., connected together by iron water, lying horizontal, or unconformable upon the edges of the highly inclined slates, so it must be of a more recent formation. It has a similar appearance to the finer parts of the conglomerate obtained at Greenfield on the Port Medway River. A piece obtained by Dr. Webster, from this place, contains gold and native copper. I then passed a basaltic trap vein five feet wide, conformable to the slates; then bands of good roofing slates S. 68 W. and dip N. W. 63°, or the reverse way to rocks south of the trap; these roofing slates were overlaid by other bands of slates full of pyrites, and many quartz veins of different thicknesses. Good indications, but no gold has yet been found. A large sandy cove sets into the northward, and if sunk through might yield gold washings. I explored for upwards of two miles of cliffs, from fifty to seventy feet high, and returned to Shehan's by the top of the bank. The shore cannot be travelled except at low water. Gold was reported to have been found eight miles inland, but I could not learn that there was any foundation for the rumor.

I left Salmon River and crossed three hills or ridges of slate and gravel, but could not see any rock in situ along the road for many miles except one mass of quartzite boulders near Cheticamp, which settlement was seven miles from Salmon River. Then I observed St. Mary's Cape was divided into two heads with an undulating valley of good grazing ground between them, running back into the interior. At eight miles I came to Montengan Cave, and descended to the shore at low tide, and clambered round the ledges, and got into the cave which is about 100 feet deep. The cliff is 100 feet high and constantly wearing away; while the same action of the sea removes the softer slates, and extends the face of the cave further in advance. I found the direction of the slates N. 30 E. and dipping N. W. 60°, inside of the cave which was some ten feet wide. These slates were soft, impregnated with threads of pyrites and quartz veins. I could not find any gold, but it might be obtained by washing the sand at the mouth of the cave. I observed a greenstone dike five to six feet wide to the south of the cave, and the slates south of it bore S. 30 W. dip N. W. 54°. Slates further along the shore to the north of the cave, are harder and break out in long square blocks, some ten feet in length, which are used for underpinning the foundations of buildings. As these slates dip contrary to those at Salmon River, the alteration most likely takes place where the valley is formed at Cape St. Mary.

Dr. Webster gave me a piece of stone obtained from the Montengan shore; from which the Mic-Mac Indians used to make their stone pipes. It appears to be a kind of lithographic stone, but I could not discover the seam

from which it had been obtained. I was told that pieces of native copper had been found during the summer at Newport, Brier Island on the opposite side of St. Mary's Bay; but the lateness of the season would not allow of my visiting the Island.

I proceeded by the mail through Weymouth to Digby, where I was told that gold had been found in quartz on the old telegraph road, over the hill composed of slate near Digby Neck, which I would have visited, but a snow-storm came on and put a stop to all further explorations.

At the ferry across Bear River, which divides the counties of Digby and Annapolis, I was informed that slates were in abundance, and gold had been found; but it was night when I passed, so I could not see any thing; but no doubt further explorations will be made in the spring at this and many other localities.

I beg to hand in a list of the mineral and other specimens which I have collected; also, a Map of Nova Scotia, with the places marked where gold has been found, and the route I have travelled marked upon it, to accompany this report.

I have, &c.

HENRY POOLE.

SAMUEL P. FAIRBANKS, Esq.,
Commr. Crown Land Department, Halifax.

List of Geological Specimens collected during survey, under orders from the Provincial Government, in the western part of Nova Scotia, by Henry Poole, in 1861.

CHESTER DISTRICT.

Carboniferous Limestone with Terebratula.....	Frail's Cove.
“ “ and Umber.....	Bradshaw's Farm.
“ “ “.....	Middle River.
“ “ Calc veins.....	Indian Point.
Micaceous Gneiss.....	“
Hornblende, half inch vein in do.....	“
Granite boulder on summit.....	Aspotagon Hill.
Felspar vein.....	Aspotagon Cove, near Bridge.
Clay Slate with Pyrites.....	“ “
“ Copper and Iron Pyrites.....	Blandford, outside of Cove.
Ferruginous Quartz and in veins.....	Aspotagon Cove.
Prismatic Mica in Breccia.....	Smith's Cellar, Chester.
Arenaceous Slate.....	Eisenhaur's Hill.
Prismatic Mica in do.....	“
Ferruginous Quartz.....	“
Pipe Clay or Kaolin.....	Sabbattee Lake.
Manganese Bog Ore.....	Stamford's Tannery.
Clay Slate, with small crystals of Pyrites.....	Gold River, north side.
Auriferous Quartz, fifteen inch vein.....	“ “
“ with Arsenical Pyrites.....	“ south side.
Chlorite Slate.....	“ “
Micaceous Quartz.....	“ “
Clay Slate.....	Martin's River.
“ with Pyrites.....	“
Auriferous Quartz.....	“

LUNENBURG DISTRICT.

Hornblende.....	Creek on east side of town.
Slate with Quartz.....	Waterman's Lake.
Manganese.....	Near “
Quartz Crystals.....	Long Island.
Arsenical Pyrites.....	“
Thin laminated Slate.....	Cross Island.
Pyritiferous Slate decomposed.....	“
Auriferous Quartz in do.....	“
Slate with Cubical Pyrites.....	Ovens.
“.....	“ Mosely's claim.

Arsenical Pyrites	Ovens.
Basaltic Trap six feet wide	"
Jasper (loose)	Cook's Mill Road.
Talcose Slate.....	Cross Roads by Church.
Arenacious	" "
Auriferous Quartz	" "
" with Striae	" "
Quartz with Pyrites, vein five or six feet wide.....	Cleverdon's Pit "
Arenaceous Slate.....	Creek Road Hill.
Slate with Striae and Pyrites	South head of Rose Bay, near Cove.
Slate and Pyrites.....	Cape Enrage.
Quartz with Pyrites.....	"
Ferruginous Quartz	Creaser Ritchie's Cove.
Micaceous Quartz	"
Quartz with Pyrites.....	Feltskeppel.

BRIDGEWATER DISTRICT.

Quartz with Pyrites	Conrad's Farm, LaHave River.
Pyritiferous Slate	" "
" Arsenical	Three Mile Lake.
" with Azurite.....	"
Quartz with Pyrites	Rudolph's Mills.
" "	Indian Brook, New Germany.
" and Slate	" "
" Talcose Slate	Hebb's Road.
Hard Slate with Steatite	" Field near Mill.
Micaceous Quartz	" Road.
Granite vein.....	" Mill Race.
Manganese Bog Ore	" Bridge.
Talcose Slate	Brach Lake, Lapland.
Quartz ridge seventeen feet with Pyrites.....	" "
Bog Iron Ore.....	Seaman's Farm, Lapland.
Slate, with Pyrites.....	" "
Grey Slate, and Quartz.....	Upper Dublin.
Chloride Slate.....	"
Quartzite.....	"
White Quartz and Micaceous.....	Petite Rivere.
Blue Slate, gold-bearing.....	"
Smoky Quartz.....	Manthorn, Mills Village.

LIVERPOOL DISTRICT.

Mica Schist.....	Dipper Creek.
White Quartz Reef.....	"
" "	Side of road by Cove.
Quartzite.....	Pudding Pan.
"	Beach meadow sward.
Granite vein in do.....	" "
Mica Slate.....	Port Medway.
Quartzite.....	"
Mica Schist.....	Telegraph Road to Shelburne.
Basalt Trap.....	" "
Smoky Quartz, with Gossan.....	Five Rivers, near Big Fall.
Pyritiferous Slate	West side of Quartz "
Quartz with Pyrites.....	" "
" with Scale Gold.....	" "
Ferruginous Quartz.....	" "
Bog Iron Ore.....	" "
Slate with concretions.....	" "
" much compressed.....	" "
" Talcose.....	" "
Hornblendic Gneiss.....	Black Rock Point.
Bituminous Limestone.....	"
Sugary Quartz.....	"
Trap Boulders.....	"
Granite vein.....	"
Micaceous Gneiss.....	"
Quartzite.....	Inside of Black Rock.
Micaceous Schist.....	" "
White Quartz.....	" "

Chloritic Gneiss.....	McLean's Point.
Basaltic Trap.....	"
Quartz Crystals.....	"
Quartzite.....	Kail's Point.
Hornblende in do.....	"
Green Quartz, six feet vein.....	"
Garnets in Gneiss.....	Shelburne Road, four miles south.
" ".....	" Wharf
Micaceous Gneiss.....	" Palls
Granite vein in do.....	" "
Granite with large Plates of Mica.....	" "
Quartz.....	" "
Quartzite.....	" west side of road.
Basaltic Trap S. 30 W.....	" near falls.
Granite.....	" at falls.
Quartz.....	1½ mile west of Himeon Hill.
Gneiss with fine Quartz.....	one mile up river on East side.
Quartz Rock.....	twelve " " "
Gneiss Rock.....	fifteen " Ohio Church "
Quartzite.....	fifteen " " "
White Quartz in do.....	" " " "
Gneiss Rridge.....	McGill's Bridge "
Bog Iron Ore.....	" " "
Quartz Veins in Chlorite Slate.....	" " "
Talcose Slate with Pyrites.....	Indian Fields "
Honestone.....	Whetstone Lake "
" with Pyrites.....	" " "
Granite.....	three miles up river on West side.
Gneiss.....	" " "
Quartz in Gneiss.....	Thomas McKay, Welch Village.
Granite.....	Chain of Lakes.
Porphyritic Granite.....	Barrens on Blue Mountains.
White Quartz.....	" " "
Gneiss.....	" " "
".....	Beaver Lake.

BARRINGTON DISTRICT.

Quartz with Pyrites.....	Seven miles up Clyde River.
Quartz one and-a-half feet, in Gneiss.....	Lyle's Bridge "
" in Arenaceous Slate.....	" " "
" with Mica and Felspar.....	" " "
" with Tourmaline.....	" " "
Quartzite.....	" " "
".....	One miie west of Bridge.
Quartz with Pyrites.....	Clement's Pond, Barrington.
Granite Vein.....	Fresh Pond "
Felspar Vein.....	" " "
Gneiss.....	Cape Negro.
Quartz and Mica.....	" " "
Quartzite.....	" " "
Magnesian Cubes in Gneiss.....	Port La Tour.
Quartz with Pyrites.....	" Lighthouse.
Bog Iron Ore.....	" McDougall's Farm.
Gneiss.....	Grand Pubnico Lake.
Quartzite.....	" " "
Quartz in Gneiss.....	" " "
Felspar.....	" " "
Micaceous Gneiss, with plates.....	" " "
Fine Quartzite.....	Hill one mile South of do.
Chlorite Slate.....	" " "
Granite Vein in Gneiss.....	" two " "
Magnesian Nodules do.....	Road side Upper Pubnico.
Gneiss.....	Lower Pubnico.
Clyde Slate.....	Old Meeting House, Upper Pubnico.
White Quartz.....	" " "
Mica Gneiss.....	Pubnico Point.
Quartz Vein in do.....	" " "
Quartz Vein.....	Amercibo "
Quartz Vein with Crystals.....	" " "
Quartzite.....	" " "

Arenaceous Slate.....	Amercibo. Pubnico Pnt.
Slate for Underpinning.....	One and a-half mile north of Spinny's, Argyle.
Quartz.....	Spring's Field, "

TUSKET DISTRICT.

Quartzite.....	Near Harding's Inn.
Quartz with Arsenical Pyrites.....	Crosby, one and a-half mile from Tusket.
" with Lead.....	" " "
Quartzite.....	Oak Hill eight miles "
Chlorite Slate.....	Kempville Road, "
Quartz in do.....	Harrison's Farm, "
" pure white.....	" " "
Quartzite.....	Near Temperance Lake.
"	Near Carlton and Salmon River's.

YARMOUTH DISTRICT.

Quartz Rock.....	Near Chapel Deervalley, twelve miles to Yarmouth.
Hornblendic Gneiss.....	" 8 " "
Quartz Rock.....	" 8 " "
Actinolite.....	" 8 " "
Chlorite.....	" 7 $\frac{1}{2}$ " "
Gneiss.....	" 7 " "
Hornblende.....	" 6 " "
Greenstone.....	6 " "
Chlorite Slate.....	Hebron Corner "
Trap Dike.....	" "
Chlorite Slate.....	Milton side of Pond "
"	Killam's Wharf "
Quartz Ridge in do.....	" "
Hornblende.....	Milton Hill "
Hornblende.....	On back road, from Cemetery to Jebogue.
Quartzite.....	" " "
Gneiss.....	" " "
Clay Slate, with Pyrites.....	Jebogue Point,
Quartz	" "
" with Copper Pyrites.....	" "
Breccia.....	" "
Prian on walls of do.....	" "
Gneiss.....	" on West side.
Hornblende and Quartz.....	" "
Chlorite Slate and Quartz.....	" "
Talose Slate with Pyrites.....	" "
Granitic vein.....	" "
Calc Spar in Trap.....	Cat Rock, Forchu Point.
Asbestos " wood".....	" "
Garnets in Chlorite state.....	One mile South of Foot's Cove.
" in Gneiss.....	Wharf, "
Porphyry rounded stones.....	" "
Garnets in Chlorite state.....	North side of " "
Hornblende.....	" " "
Sugary Quartz vein.....	" " "
" with Pyrites.....	" " "
Conglomerate.....	" " "
Trap boulder.....	Cranberry Head.
Smoky Quartz.....	" "
Chlorite Slate.....	" "
Quartz and Felspar.....	" "
Quartzite.....	" "
Chlorite Slate above Gold quartz.....	Cream Pot, above Cranberry Head.
" underlying ".....	" " "
Auriferous Quartz, nine inches thick.....	" " "
Chlorite Slate, with Pyrites.....	" " "
Talose Slate, with " in Quartz.....	" " "
Basaltic Trap underlying Gold Quartz.....	" " "

CLARE DISTRICT.

Curled Talose Slate.....	Avour's Head, St. Mary's Bay.
Quartzite.....	" " "
Chlorite Slate.....	Avour's Head, St. Mary's Bay.

Chlorite Slate with Garnets.....	Avour's Head, St. Mary's Bay.
Talcose Slate Quartz and Pyrites.....	Avour's Cove, "
Trap.....	" Head, St. Mary's Bay.
Gneiss.....	" " "
Arsenical Pyrites.....	" " "
Quartz and Pyrites.....	Sandy Cove, "
Trap.....	" "
Breccia unconformable.....	" "
Flag Slates.....	" "
Strong Slates for underpinning.....	" "
Pipe Stone used by Micmac Indians.....	Montegan, "
Trap, two kinds.....	" Cove, "
Chlorite Slate, with Pyrites.....	" "
Quartz.....	" "
Porphyry rounded stones.....	" "
Greenstone.....	" "

Halifax, 1st March, 1862.

SIR,—

I beg to hand you Professor How's Report on sundry specimens collected by me, during my late tour through the Western Counties, and which I forwarded to him, according to your instructions given to me on the 3rd February.

I am glad to find that he confirms my opinion that there is copper at Geyser's Hill, Halifax, and Chebogue, although only in a very small per centage, as it may induce parties to explore in depth, as copper is not usually a surface metal; and I would suggest that Professor How's Report should be attached to the end of my Report, so that the information it contains should be made as public as possible.

I have, &c.

HENRY POOLE

The Honble. JOSEPH HOWE, &c., &c., &c., Halifax.

King's College, February 25th, 1862.

DEAR SIR,—

Herewith I send you my Report. I wish the specimens had turned out rich copper ore, or something equally valuable; but still it is something gained to know what are not copper ore, &c.

Arsenical pyrites, you are aware, is often found here with gold. The two localities affording traces of copper might give copper ores on further search.

The magnesian cubes would be worth looking after in the rock, as a picce of scientific enquiry. I have merely stated the facts of qualitative composition in my Report. I did not think it necessary to make any quantitative analyses under the circumstances.

I have sent an account. I do not know if it is in proper form; if not please let me know, and how I should send it—if not through you, and to whom. I hope your researches will be continued; I am convinced there are good things in the remote places, or somewhere, or else how can you account for these boulders of copper, and magnesian, and hematite, found in various places.

Yours truly,

HENRY HOW.

H. POOLE, Esq.

*King's College, Windsor,
February 25th, 1862.*

MY DEAR SIR,—

I have examined the minerals received from you on the 7th instant, and beg to hand you the report of my experiments. The specimens were ten in number, from different localities, as follows :—

- No. 1. Geyser's Hill, Halifax,
2. Tusket, above village.
3. Jebogue.
4. Point LaTour.
5. Upper Pubnico, roadside.
6. Geyser's Hill, decomposed Magnesia.
7. Rose Bay, Lunenburg.
8. Cross Island, Lunenburg.
9. Fire Cove, Lunenburg.
10. John Early, Hillsborough.

No. 1. Proved to be Magnetic Iron Pyrites, composed of iron and sulphur, containing a very small quantity of copper, not amounting to more than one or two-tenths per cent., I should consider.

No. 2. Arsenical Pyrites.

No. 3. Common Iron Pyrites, containing about the same quantity of copper as No. 1.

No. 4. The "magnesian mineral" proved to consist essentially of silica and alumina, with a little iron and a very small quantity of magnesia. From the constituents and general properties of this mineral, I consider it to be either weathered andalusite, or some species closely allied to it. The crystals were evidently much changed by exposure, and on close examination were found to contain scales of mica; under these circumstances a quantitative analysis would not be satisfactory.

No. 5. This mineral gave the same constituents as the last, with, however, a good deal more iron and rather more magnesia, and a decided trace of lime; it was very much harder in the interior, but, like it, much weathered externally. When ground on a fine grindstone across the length of the crystal it shewed partially the character of andalusite. Its actual hardness in the interior was superior to that of quartz; I should refer it to the species andalusite or staurotide.

No. 6. I considered to be a specimen of Chiastolite Slate.

No. 7. The Arsenical Pyrites from Lunenburg I examined last summer, and found in it only sulphur, arsenic and iron.

The mineral associated with it, however, I examined on the present occasion, and found it to be common iron pyrites. I searched especially for silver, copper, cobalt and nickel, and consider them practically absent, as I could find none in operating on a quantity of the substance usually considered sufficient to give evidence of the presence of these metals in any but the most minute proportions.

No. 8. This proved to be common Iron Pyrites.

No. 9. Included Arsenical Pyrites and common Pyrites.

No. 10. Proved to be White Iron Pyrites, consisting, like common pyrites, of sulphur and iron. The observation made with reference to No. 7 applies to the last three also. Antimony is another metal which was particularly looked after, but not found in any case.

I did not examine any of the specimens for Gold, partly because I did not understand you wished me to do so, and partly because the quantities sent were too small to give a satisfactory result, unless there happened to be rather a large amount present.

I am, dear Sir,

Yours truly,

HENRY HOW.

H. POOLE, Esq., Halifax.

MR. CAMPBELL'S REPORT.

Halifax, Nova Scotia,
25th February, 1862.

SIR,—

In accordance with your instructions of date September 23rd, I have the honor to report, for the information of His Excellency the Lieutenant-Governor, the progress which I have made in examining the Gold Fields in the Eastern section of the Province.

The greater portion of the time which I was enabled to devote to that service, was occupied in a district lying South of a line extending Eastward from Grand Lake by the vallies of Upper Musquodoboit and St. Mary's Rivers, to the head of Caledabucto Bay—comprising an area of about 3,000 square miles.

The whole of the district is composed of strata more or less metamorphosed, consisting of Clay Slate, Mica Slate, Talcose Slate, and Quartzite, interspersed with patches of rock so highly metamorphosed as to possess the true granitic character. Boulders from the granite, and sharp, angular masses from the quartzite and other silicified rocks, encumber extensive tracts of the country, giving it a rocky and barren appearance. The strata appear to have been plicated or folded, for in passing over the district, I find a repetition instead of a succession of beds. Sections across the district at different points, show the general arrangement to be a succession of lines of elevation and lines of depression. The strata in broad bands dip alternately Northward and Southward at high angles, nearly vertical in the lines of elevation, or anticlinal axes. The planes of bedding and the planes of slaty cleavage have a general line of strike, curving from S. 87° W., in the Western end of the district, to S. 60° E., at its Eastern end; but the strike of the cleavage planes does not appear, everywhere, to follow this course, for there are, in some places, two or three sets of cleavage planes cutting each other at acute angles, both in their lines of strike and dip, but sometimes in their dip only.

The strata throughout the whole of this district are cut by divisional planes, in the direction, more or less, of North and South. These planes are generally vertical, and cut the rock into large blocks or joints. Quartz veins frequently occur in these lines, but little or no gold has been found in them as yet in this district. The gold-bearing veins follow the planes of bedding in both their strike and dip, except when passing from one plane of bedding to another, which often occurs.

In almost every part of the district may be seen veins and lodes of quartz, from a few lines to several feet in thickness; but they are most numerous and have their finest developement in bands along the lines that appear to be lines of elevation. There appear to be five such bands or lines of elevation, lying within a belt twenty-five or thirty miles in breadth. They run nearly parallel with the general coast line, from Liscomb Harbor, westwardly as far as the Ovens, in the County of Lunenburg—a distance of 130 miles—and Eastwardly from Liscomb Harbor to White Haven—a distance of forty miles—within which they all, one after another, strike the shore. At several points in the axes of two of these bands, arched or folded strata are to be seen; which is conclusive evidence of their being lines of elevation. The exact position of the other lines of elevation, is defined by bands of strata more or less vertical, having their angles of dip decreasing both to the Northward and Southward.

Mines have been opened at different points on the bands, that show arched or folded strata in their axes. The Ovens and Tangier Mines are on the band that lies nearest to the sea shore, and are eighty-five miles apart; yet no material difference is observable in the strata at either of these distant points. The mines opened at Isaac's Harbor, and Laidlaw's farm on the Truro road, are on the other of these bands, which is the fourth from the sea shore; and although they are over 100 miles apart, yet the strata are the same in lithological character, at these two points; even the quartz lodes have a similarity of form, being ribbed or fluted in both places.

The strata of the second band from the sea shore are also easily identified at Wine Cove Mines, and Lawrencetown Mines, which are eighty miles apart; for there are some coarse gritty beds in this band that may be readily recognized anywhere, by a species of flaggy cleavage that gives them the appearance of gritty carboniferous shales. The third band from the sea shore can be identified anywhere by its thick bedded vertical strata. Gold has been obtained from this band at Sherbrooke Mines, at the old Tangier Diggings, and on the Salmon River, in the Preston Settlement. The fifth band from the sea shore crosses Country Harbor at the Narrows, near Scott's Mills, where the strata are more talcose and micaceous than those of the other bands; but as this may be due to their close vicinity here to granite, it may not serve as a means of identifying them at other points, even but a few miles away from it.

In the Upper Settlement of the Musquodoboit River I obtained gold from veins in strata, closely resembling those at Country Harbor Narrows, but containing less talc and mica in their composition. This may however be on a sixth band, which there is reason to believe runs close to the southern margin of the carboniferous rocks that overlap the older group along their line of contact, and as they pass beneath them unconformable in their stratification, it is not unlikely that they maintain their auriferous character for some distance north.

Wherever I had an opportunity of examining the drift overlying those bands, I found it more or less auriferous. Between Spry Harbor and Sheet Harbor I observed several points where moderate wages could be made at placer washings. I found gold along the sea shore the whole distance from Lawrencetown Harbor to where the Tangier band strikes Halifax Harbor, between Chobham Camp and Fort Clarence. It was at the latter point that I washed gold from the sand on the sea shore in the year 1857, which, I have reason to believe, was the first gold discovered in the Province.

The large quantity of gold found on the sea shore between Cole Harbor and Fort Clarence is a sure indication of the existence of rich quartz veins in this part of the band. There is another point on the same band where the surface indications are of a very promising character; it extends eastward from Jeddore Harbor to Ship Harbor,—a distance of ten miles. Broken quartz is plentifully distributed through the soil, and traces of gold were obtained from washings at a point near the post road, about five miles west from Ship Harbor. For some distance along this section the rock is well covered with drift—chiefly marine alluvium—but further west, and near the Harbor of Jeddore, the surface of the rock is but slightly covered, so that the whole of the tract can be explored without much difficulty, and valuable discoveries may be confidently expected.

TANGIER GOLD MINES.

Owing to the advanced season of the year at the time of my visit to this gold field, many of those who were employed here during the summer had left the works, because no adequate means had been provided for keeping the pits free from water. A great many were however still engaged; some in quarrying quartz in open works, others in driving horizontal drifts, and sinking deep shafts, preparatory to extensive operations on proper mining principles. I observed much here to encourage the hope that deep mining will prove very successful; indeed all the experience hitherto acquired at this place supports this opinion, and many phenomena are observable in this and other parts of the district, which indicate that the gold lies at so great a depth from the surface that denudation has scarcely reached it, except in very few places. From all appearance here it seems probable that if twenty or thirty feet less of the rock had been removed by denudation scarcely a trace of gold would appear at the surface, either in the drift or in the quartz veins. Therefore, deep mining must be resorted to in order to ensure success.

The prevailing rock here is the same as that I have observed at the Ovens—a dark coloured clay slate, interstratified with occasional bands of gray

flinty slate, containing thin lamina of sesquioxide of manganese, which gives them a dark color. The quartz veins occupy the soft shaly bands, and follow the planes of bedding in the strike, but traverse the strata frequently in their dip, sometimes in waving and zig-zag lines. The rich veins vary in thickness, being from one to nine, or ten inches; there are also some larger veins which are from one foot to three feet in thickness, but they have not yet yielded much gold, all of which, excepting two or three, dip southwardly, and must therefore be on the south side of the axis; and when search is made on the north side of the axis it is likely that many more may be found.

WINE COVE GOLD MINES.

The band on which these mines are located, begins at the west shore of Indian Harbor, and crosses Halifax Harbor between Dartmouth and Bedford Basin. A broad belt of strata, nearly vertical, marks the position of this band throughout its entire length, and veins of quartz are distributed through it for nearly a mile in breadth. They follow the planes of bedding with great regularity, generally in beds of finely laminated bluish gray shale. These beds vary in thickness from a few inches to as much as three or four feet, and are interstratified with thick bedded quartzite and gray slaty bands. There is great advantage to the miner in finding quartz veins in bands of this soft shale, sufficiently thick to afford room for working, without having to remove any of the hard beds that form the walls. The run or lead from which nearly all the gold yet obtained at Wine Cove was taken is of this character; it is over three feet thick and quite soft, and contains five veins of quartz from one to two inches in thickness, and nearly the same distance apart. This run or lead is the easiest worked, and probably the richest yet discovered in the Province. It contains a large quantity of both coarse and fine gold, some of it almost impalpable dust. A much greater quantity of gold would have been obtained from this run, had it not been for some difficulty experienced in tracing it eastward and westward from the pits first opened on it. This difficulty was caused by the disturbed and broken condition of the strata; for although a large number of pits were opened along its supposed course, yet none succeeded in finding it. This was partly owing to the difficulty of getting the true strike of the strata on account of their shifted and disturbed condition, but chiefly resulted from want of correct knowledge of the real nature of the trouble. If the general strike of the rock had been first ascertained, the course of the run might have been laid down in such a manner that shafts could be sunk on it with the certainty of finding it.

When some of these runs are traced from low to high ground, they are found to run out, or disappear at the surface; but if their course is still followed towards low ground, they may be seen to reappear at the same elevation as that at which they were lost. In this district many instances of like character may be observed, and no doubt they present the best evidence that denudation has but touched the horizon in which the auriferous veins are most largely developed in the rocks of this country. Hence the explorer, on discovering a vein of quartz, should not pronounce it valueless from the fact of its shewing no gold at the surface, neither should he pronounce any portion of a run barren from the fact of finding no quartz at the surface: indeed, without a thorough trial by deep sinking, miles of a run, containing millions worth of gold, may be abandoned as worthless. From the fact of denudation having done so little to expose the gold deposits of this country, it is not improbable that, when the rich placer washings of California and Australia shall have been exhausted, the rocks of Nova Scotia will be but beginning to exhibit the vastness of their stores of the precious metal.

There is reason to believe that Quartz veins and crystalline or granitic rock, are in some way intimately connected; indeed, they seem to stand to each other in the relation of cause and effect; it is therefore more than probable that quartz veins may be found, at the base of the primary strata, more extensively developed in number, size, and metaliferous character, than

is generally supposed. But since the depth is variable at which crystalline or granitic rock lies below the surface, so also must be the depth at which quartz veins will be found to have formed in the sedimentary strata, and the depth, also, at which they may be found most auriferous.

Numerous boulders of dark brown feldspar porphyry, are to be seen on the west shore of Indian Harbor. The mass from which they were derived, no doubt, lies close to the shore, in shoal water, where the swell of the ocean is breaking it up; and its extension westward—at some depth below the surface—may account for the troubled condition of the strata at Wine Cove.

In the neighborhood of Indian Harbor, the rock is very little broken up or disturbed, and the facilities for mining are in many respects much better than at Wine Cove, the ground being much higher and less encumbered by drift and surface water, and therefore much easier explored, also, by cross-trenching. To the westward of Wine Cove there is another locality where a section across the band may be easily explored in the bed of a brook, at the season of the year when the water is low; and as this stream will afford good water power for crushing mills, it may be of great advantage to have mines opened in its neighborhood; and having found gold here distributed through the soil, I have no doubt of its existence in the runs or leads this far west. I have found gold, also, from the outcrops of some fine quartz veins that lie about one half-mile north from the rich run or lead that has been opened near the shore; and as these outcrops are at an elevation of forty or fifty feet higher than that rich run, it is probable, when mined to the same level, they may be found to be quite as rich. One of these—the Major Norton lead, so called,—is twenty inches in thickness; and another—that I discovered myself while on the ground—about fifty feet north of it, nine inches thick, are rich in arsenical ore or mispickel, which is generally abundant in rich, gold-bearing veins. There is no reason to doubt that, when the whole breadth of the band is examined, other valuable veins will be found.

I have found it impossible to ascertain the amount of gold taken from these mines, during the short time that they have been worked, because it was either sold on the ground in small lots, or taken away as specimens, with the exception of one lot of 130 ounces, taken from one of the first pits opened.

LAWRENCETOWN GOLD MINES.

These mines are on the same band of strata as Wine Cove and Indian Harbor mines. They are located in a deep valley, extending northward from the head of Lawrencetown Harbor, about six miles inland from the sea shore, and twelve miles eastward of Halifax Harbor. They are easily approached from Halifax by two good carriage roads,—one leading round the head of Cole Harbor, and the other inland by way of the Preston settlement. The rocks of this gold field, in every respect, resemble those of Wine Cove and Indian Harbor, seventy miles to the eastward, the prevailing strata being the grey, silicified schists, interstratified with bands of soft bluish shale. Here, as at Wine Cove, the strata are much splintered and disturbed—probably by some deep-seated metamorphic action. The leading quartz veins follow the strike and dip of the strata, and there are also some cross veins cutting the rock at various angles, some of them of great thickness.

The greatest number of veins yet opened here have been opened on the margin of a stream in the bottom of the valley, and on the eastern slope of the range of high land that bounds it to the west. Arms or gulches extend from the valley into this range, where some patches of drift are exposed which yield rich washings; and no doubt when proper trials are made, large deposits of gold may be found below the marine alluvium which forms the superficial deposit along the whole of this valley. Gold is found in the marine alluvium itself, but I fear not in sufficient quantity to remunerate the necessary labour; the drift underlying the alluvium must be reached before rich washings can be expected. There are large quantities of broken quartz in the soil, where the rock is deeply covered, and no doubt the veins from which they were derived are in their

immediate neighbourhood, and may be found whenever the ground is trenched for that purpose. I have found the drift overlying the band to be more or less auriferous for a distance of seven miles to the westward. The surface of the rock is well covered, but boulders and broken quartz in the soil indicate the continuation of the runs, or leads, at the surface of the rock, so far in that direction.

SHERBROOKE GOLD MINES.

These mines are located on the third metaliferous band from the sea shore, of strata elevated along an anticlinal axis, and are very conveniently situated, being within two miles of the Town of Sherbrooke, and being also within a mile and a half of the western shore of St. Mary's River—where the River is navigable—can be easily approached by water. The facilities for mining and exploring are very good, the ground being dry, and the surface of the rock but slightly covered with soil. The quartz veins are numerous, within a belt about five hundred yards in breadth, and occupy the planes of bedding of strata that are nearly vertical, so that shafts can be put down directly on the veins, to a great depth, which must prove of considerable advantage in mining. The surface of the ground is encumbered with large quantities of broken quartz, from which hundreds of pounds' worth of gold have been obtained during the first two or three weeks after the place was discovered to be auriferous. Gold is also so plentifully diffused through the soil that it becomes plainly visible to the naked eye after a shower of rain. Quartz mining has but just been commenced here, but the prospects, so far, are of the most encouraging character. In one trench, sunk along the strike of a run, I observed about thirty feet of a vein, nine inches thick, thickly spangled with nests of pure gold; it contained also abundance of mispickel, and some crystals of galena. Nor is this the only vein here that is highly metaliferous, if specimens of extraordinary richness, dispersed through the drift, indicate anything. That these specimens were derived from veins of different sizes and descriptions of quartz, is quite evident from the variety observable in both their form and character.

Should the runs in this band prove as rich as they are here, for some distance to the eastward and westward, this cannot fail to prove a gold field of extraordinary value; indeed gold has already been found on this band, four miles to the eastward of these diggings, but no work of any consequence can be carried on there until the return of spring. The only other points at which gold has been discovered on this band, are, the old Tangier Mines, and a locality on the Salmon River, in the Preston Settlement. I had no opportunity of visiting those places, but there is reason to believe, when properly explored, they may be found of greater importance than is generally imagined.

ISAAC HARBOR GOLD MINES.

These mines have been opened on the fourth metaliferous band, previously noticed; it lies between four and five miles north from the Sherbrooke band, and may be traced from Laidlaw's Farm Mines, on the Truro road eastwardly, to New Harbor in the County of Guysborough, a distance of over one hundred miles. It crosses the St. Mary's River at Still Water, where some gold has been found on it, and large quantities of quartz are to be seen along its course. Its strata also form the southern head of the peninsula, between Country Harbor and Isaac Harbor, where it appears in transverse section along the shore. It differs somewhat in structure from the other metaliferous bands, its strata being crumpled into a succession of narrow parallel folds, the principal fold being the last to the north, and that in which mining has already been commenced. The quartz veins or lodes, are arranged saddle-form, in the planes of bedding of the arched strata, and are frequently seen to branch in different directions, and traverse from one plane to another, on each side of the axis. Some are arranged in the planes as a series of bars or ribs, lying along the line of strike of the rock, and parallel to each other, and also connected by thin lamina of quartz. They are generally small here, seldom exceeding two or three inches diameter; but in the mines at Laidlaw's Farm I observed some which measured

in diameter about twenty inches. This similarity of form of the lodes in the same band, at points so remote from each other, can scarcely fail to induce the belief that it was caused by some force laterally applied,—probably the same that produced the convolutions, or foldings, of the strata.

The position and hardness of the rock and the thinness of the shale beds, render mining here very difficult; but nevertheless, those who were able to work in the lodes during the whole time they were mining, have done well. For instance,—in pit No. 1, or Burke's Claim, so called, eight men took out \$800 in clean gold, and a large quantity of rich quartz, in less than two months. Other parties have done equally as well for the short time they were at work, for mining was not commenced here until near the end of September.

About 100 yards west from the shore claims, and at an elevation of about thirty feet above them, a fluted or ribbed lode has been opened on the Chipman Claim, so called, which is about two inches and a-half in average thickness, and full one-half of its bulk is composed of arsenical ore and brown peroxide of iron. It appears to be very rich in gold, some of it very fine dust, disseminated through the gossan, or brown peroxide of iron. From one small panfull of the material of this lode I obtained over two dollars' worth of gold, which I consider an indication of extraordinary richness. In the arched axis, this lode overlies all the lodes between it and the sea shore to the eastward, including those opened in the shore claims; and as all the strata here have a slight dip to the westward in the direction of their strike, the lodes that lie saddle-form in the arched axis sink in that direction at an angle of about one foot in seven.

All that I have observed here indicate that mining may be successfully extended along the whole of the distance, between Isaac's Harbor and Country Harbor. The large number of north and south quartz veins exposed in the shore cliffs between the two harbors, may be regarded as reliable proof of a good developement of east and west veins also, in that direction. There are also fine displays of quartz veins both on the east and west shores of Country Harbor, where the metaliferous band crosses it, but they do not seem to contain much gold, which is probably due to the auriferous lodes being carried to some depth by the westwardly dip observable in the east end of the section; and although that dip is not continuous along the whole distance, yet it is quite clear that it is continued sufficiently far to carry them down to a great depth, and there does not appear to be any corresponding rise, towards the west end of the section, to bring them up again. Considering the angle of the dip, and the horizontal extent apparently affected by it, there is reason to believe that shafts sunk at any point between the two harbors, along the main axis of the band, may reach the lodes worked at the east end of the section.

On the east side of Isaac Harbor the rock is very little exposed at the point where the band strikes across to the eastward, and from that point south as far as Red Head, and to the east as far as I have been able to extend explorations, the shore section is composed of low cliffs of boulder clay and gravelly beaches. I found the whole of this range of coast, for a distance of four or five miles, more or less auriferous—at some points sufficiently so to make washings profitable, if worked skilfully and on a large scale.

Some quartz mining has been commenced on the east side, but it is confined to small runs on the north border of the band, the centre of it, which is no doubt the richest, has not been touched as yet, owing no doubt to its being covered by a considerable depth of drift. It is not likely however that it will be allowed to remain so for any great length of time, for there is sufficient evidence of its being of great value, in the rich alluvial washings in its neighbourhood, and in the rich specimens of quartz also which lie along the shore, and in the soil. But it is scarcely necessary for me to remark here, that the great advantage of having mines opened so close to these fine harbors would more than counterbalance any extra outlay that may be required in exploring the ground by means of deep trenching, or for sinking such deep shafts as would be required between this Harbor and Country Harbor, in order to reach the deep lying auriferous lodes there.

There is but little reason to doubt that mining operations might be extended profitably, along large sections of all these metaliferous bands, only for the reluctance to incur the expense of exploring ground covered by any considerable

depth of drift. All the discoveries of gold yet made, and nearly all the exploring and mining operations yet undertaken, are confined to areas where the surface of the rock is found more or less exposed. This tendency to huddle around the few patches, where accidental exposure of the surface of the rock occurred, cannot fail in producing the erroneous impression that gold in this country is confined to a few such limited patches.

The fact may be overlooked that, as a general rule, the amount of denudation is found to be greater in bands along which the strata were elevated, than in bands along which they were depressed. The causes of this are obvious—the strata are rendered more dense by comparison in the one case, in the other weakened by expansion, and therefore more easily denuded. In consequence of this, the surface is generally lower along anticlinal axes, and more covered with drift than along the lines where the strata were originally depressed. Hence the limited number of localities where the surface of the rock is exposed along the auriferous bands to such an extent that the gold can be discovered at the surface, and hence the great necessity for exploration by deep sinking, because in no other way can the great extent of our gold fields be ascertained. It would be well not to limit exploration trials to penetrating the superficial covering of drift only, for, in many instances, the removal of but a few feet of rock might lead to the discovery of valuable deposits of the precious metal, where no indications of its existence appear on the surface of the rock.

There is another line of upheaval or metaliferous band lying north from the Isaac Harbor band, about four or five miles, but I had no opportunity of examining it, excepting where it crosses at the narrows of Country Harbor. Quartz veins are very abundant in it, in a band about 600 yards in breadth—and I found gold in it both from the washings and from the quartz; indeed, several specimens were found there from boulders, previous to my visit. The strata here are more talcose and micaceous in composition than any I observed further south; but this may be only a local peculiarity due to their close vicinity to granite, which forms a high range of hills on the west side of the harbor, and extend to some distance north from this point.

The strike of the strata in this section of the band corresponds in direction with the granite range, being N. 15° W. and S. 15° E., thus shewing a deflection of forty-five degrees from the general strike of the country, which is N. 60° W. and S. 60° E. The strata dip toward the granite at an angle of eighty-five degrees; their planes of slaty cleavage are vertical, but not well defined. The quartz veins follow the strike of the rock N. 15° W., and are regularly interstratified in the planes of deposit; some of them are very rich in arsenical ore, small garnets and zircons; and there is reason to believe that they contain also oxid of tin, as I found traces of it in the washings here, and at two other points on the north border of this district. I found them most abundant, however, near the head waters of the Musquodoboit, and associated there also with gold, small garnets and zircons.

While exploring on the north side of the Musquodoboit River, in the upper settlement, I found some traces of gold in quartz veins, inclosed in strata, which dip at a high angle to the northward; their strike is north 85° west, and they closely resemble those at the narrows of Country Harbor, and may possibly be the northern margin of the same band. Lower carboniferous or Devonian strata repose on them, both in this valley and in the valley of the St. Mary's; but since the carboniferous rocks are unconformable with the older group in stratification, they afford but negative proof only of the age of the older group; for they may be an overlap, and farther to the north other strata may be found filling up the gap conformably,—if not, however, the south coast group should be regarded as of azoic age. The seemingly total absence in them of fossil organic remains, of true arenaceous beds, and beds of limestone, favors this view. It is clear that, as a group, they differ widely in many respects from any group known to lie above the horizon, regarded as the paleozoic basis in other parts of America. That some of the schistose rocks in the northern districts of the Province are of paleozoic age there can be no doubt; but it is not clear that they are all of that age, for there are extensive areas there, where the rocks

bear a very close resemblance to those of the south coast; and it is not unlikely that they will also be found auriferous. But whether this should prove to be the case or not, the great extent of our gold fields along the southern coast cannot fail to place Nova Scotia in a position second to no other country in the northern hemisphere as a gold producer, should deep mining be extensively engaged in over the whole extent of her auriferous field.

I have the honor to be,

Sir,

Your obedient servant,

J. CAMPBELL.

SAMUEL P. FAIRBANKS, Esq.,
Commr. Crown Lands and
Superintendent of Mines.

APPENDIX No. 3.

HALIFAX RAILWAY ASSESSMENT.

No. 54.—Miscella.

*Government House, Halifax, N. S.
7th August, 1861.*

MY LORD DUKE,—

1. I have the honor to transmit herewith, for the information of Her Majesty's Government, a copy in duplicate, certified under the great seal of the Province, of the Acts passed in the last session of the Legislature, together with the report of the Attorney General thereon.

2. With one exception these Acts do not require any notice on my part.

3. As regards the Act entitled "An Act for Assessing the City of Halifax for Railway Liabilities," the case is, however, different, as the Corporation of the City of Halifax have handed me a petition to the Queen, praying that it may not receive Her Majesty's assent, which petition, together with a special report from the Attorney General, I have now the honor to enclose.

4. The question is one which has frequently been before the Legislature, and the liability of the City of Halifax to be assessed to the amount of £100,000, for the construction of the Provincial Railway, has been affirmed by three separate Acts, passed in 1854, 1858, and 1859.

5. As however, I was aware that it was the intention of the city authorities to appeal to Her Majesty, praying that the present Act should not receive the Royal Assent, I considered it better that a suspending clause should be added to the Bill, to which course my Government readily assented, and a motion to that effect having been made in the Legislative Council, no opposition was made to it.

6. The original proposal that the City of Halifax should become the holder of Railway Stock to the amount of £1,000,000 took place long before my arrival in the Province, and was caused by the general desire which existed, that the Railway should at once be constructed, and also on account of the anxiety which was felt by the citizens of Halifax that the terminus should be on the Halifax and not on the Dartmouth side.

7. Up to the present time, however, the City of Halifax has failed to pay any portion of the interest on the £100,000, and it is for the purpose of compelling it to do so that this Act has been passed. There is no doubt that the Railway has failed to fulfil the expectations of its promoters, and in consequence of the very erroneous calculations which were made of the expense of its construction, only a portion of the intended line has been completed, which naturally diminishes the indirect advantages which would have been derived by the City of Halifax had it extended to the borders of New Brunswick, with branches to Victoria Beach and Pictou.

8. Notwithstanding this, however, I cannot agree with the opinion expressed in the petition to Her Majesty, that the city is not liable for the payment of the £100,000 until the whole of the proposed line is completed. Although the preamble of the Act of 1854 mentions the whole of the proposed lines, I do not find that there is any clause which would imply that the city was not to be liable for its proportion until the whole was completed.

9. It appears to me rather that by that Act it was contemplated that the city should become holders of Stock in the proportion of one-tenth of the

whole sum expended up to £100,000, deriving equal benefits in all profits that might accrue in the proportion of one-tenth of the sum expended, until that sum exceeded £1,000,000.

10. If, therefore, the city would have had a right to a tenth of any profits which might have accrued before the whole line was completed, as I think it undoubtedly would, I cannot understand upon what grounds, now that the project has proved unremunerative, it can claim to be exempt from the payment because only a portion has been finished.

11. Your Lordship will observe that the proposal that the City of Halifax should hold stock to the amount of £100,000 has formed part of every scheme for the construction of Railways in this Province since the subject was first brought forward, and until after the passing of the Act in 1854 it met with the full approval of the City Council.

12. How far they may have been justified in pledging the City funds for such a purpose is a legal question upon which I do not feel justified in offering an opinion, especially as it occurred before my arrival, and I am therefore not aware of the exact circumstances under which it took place.

13. I believe that some opposition was offered to it at the time, but the majority was certainly in favor of the proposal, and the question now at issue is, whether the City shall be compelled to perform its obligations, or that the general Revenue shall be saddled with the payment of the money. The present Bill was brought into the Assembly by my Government, and was supported by Mr. Johnston, my late Attorney General, and other members of my late Government; only five members out of the fifty-five who compose the House of Assembly, voting against it.

14. The feeling in the City against the Bill is certainly very strong, and I understand that it is the intention of the city authorities to commission Mr. Grassie, a gentleman residing in London, to bring this case fully before your Lordship, so that your Grace will at any rate be placed in full possession of the arguments they can adduce against the measure before advising Her Majesty to give Her Royal Assent to the Act.

I have, &c.

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

Nova Scotia.—No. 122.

Downing Street, 9th December, 1861.

MY LORD,—

I have received, and very carefully considered, the memorial of the Mayor and Council of Halifax, praying that the Royal Assent may not be given to an Act passed by the Legislature of Nova Scotia, entitled, "An Act for Assessing the City of Halifax for Railway Liabilities."

I have also received an application to the same effect from Mr. Grassie, who appears to have been commissioned by the Mayor and Council to plead their cause in this country.

It appears that as early as 1849, the citizens of Halifax, in common with the other inhabitants of Nova Scotia, desired to make the harbor of Halifax the centre of a system of Railways, connecting it with New Brunswick and other places; and the citizens, on various occasions, expressed their readiness to contribute largely to the construction of these railways, provided that the terminus was in Halifax, and not in Dartmouth, which it is alleged could have been made accessible at less expense to the Province.

In 1854 an Act was passed, with the consent of the City of Halifax, authorizing the construction of a system of Railways.

The second clause of this Act, without pledging the Colony to any specific plan or any specific expenditure, provided that the "line to be first completed" should be a trunk line, extending northwards from the harbor of

Halifax; and it may be inferred from the preamble that by the completion of the line was intended its extension to the New Brunswick frontier.

The third clause provided that after the completion of the trunk line such branches as were approved by the Legislature should be proceeded with.

The thirty-eighth clause provided "that the City of Halifax should be considered as holding stock in such railways to the extent of one-tenth part of the actual expenditure thereon, such tenth part not to exceed in the whole the sum of one hundred thousand pounds," (£100,000), and should pay certain annual sums in satisfaction of the liabilities thus incurred, "such annual sums to be assessed and levied, as the Legislature might thereafter direct."

More than a million of money has been spent in the construction of railways, having their terminus, not in Dartmouth but in Halifax. But this expenditure has been wholly inadequate for the execution of the original design, the cost of which appears to have been greatly under-estimated. The construction, therefore, has been arrested, the Railway stopping short of Halifax harbor at one end, and being only carried half way towards the frontier of New Brunswick at the other. And while the Trunk line is thus incomplete, a Branch railway has been constructed as far as Windsor, in a westerly direction. Under these circumstances the City of Halifax for some time refused or neglected, or was not called upon, to pay any part of the money due from it.

In 1858, however, an Act was passed to enforce this payment to the full extent (virtually) of the One Hundred Thousand Pounds claimed by the Colony. The citizens of Halifax petitioned Her Majesty to disallow this Bill, not on the narrow ground that the letter of the engagement embodied in the Act had been infringed by the construction of the branch line, but on the broad principle that the citizens ought to pay not One Hundred Thousand Pounds, the amount of their maximum contribution, but a sum bearing the same proportion to One Hundred Thousand Pounds, as the sum expended bears to the sum necessary to complete the whole scheme.

The question in this shape was brought forward for the decision of my predecessor, who did not feel at liberty to advise the disallowance of the Act. It was accordingly left to its operation.

The law now under consideration differs in no degree in point of principle from that of 1858, which is now in force; but it provides more stringent methods for enforcing the liabilities of the City of Halifax, which, I infer, are not yet in process of liquidation. This is the Act to which it is desired that Her Majesty's assent should be refused. And they now appear to expect that they shall not be called upon to pay any part of the One Hundred Thousand Pounds claimed from them, until the completion of the three lines alluded to in the preamble to the Act of 1854, an event which does not appear likely to occur.

On this prayer of the Mayor and Council I have to make the following observations:

1. The question is in no degree one of Imperial concern, affecting as it does merely local interests, which with the consent, or at the desire, of the Colonists have been withdrawn from the guardianship of the Imperial Government, and placed under that of the Local Legislature and responsible ministers. In the case of a Colony as advanced as that of Nova Scotia, it is only in extreme and exceptional cases that Her Majesty can be advised to interfere with authority in matters thus within the legitimate jurisdiction of the local Legislature.

2. The Act of 1854 appears to lay down clearly the extent to which the Corporation of Halifax is partner in the undertaking, no provision is made to exempt the city from the risk of suffering in common with its fellow-shareholders from erroneous estimates, exaggerated expectations, or mismanagement. Its interests are protected by enacting first, that the share of the city is not to exceed one-tenth of the money spent; and secondly, that it is not to exceed One Hundred Thousand Pounds. The present claim of the Province is confined within these limits.

3. Besides the general advantage accruing to Halifax from the Railway, even as now constructed, the City has received a special consideration for its contribution to the cost of construction in securing (at an expense to the Colony) that the Railway shall be on the Halifax side of the harbor.

4. The city has been allowed for a long time to delay the liquidation of debt to the Colony.

5. The claim made by the Province upon the City has been already under the consideration of Her Majesty's Government, who, if they have not positively affirmed, have formally refused to negative it.

6. The Act of 1858 having been thus allowed to come into operation, the claim of the Province appears now to rest upon that law, rather than on the Act of 1854.

7. The present Act, therefore, does not appear to be passed in order to define the liabilities of the City, but to enforce payment. It is not an irregular legislative interference with the course of justice, but a proceeding rendered necessary by the refusal of the City to discharge their debts, the extent of which is authoritatively ascertained by the Act of 1858, and contemplated in the Act of 1854, which expressly provides that the money necessary for the satisfaction of those debts, should be assessed and levied, "as the Legislature might thereafter direct."

Under these circumstances I am unable to see any ground for recommending Her Majesty to withhold her assent from an Act passed by the Local Legislature, and affecting (as I have observed) only local interests, and I shall accordingly recommend its confirmation by Order in Council. You will be good enough to inform the Mayor and Council of this decision.

I will not conjecture what course Her Majesty's Government might have taken if the City of Halifax, instead of asserting an unreasonable exemption from liability, had contented themselves with claiming reasonable compensation for such damage (if any), as may have been inflicted upon them by the construction of the branch, prior to the completion of the Trunk line.

Whether and to what extent any such damage has occurred is a question best determined by local knowledge, and therefore peculiarly unfit for the consideration of the Imperial Government. But I think it right to express my opinion, that if it were established to any considerable extent, the City of Halifax would have a strong claim on the consideration of the Local Legislature, and especially that they have a strong *prima facie* right to require that the first appropriated of any fresh funds which may be available for railway purposes, should be in accordance with the second clause of the Railway Act of 1854, to the completion of the Trunk line, in which, (I infer) they consider themselves principally interested.

I have, &c.

(Signed)

NEWCASTLE.

Lieutenant-Governor

The Right Honorable

THE EARL OF MULGRAVE, &c. &c. &c.

Nova Scotia.—No. 142.

Downing Street, 23rd January, 1862.

MY LORD,—

With reference to my despatch, No. 122, of the 9th of December, I have the honor to transmit to your Lordship the enclosed order of the Queen in Council, specially confirming the Act of the Legislature of Nova Scotia, No. 3857, for assessing the City of Halifax for Railway Liabilities.

I have, &c.

(Signed)

NEWCASTLE.

Lieutenant-Governor
The Right Honorable
THE EARL OF MULGRAVE, &c. &c. &c.

At the Court at Osborne House, Isle of Wight, the 6th day of January, 1862.

PRESENT:

THE QUEEN'S MOST EXCELLENT MAJESTY,

&c. &c. &c.

Whereas the Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did, in the month of April, 1861, pass an Act, which has been transmitted, entitled as follows, viz: No. 3857, "An Act for assessing the City of Halifax for Railway Liabilities." And whereas the said Act has been laid before Her Majesty in Council, together with a letter to the Lord President of the Council, from the most noble, the Duke of Newcastle, one of Her Majesty's Principal Secretaries of State, recommending that the said Act should receive Her Majesty's special confirmation; Her Majesty was thereupon this day, pleased, by and with the advice of Her Majesty's Privy Council, to declare Her special confirmation of the said Act, and the same is hereby specially confirmed, ratified, and finally enacted accordingly: whereof the Governor, Lieutenant-Governor, or Commander-in-Chief, for the time being, of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice, and govern themselves accordingly.

(Signed)

ARTHUR HELPS.

APPENDIX No. 4.

DISALLOWANCE OF ACT 24, VIC. 24.

Nova Scotia.—No. 104.

Downing Street, 3rd September, 1861.

MY LORD,—

I have had under my consideration the Act passed by the Legislature of Nova Scotia, entitled, 24 Victoria, cap. 4, An Act to authorize the appointment of Commissioners without the Province.

In connexion with this Act I enclose the copy of a report from the Law Officers of the Crown, with reference to a New Brunswick Act (23 Vict., c. 26), and you will see that the first clause of the Nova Scotia Act is open to some of the objections which prevented my advising Her Majesty to confirm the Act of New Brunswick.

In framing Colonial Acts, it cannot be too carefully remembered that those Acts have no effect beyond the limits of the Colony in which they are passed, and, on this principle, the Nova Scotia Legislature, while it has full power to declare what affidavits or other documents shall be received in evidence by the Nova Scotia Court, is not competent to clothe any person with the authority to administer oaths in other parts of Her Majesty's dominions—an authority which in each place must be conferred and regulated by the Legislature of that place, or by Act of Parliament.

I annex a copy of the thirty-fifth section of the Canadian Act, 23 Victoria, cap. 57, sec. 35, which is framed with a full appreciation of the limits of Colonial and Imperial jurisdiction, and therefore not open to any objection. You will observe that its effect is merely to authorize the reception in Canada of Affidavits taken in England by persons, selected indeed by the Governor, but authorized by English (not Canadian) Law to administer oaths. By comparing the clause with that contained in Nova Scotia Act, you will see clearly what alteration is required in the latter.

Till that alteration is made it will not be in my power to recommend that the Act should be left to its operation.

I have, &c.

(Signed)

NEWCASTLE.

Lieutenant-Governor

The Right Honorable

THE EARL OF MULGRAVE, &c. &c. &c.

THE LAW OFFICERS TO THE DUKE OF NEWCASTLE.

Lincoln Inn,

30th October, 1860.

MY LORD DUKE,—

We are honored with your Grace's commands signified in Sir F. Rogers' letter of the 17th October, instant, in which he stated that he was directed by your Grace to request our consideration of an Act passed by the Legislature of New Brunswick, entitled, 23rd Vict., cap. 26, No. 2734. "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, which Act authorizes the Lieutenant Governor in Council to appoint Commissioners to administer

oaths and take affidavits in the United Kingdom and other places, to be used in the Courts of Justice in New Brunswick.

Sir Frederic Rogers was also pleased to state that he was directed to request that we would favor your Grace with our opinion, whether this provision can properly be made by an enactment of the Colonial Legislature.

In obedience to your Grace's commands we have taken these papers into our consideration, and have the honor to report—

That we are of opinion that the Act in question is framed in excess of the authority possessed by the Legislature of New Brunswick.

They might well have passed an Act, declaring that affidavits taken, and deeds acknowledged, before certain persons in Great Britain and Ireland, or the rest of the United Kingdom, should be received in the Courts of Justice in the Colony and be deemed valid, as if they had been duly made within the precincts of the Colony; but they had no power to enact that the Governor of New Brunswick should appoint Commissioners within the United Kingdom, who should be clothed with all the powers and authorities of the Judges of the Courts of Westminster Hall, the Lords of the Session in Scotland, and Masters in Chancery in England and Ireland, and finally, with all the "powers and authorities given to a Judge of any Court of Justice in the United Kingdom, or in any Foreign State, or in any British Colony, by the 7th section of the 19th Victoria, entitled, An Act in further amendment of the Law."

A Statute, so universal, taking effect per orbem terrarum, would hardly be within the power of the Imperial Parliament, but certainly very widely transcends the limits of that authority which belongs to the Legislature of New Brunswick.

We think it would be desirable to bring a Bill into Parliament next session, for the purpose of enacting, that all persons duly authorised to take affidavits in the United Kingdom, or the acknowledgements of deeds by married women, should be empowered to take affidavits and acknowledgements to be used in the Courts of Justice in every Colony, provided such affidavits and deeds be made admissible in the Courts of Justice of such colony, by any Act of Colonial Legislature, or other authority.

We have, &c.

(Signed) RICHARD BETHELL,
WM. ATHERTON.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

Extract of "An Act concerning the Administration of Justice in Lower Canada," assented to, 19th May, 1860, Cap. 57.

"35. It shall be lawful for the Governor from time to time, to nominate and appoint fit and proper persons, resident in any part of Great Britain or Ireland, as Commissioners to administer oaths, and take affidavits to be used in any Court of Civil Jurisdiction in Lower Canada, and all affidavits taken by any such Commissioner shall be of the same value and effect, and the same credence shall be given thereto, in all Courts of Civil Jurisdiction in Lower Canada as is now given to affidavits taken before a Commissioner appointed by the Superior Court for Lower Canada, or by any Judge thereof, provided that no person but an Attorney or Solicitor, practising in one of the Superior Courts of Great Britain or Ireland, and qualified by law to act as Commissioner for similar purposes in Great Britain and Ireland, shall be appointed."

APPENDIX No. 5.

CONSULAR FEES.

No. 34.—Miscella.

*Government House, Halifax,
30th April, 1861.*

MY LORD DUKE,—

A feeling has, for some time, existed among the mercantile community of this Province, that an overcharge has been exacted by Her Majesty's Consuls in the United States, on vessels entering the ports of the Union.

Under these circumstances, my Government in November last, commissioned a gentleman to proceed to the States for the purpose of enquiring into the facts of the case; a copy of whose report, together with the copy of the report of the Committee of the House of Assembly, to whom the matter was referred, I have now the honor to enclose.

By these documents your Lordship will perceive that a vessel bound to a port in the United States, has to pay to the British consul seven shillings and sixpence on entrance, and seven shillings and sixpence for a certificate of clearance and registration on receiving back her papers before leaving.

With regard to the first charge, I do not understand that any objection is raised. With regard to the second, the laws of the United States not requiring any certificate from the consul before the clearance is granted, but, on the contrary, the certificate of clearance from the collector of customs being the evidence on which the consul is authorized to return the ship's papers, it is conceived by the mercantile community here that the certificate of clearance and registration by the consul is unnecessary, and the fee of five shillings for the former and two shillings and sixpence for the latter service charged by the consul is not authorized by law.

This view of the question has been adopted by the Committee of the House of Assembly, and by a resolution of the House, a copy of which I also append. My Government are authorized to test, by a suit at law, the right of the consul at Boston to exact these fees, and I am also requested to bring the subject under the consideration of Her Majesty's Government.

The fees themselves, are small but, as the trade between this Province and the United States is mostly carried on in small ships, making numerous voyages, the sum in the aggregate amounts to a considerable tax on the shipping of Nova Scotia, and is felt to be much more oppressive on them than on large vessels making three or four voyages across the Atlantic during the course of the year.

My Government are anxious that the subject should be brought under your Lordship's consideration before any legal steps are taken to test the legality of these charges, in the hopes that should it appear to Her Majesty's Government that the view taken by the Committee of the House of Assembly is correct, and that the consuls are not entitled to the fees on clearance, such steps may be taken as will prevent a recurrence of the charges complained of, and that all further proceedings may be rendered unnecessary.

I have, &c.

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

Nova Scotia.—103.

Downing Street, 2nd September, 1861.

MY LORD,—

With reference to your Lordship's despatch, No. 34, of the 30th of April last, respecting the charges levied by Her Majesty's Consuls in the United States, on vessels entering and leaving the Ports of the Union, I have the honor to transmit to you herewith for your information, a copy of a letter from the Foreign Office, with its enclosures on the subject.

I have, &c.,

(Signed)

NEWCASTLE.

The Right Honorable

THE EARL OF MULGRAVE, &c. &c. &c.

MR. MURRAY TO SIR F. ROGERS.

*Foreign Office,
August 28th, 1861.*

SIR,—

I am required by Earl Russel to state to you, for the information of the Duke of Newcastle, that on the receipt of your letter of the 25th of May last, His Lordship caused inquiry to be made into the alleged grievance of Nova Scotia Ship-masters, in regard to the fees levied by Her Majesty's Consuls at New York and Boston, upon British Colonial Crafts, and I am to transmit to you a copy of a despatch from Mr. Consul Archibald, by which it appears that the complaint of the Ship-masters is not well founded.

I am, &c.

(Signed)

JAMES MURRAY.

SIR F. ROGERS, Bart. &c. &c. &c.
Colonial Office.

No. 77.

MR. CONSUL ARCHIBALD TO EARL RUSSEL.

*British Consulate New York,
July 25th, 1861.*

MY LORD,—

I have the honor to acknowledge the receipt of Mr Murray's despatch, No 15, of the 13th ultimo, transmitting to me certain papers which your Lordship had received from the Colonial Office, relative to a complaint made by the Government of Nova Scotia, that illegal fees are levied by Her Majesty's Consuls in the United States, on vessels belonging to that Colony, and instructing me, bearing in mind the heading of the table of fees, part second, namely, "Fees to be taken in matters in which the Consuls interposition is to be given, only when required by the parties interested," to report whether the fees complained of by the Nova Scotian Government, have been levied in virtue of the services performed having been required by the parties paying for them, or whether those services were required under any local regulations; and further directing me to forward the enclosures in the despatch, together with an accompanying letter to Her Majesty's Consul at Boston, who equally with myself, is to report on the matter.

I have the honor to acquaint your Lordship, that I duly transmitted to Her Majesty's Consul at Boston the enclosures and the despatches, and the accompanying letter referred to.

I now beg leave to report to your Lordship, that the fees in question, which are complained of as illegal by the Nova Scotian Government, are levied in virtue of the services performed, having been required by the laws of the United States, in reference to the entrance and clearance of vessels.

The following extract from the "General Regulations under the Revenue and Collection laws," issued by the United States Treasury Department, contains the substance of the Act of Congress relative to this matter.

It is required by Act of March 3, 1817, that the register or other documents in lieu thereof, together with the clearance and other papers granted by the officers of the customs to any foreign vessel at the port of departure for the United States, shall before entry in any port of the United States, be produced to the Collector with whom such entry is to be made; and the master or commander of such foreign vessel is required within forty-eight hours after such entry, to deposit the said papers with the Consul or Vice Consul of the nation to which the said vessel belongs, and to deliver to the Collector the certificate of that officer, that the papers have been so deposited. For the failure to comply with this regulation, the master or commander of the vessel so offending is, on due conviction thereof, in a court of competent jurisdiction, subject to a fine of not less than five hundred, nor more than two thousand dollars.

The papers thus lodged with the Consul, cannot be returned to the master or commander of the vessel, until the production by him to the Consul of a clearance in due form from the Collector of the port where the vessel has been entered; and any Consul offending against this regulation, on conviction thereof before the Supreme Court of the United States, is subject to a fine at its discretion, of not less than five hundred, nor more than five thousand dollars.

The course of procedure upon the entrance and clearance at this port, of british vessels, is stated in the enclosed copy of a letter addressed by me, on the 20th December, to Mr. Harvey, the Commissioner appointed by the Government of Nova Scotia to obtain information on this subject, to which I beg leave to refer; I beg to observe in reply to Mr. Harvey's report, which forms one of the enclosures in Mr. Murray's despatch, that the certificates appended thereto, are not exactly according to the form of those used in the Consulate, of which I herewith enclose copies.

The fee of five shillings for certificate of entry, and that of two shillings and six pence for registration thereof, do not appear to be disputed. They are levied for services required, as well by the parties paying for them, as under local regulations.

The like fees on the clearance of vessels, are levied for services impliedly, if not actually required by the parties interested.

A consideration of the terms of the Act of Congress will, I think, shew that these services are necessary for the protection, as well of the master as of the Consul, and in order to a satisfactory compliance with the exigencies of the law. It is argued that the certificate from the collector of customs is all that is required to enable the master to proceed to sea, but this is not so; he must produce and exhibit such certificate to the Consul, and of this proceeding it is incumbent on the Consul to make a public act, by recording it in the first place. It is in the next place, for the protection of the master, that the Consul should grant a certificate, or other documentary proof under his official seal, of the production and exhibition to him of the Collector's certificate of clearance. Suppose the master by any means to obtain his register and ship's papers, without having produced the Collector's certificate to the Consul, the master is, in such case guilty of a misdemeanor. Hence the utility of attaching to the Collector's clearance a certificate of the production thereof to the Consul, and of the master's compliance with the laws. The necessity of being furnished with such evidence may frequently arise, both before and after the departure of vessels, and especially in the present circumstances of this country, where so much vigilance is exercised in reference to foreign vessels, and where they are liable to be overhauled at sea by armed vessels of the United States.

On the other hand, the Consul is subject to a heavy penalty if he delivers the register and other papers of the ship to the master, without the production and exhibition of the Collector's clearance. It is necessary he should retain, and be able to produce, when called upon, satisfactory evidence of this fact. He consequently keeps a record of the transaction and of the

certificate granted by him to the master. The proper course, indeed, would be for the consul to retain the collector's certificate and grant only his own to the master. In any event he must be prepared to prove, not merely the issue of the collector's certificate, but the actual production thereof to the consul.

Now these services are all rendered necessary by force of the Law regulating the entry and clearance of vessels; and it cannot reasonably be contended that the fees leviable in respect of such services are not legally incident on the masters and owners. I found that these fees had long been levied before my appointment to this consulate, and considering them to be legally leviable, I have not felt myself at liberty without positive instructions from Her Majesty's Government to remit any portion of them.

I may add here, that as I have no immediate pecuniary interest in these fees, I have deemed it proper, in pursuance of the instructions contained in Mr. Murray's circular despatch of the 20th May, 1861, to levy the full amount of fifteen shillings on all vessels, whether under or over eighty tons burthen.

As I am not instructed to report on the expediency or in expediency of levying these fees, but am to confine myself to the question of their legality, I shall reserve for another occasion any remarks I may have to offer on that branch of the subject.

I have, &c.

(Signed) E. M. ARCHIBALD.

THE EARL RUSSEL, &c. &c. &c.

MR. CONSUL ARCHIBALD TO MR. HARVEY.

*H. B. M. Consulate, New York,
December 20th, 1860.*

DEAR SIR,—

In compliance with your request I enclose herein,—1st, statement of the amount of fees received at this consulate on vessels entering at this port from or clearing hence for ports in Nova Scotia during the year 1859; 2nd, do. do. for the year 1858; 3rd, do. do. on vessels entering from and clearing for ports in New Brunswick, Newfoundland, Prince Edward Island, and Canada during 1858 and 1859 respectively.

The records of the consulate during the years 1855, 1856, and 1857, prior to the time of my taking charge of it, do not enable me to furnish you with the required information for those years.

The fees collected for services rendered to British shipping are authorized and established by the Act of 6 Geo. 4 c. 87, and the order in council of May 1st, 1855. A copy of the tariff is in your possession. With reference to the fees for certificates of entry, clearance and registration, the legality of which, or a portion of which appears to be questioned, I beg to call your attention to the following extract from the United States revenue laws:

“It is required by Act of March 3, 1817, that the Registry or other document in lieu thereof, together with the clearance and other papers granted by the officers of the Customs to any Foreign Vessels at the port of departure for the United States, shall, before entry in any part of the United States, be produced to the Collector, with whom such entry is to be made, and the Master or Commander of such foreign vessel is required within forty-eight hours after such entry to deposit the said papers with the consul or the vice-consul of the nation to which the vessel belongs, and to deliver to the Collector the certificate of that officer, that the papers have been so deposited. For a failure to comply with this Regulation the Master or Commander of the vessel so offending is, on due conviction thereof, before a court of competent jurisdiction, subject to a fine of not less than five hundred or more than two thousand dollars.

“The papers thus lodged with the consul cannot be returned to the Mas-

“ter or Commander of the vessel until the production by him to the consul
“of a clearance in due form from the collector of the port where the vessel
“has been entered, and any consul offending against this regulation, on
“conviction thereof before the Supreme Court of the United States, is sub-
“ject to a fine, at its discretion, of not less than five hundred, nor more than
“five thousand dollars.”

The practice is, that the master of a British vessel arriving at this port, comes first to the consulate, and deposits not only the documents required by the Merchant Shipping Act, but also, in compliance with the law above quoted, the ship's register.

The consul thereupon, after examination of the register and papers, recording an abstract of their contents, with the particulars of the voyage, &c., issues a certificate under his seal in the form A. hereunto annexed. This certificate is the only evidence of the nationality and privileges of the vessels which the customs authorities accept, and for the correctness of which the consul is held responsible. For the certificate and seal, a fee of five shillings is charged, and for the registration of it and of the abstract of the vessel's register, &c., the fee of two shillings and sixpence is also charged. - Again, when the master is ready for sea, and in compliance with the law, produces the clearance from the collector, the consul issues thereupon to the master a certificate in the form B., hereto appended, to the effect that the master has produced such clearance, or in other words, has entered and cleared his vessel according to the laws and in conformity with the regulations of the consulate. The consul makes a registration of this certificate, as well as of the contents of the customs clearance and of the statistics required by the Board of Trade. For this certificate and seal, usually called a certificate of clearance, and registration, the like fees of five shillings, and two shillings and sixpence, respectively, are levied. It is incumbent on the consul, not more for his own protection than for that of the master and the owners of the vessel, to perform those consular acts and furnish legal evidence of a compliance with the requirements of the law. For this purpose a consular certificate is attached to the customs clearance under the consular seal.

I learn from my predecessor, Mr. Barclay, that these fees have been levied for a long period of years, and were collected before the time of his appointment. In short, the rate of fee is fixed by the tariff, the services to be rendered are made necessary by the laws of the United States.

I am, &c.

(Signed)

E. M. ARCHIBALD.

JOHN HARVEY, Esq.

(A.)

Her Britannic Majesty's Consulate, New York.

I certify that _____ Master of the
 British _____ from
 hath deposited at this Office the certificate of her Registry, and other docu-
 ments required, and that she is a *bona fide* British vessel, entitled to all the
 rights and privileges secured to her as such by existing Treaty stipulations
 between Great Britain and the United States.

Given under my hand this _____ day of _____ 18 _____

*Consul.**To the collector of the Port of New York.*

[Seal]

Cleared _____ of

For

Cargo

Value, \$

Deserted

Shipped

Left in Hospital

Wages due, \$

_____ day of _____ 18 _____

of

Master

Owner

From

Consignees

Cargo

No. crew

Passengers

Tonnage

Invoice value of cargo, \$

(B.)

Her Britannic Majesty's Consulate, New York.

I, Edward Mortimer Archibald, Esq., Her Majesty's Consul, Do hereby certify, That

Master of the
of
hath entered and
cleared the said vessel according to Law, and in conformity with the regulations of this Consulate.

In testimony whereof, I do hereunto set my
Hand and Seal of Office at the City of
New York, this day of
 in the year of Our Lord
One thousand eight hundred and sixty

[Seal]



APPENDIX No. 6.

PROVINCIAL HOSPITAL FOR THE INSANE.

Fourth Annual Report of the Medical Superintendent.

To the Commissioners of the Board of Public Works.

GENTLEMEN :

The customary Annual Report is herewith respectfully submitted.

On the first of January of the present year we had ninety-five patients under care. During the past twelve months sixty have been admitted and thirty-eight discharged, leaving one hundred and seventeen now resident.

One hundred and fifty-five have been under treatment during the year.

Since the opening of the Hospital the entire number admitted has been one hundred and ninety-three. The whole number discharged in these three years has been seventy-six, of whom thirty-seven were "restored"—twenty-four males and thirteen females; twenty-five were more or less "improved"—seventeen males and eight females—and fourteen have "died"—six males and eight females.

The average daily number for the year was one hundred and five.

TABLE

Showing the number admitted and discharged monthly for the past three years.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Males.	Females.	Total.
Admitted.....	18	13	2	5	4	9	3	4	7	0	5	0	39	31	70
Discharged	1	0	1	2	1	2	0	1	0	3	3	1	11	4	15
Remaining.....	17	30	31	34	37	44	47	50	57	54	56	55	28	27	55
Admitted.....	1	1	3	6	6	7	7	1	8	4	12	7	32	31	63
Discharged	2	2	0	1	2	1	2	2	4	3	2	2	15	8	23
Remaining.....	54	53	56	61	65	74	76	75	79	80	90	95	45	50	95
Admitted.....	1	4	1	3	8	9	4	7	9	6	5	3	38	22	60
Discharged	3	1	2	3	2	4	3	5	6	5	1	3	21	17	38
Remaining.....	93	96	95	95	101	106	107	109	112	113	117	117	62	55	117

Should the applications for admission continue as heretofore to exceed the number discharged in the ratio of five to three, (nearly), it will not be prac-

ticable much longer to accede to them for want of room. Our available space is now nearly all occupied, and any considerable increase in our numbers would crowd the Hospital beyond its capacity to afford either comfortable or healthful accommodation.

Under these circumstances it becomes a matter for serious consideration what is best to be done. Barely one-half of the building is yet constructed, and the period has now arrived when it should be extended in accordance with the original design. The plan accompanying this report shows at a glance, the portion of the Hospital still unbuilt.

Even if the North wing be at once proceeded with, the time requisite for its completion will be little short of two years, and long before that, the building will be overcrowded.

According to the Census of 1861, there are in Nova Scotia, three hundred and forty insane persons; or rather more than one in a thousand of the entire population. Of this number two hundred and twenty-three (or nearly two-thirds of the whole) remain without the advantages of Hospital care, many of them wandering about even at this inclement season—others confined mercilessly—and all so situated as to demand our warmest sympathy. The condition of these two hundred helpless and irresponsible beings ought to stimulate every one to urge the completion of the building provided for this class of our fellow-countrymen.

In the mean while, during the progress of this extension of the Hospital, it will be not only desirable, but necessary, to limit the admissions strictly to that class alone for whose benefit the institution was founded. It is evident that a costly building, designed solely for the insane, is not requisite for the idiotic and imbecile, many of whom are now resident here. The very name of "Hospital for the Insane," implies that it is intended as a place for the cure of insanity, and not merely an Asylum of refuge.

AGES OF PATIENTS.

The alleged ages of those admitted this year are as follows :

Seven years	1	From 50 to 60.....	4
From 10 to 20.....	3	“ 60 to 70.....	2
“ 20 to 30.....	16	“ 70 to 80.....	2
“ 30 to 40.....	18	Unknown	1
“ 40 to 50.....	13		
		Total.....	60

RESIDENCE.

The place of residence, as stated on admission, was :

Halifax, City or County.....	19	Richmond County.....	2
Colchester County.....	1	Annapolis.....“.....	2
Hants.....“.....	2	Victoria.....“.....	1
Lunenburg.....“.....	1	New Brunswick.....	1
Cape Breton.....“.....	5	United States.....	2
Pictou.....“.....	4	Germany.....	1
Cumberland.....“.....	4	Prince Edward Island.....	2
Queen's.....“.....	3	H. M. Service Military.....	2
Sydney.....“.....	2	“ “ Naval.....	3
Inverness.....“.....	1	Unknown.....	1
Guysboro'.....“.....	1		
		Total.....	60

Since the opening of the Institution, each County in the Province has shared its advantages. Halifax has in this as in former years, sent an undue proportion of inmates compared with its population. This is owing partly to the circumstance that the insane who are transient paupers, find their way very generally to the Metropolitan County, but more especially

to the proximity to the Hospital, rendering their admission less inconvenient than from the more remote districts.

Owing to a recent Act of the Legislature constituting one year's residence in any locality a legal settlement, the number of insane poor chargeable upon this county is very large, and has led to a remonstrance on the part of the authorities as to the consequent increase of county taxation. This is, however, far less an evil than the neglect of the insane which prevailed until within the past two or three years; and if the rate payers have a correct idea of the pecuniary side of the question, they will readily perceive that the sooner their insane are committed to Hospital the less will be the expense attending them. Of the twenty discharged "restored" within the past year, nineteen were less than a twelve-month, and a large majority less than six months insane, at the time of their admission.

The suggestion anticipated in the Report for 1859 that the expense of all the pauper and indigent insane should be chargeable upon the Provincial Treasury, has at last been made in a tangible form; but it is worthy of the consideration of the Legislature whether they will adopt in Nova Scotia a system which has been tried and abandoned elsewhere.

The idea that the Province should maintain its own insane, appears at first sight, plausible enough; but, on looking calmly at the matter, it will be quite apparent, that in providing this noble Hospital, the Legislature has worthily acquitted itself of the duty devolving upon it; while the several Counties which enjoy the advantages of the Institution, are merely called upon to pay in proportion as they avail themselves of its benefits.

Should the Province at any time assume the entire expense, Halifax, which now requests the alteration, would be the chief gainer, and the insane from the distant Counties would gradually be excluded from the Institution. In this County alone there were on the 30th of March, 1861, one hundred and twenty-six lunatics and idiots, being more than sufficient to fill the Hospital, to the manifest disadvantage of all other parts of the Province.

Not only would this result be likely to follow eventually such a change as is now sought for; but another and by no means a desirable consequence would be, the crowding of the Hospital to an injurious extent. It would in effect be offering a bonus not only to the several Counties, enabling them to avoid the expense of maintaining such of their insane poor as they could send here, but it would equally relieve the independent and even the wealthier classes from the cost of supporting their friends in the Institution.

Once admit the principle that the Province supports any others than the transient poor, and it will be difficult, indeed, to draw a line which will exempt the indigent, without also relieving such of their neighbors as are in more affluent circumstances. So long as the present law is in operation, no such inequality is likely to occur. The authorities in each County are capable of discriminating between the rich and the poor, especially when their own interests require them to draw the line of demarcation.

CIVIL CONDITION.

Males—Married, 12; Single, 22; Widower, 1; Unkown, 338.
Females—Married, 10; Single, 9; Widows, 3.....22.

Under the head of "married" in this, as in many similar returns, are included those who have been deserted by their respective partners; which desertion may, in no small proportion of cases, have been one of the causes of insanity.

FORMER OCCUPATION.

Males.

6 had been Farmers,	6 had been Labourers,
4 “ Gentlemen,	3 “ Sailors,
2 “ Soldiers,	2 “ Marines,
1 “ Pensioner,	1 “ Merchant,
1 “ Physician,	1 “ Medical Student,
1 “ Teacher,	1 “ Stage Driver,
1 “ Miner,	1 “ Tailor,
1 “ Fisherman,	1 “ Barber,

Females.

3 had been Farmers' Wives,	3 had been House Servants,
1 “ a Farmer's Daughter,	1 “ a Lady's Maid,
1 “ a Barrister's Daughter,	1 “ a Sailor's Wife,
1 “ a Minister's Daughter,	1 “ a Merchant's Wife,
1 “ a Dressmaker,	1 “ a Tanner's Wife.

Several of the patients of both sexes had either no occupation, or if any we were unable to ascertain it.

A fair proportion of the wealthier classes continue to avail themselves of the Hospital for the care and cure of their friends. The money hitherto sent abroad to maintain this class of patients in foreign institutions, is now expended within our own borders—the great majority of those belonging to this Province who were formerly in other Hospitals being now placed with us.

The number of our paying patients from a remote distance has been increased, through the recommendation of Professor Acland of Oxford, alluded to in last year's Report.

ABSENT ON TRIAL.

In accordance with a practice pursued in other institutions of this class, I have advocated the preliminary removal for a short period, on trial, of those who have apparently recovered. During the past year this plan has been resorted to in several cases, and at the date of this report one of the patients is absent on leave, preparatory to his final discharge.

Relapses now and then unexpectedly occur, and some who are to all appearance well, are unequal to the excitement following their return to home and friends. By availing themselves of a conditional discharge, all the formalities and delays of a new admission—as well as the expense attending it—are obviated, should such re-admission become necessary.

It is only where patients reside, or are willing to remain, within a reasonable proximity to the Hospital, that this plan is advisable. The Superintendent has thus an opportunity of judging as to the fitness of his patient to engage once more in the active duties of life—and once assured of this, he is enabled to recommend a discharge, in cases where he would often deem it the safer plan to advise a prolonged residence in the Hospital.

DISCHARGED.

In the past year thirty-eight have been discharged, of whom twenty are “recovered” (eleven males and nine females) eight are more or less “improved” (seven males and one female), and ten have “died” (three males and seven females.)

The number of discharges (thirty-eight) equals those for both the preceding years (fifteen and twenty-three.) As was formerly the case, the males outnumber the females. This is partly to be attributed to the reluctance to remove female patients subject to recurrent attacks, while men

liable to them are generally discharged when their convalescence is once established.

Of those "recovered" all but one were brought to Hospital within a twelve-month of the date of their present attack. The exceptional case who was represented to have been two and a-half years insane, had lucid intervals of variable duration.

The recoveries for the past year, (twenty) exceed in number those of the two previous years together, (eight, and nine); and in only one instance of those discharged this year, a case of a fourth attack, has a relapse occurred.

The cases recorded "improved" or stationary, were, for the most part, removed against the remonstrance of the Superintendent—the greater number for pecuniary reasons, and others to be transferred to a Naval Asylum in England to which they had a right of admission.

Of the deaths, one occurred by suicide, notwithstanding that great vigilance had been used, and every precaution taken to guard against it. This case was reported in detail at the time of its occurrence. One died from Epilepsy complicated with Phthisis.

One, aged seventy-three, died twelve days after admission, from exhaustion consequent upon loss of rest, and removal from a distant part of the country. One died from Phthisis. One death occurred (in a female) from general paralysis. This patient had led a dissolute life, and had been an inmate of other Hospitals. The characteristic optimism was wanting in this instance.

One male and four females died from marasmus, and prostration from chronic mania. These had been resident here from one, to two and a-half years. All five had been for a long time insane, (one upwards of twenty years), and had been inmates of other institutions, for a longer or shorter period.

PREMATURE REMOVALS.

In the Report for 1859 allusion was made at some length to the great impatience often manifested on the part of friends in not allowing their relatives to remain in the Institution long enough to test fairly its advantages. As was to have been expected, the result has been the re-commitment in several instances of those so unadvisedly removed, and unfortunately with their prospects of recovery seriously diminished.

I would again urge upon all who have friends here, not to look for a very speedy restoration in a serious disease often of long standing. To the Medical Profession I would once more appeal on this subject, as by their advice on such matters, the majority of people are willing to be guided.

Unless in cases of recent occurrence, a year's residence in Hospital ought to be anticipated and provided for, and in many instances a far longer period will elapse before improvement, much less recovery, takes place.

And when amendment begins, when there is a well marked change for the better, let not the anxiety of friends to have the convalescents under their own more immediate care, induce them to peril the recovery, as is sometimes incautiously done, by taking them away at this critical period.

VISITS OF FRIENDS OF PATIENTS.

This subject, like the last, has been alluded to before, but its importance warrants a repetition of the caution and advice then tendered.

A mistaken kindness not unfrequently leads to a succession of visits, most injurious in their results. This practice is apt to cause a continued state of homesickness by no means favorable to recovery—and leads to remonstrances on the part of the Superintendent which are sometimes not very well received.

It is for the interest of the Institution, and always gratifying to the officers in charge of it, that the most ample opportunity should be afforded for public inspection. Two days are set apart weekly for this object, and

to persons from a distance the Hospital is open every day. These are not the visits against which we offer our remonstrance—neither do we object to the frequent admission of the friends of those patients whose malady is chronic—these visits are often advisable and are encouraged accordingly.

The interviews between the excitable patients and their immediate friends, is what does so much harm to the former, especially within a few weeks or a month or two after admission, and still more so when convalescence is just beginning. The irritability, the restlessness and the despondency following such untimely interviews are unknown to, and scarcely credited by the friends, who seem to think their former intimacy would surely obviate all harm. Many a wet pillow and sleepless night, many a dull and dreary day, and many a bitter pang of separation, do these ill-advised visits give rise to. It is not too much to say that they sometimes seriously retard recovery, and not unfrequently cause a relapse.

ELOPEMENTS.

This year the attempts at elopement have been numerous, but, in no instance, has the missing patient eluded our search. One was retained at home by his parents, who considered him sufficiently restored to be left under their care.

Another was absent for several days, last summer, before he could be traced to his destination. He made his escape during the night, and no clue could be had for some time as to the route he had taken. When at last our search (which was aided by his friends) proved effectual, he was found not to have wandered very far. He had not walked for eighteen months before, but this ramble proved to us that he was capable of locomotion, and he now enjoys an occasional walk in the garden.

NON-RESTRAINT.

In order to carry out effectually the modern and humane system of non-restraint, so ably advocated by Dr. Conolly, we have aimed from the first to engage the services of active, cheerful and trustworthy attendants, and have instructed them in their arduous and responsible duties.

In one instance, reported two years ago, we combated the determined self-injury of a patient who had a habit of beating his head with increasing violence against the wall. We fitted up for this man a "padded room," by means of which he has enjoyed a freedom of motion, and an amount of liberty, which could in no other way be accorded to him.

Cases of extreme destructiveness occasionally arise, setting all ordinary care utterly at defiance. One such we had recently, where the constant presence by day and by night of one, generally of two, and often of three attendants, was insufficient to prevent the destruction of property, and the serious disturbance of the other patients. This propensity was at last overcome by continued kindness, and by a determined refusal to sanction the application of any restraining apparatus.

There is on this continent, owing probably to atmospheric influences, a degree of excitability and resistance to all authority, happily unknown in Great Britain. Hence we have a larger proportionate number of noisy and turbulent patients; and greater difficulty in carrying out this benevolent and enlightened plan of treatment.

NIGHT WATCHING.

Guarded as we are at every point against fire, first by the character of the building, which is to a great extent fire-proof; secondly, by the distance of our steam-heating apparatus from the Hospital, a system of heating which is particularly free from danger, and thirdly, by our ample supply of hose, both internally and externally, and our excellent and unfailing head of water; we have the less occasion to take further precautionary measures on this score.

The necessity for night attendance on the sick and on the restless patients, as well on those of careless habits, renders it desirable to concentrate the night watching upon these particular classes. In large institutions, night nurses are advantageously employed, who have no duties by day, but in many Hospitals, a system of alternate night watching by the attendants, aided occasionally by kind-hearted patients, is found very effectual.

In this institution, when occasion required, we have resorted to the rotation system, and until we have a greater number on the sick list, rendering it advisable to open a special dormitory or an infirmary, we see no need of resorting to any other plan.

An unexpected and highly valued correspondence with one of the Commissioners in Lunacy for Scotland, gave opportunity for enquiry on this and kindred matters, and has confirmed us in the opinion previously entertained.

OCCUPATION.

The employment of the male patients in farm work and gardening, and of the females in sewing, knitting, and general household work, has conduced not only to their continued happiness and contentment, but has obviated the necessity for increased expenditure for hired labour.

The industrious patients are encouraged by small gratuities, but it is not in our power to carry out this principle to the extent its importance deserves.

It would be only just and fair to recompense the labour of the quiet industrious patients, either by periodical money payments, or by allowing their earnings to accumulate and paying them the interest of this sum annually, should they become able to leave the Hospital.

I have advocated this in a previous report, and am convinced that, within certain restrictions, it could be so carried out as to be advantageous to the Hospital and beneficial to the patients.

RECREATION.

The greatest evil of Hospital life is monotony, and in order to counteract this an occasional change is essentially necessary. Attendants and patients alike require it, and so far from interfering with the daily work of the establishment, an entertainment now and then, promotes cheerfulness and encourages industry.

Excursions to the country in summer, sleigh drives in winter, visits to interesting exhibitions in the city, occasionally, and attendance at the village church on Sundays, have during the past year relieved the tedium of daily routine.

Without involving the establishment in any additional expense, these and other means have been resorted to with the happiest results.

In a previous report, published only in the Journals of Assembly for 1860, a statement was submitted in reference to a "Recreation Fund." Noticing the effect of music upon the Insane, an attempt was made by private individuals to raise by subscription a sum sufficient to purchase a Piano Forte.

Several donations were made, when Edward Binney, Esq., with his characteristic liberality, presented the Institution with a very handsome Rosewood, semi-grand, London instrument. So far from checking the subscription, this served as a stimulus to the collectors, who in a very few days obtained the handsome sum of about three hundred dollars.

This was in part laid out for various means of diversion for the patients, as stated in detail in the report above named, and as shown in an account hereto annexed. The sum remaining was deposited in the Bank of British North America, with the intention, as then stated, of ultimately buying an organ for our Chapel.

An opportunity of realising this wish presented itself recently and was at once taken advantage of. An instrument, admirably answering our purpose, was bought in Truro, for the moderate sum of one hundred and sixty dollars, and is now in use weekly in the Hall devoted to our Sunday Services.

OPENING OF THE NEW WING.

The South Wing of the Hospital, intended for the excited class of male patients, was first occupied on the 27th May last. Advantage was taken of this opportunity to paint and refit the ward previously occupied by these men.

This ward, intended for the convalescent and orderly class, had, from necessity, been relinquished for nearly three years to those of an opposite grade, and consequently a thorough renovation became necessary. When this was done four wards were devoted to the male and four to the female patients, affording a better means of classification than had previously been attainable.

The new wing is only two stories in height, and completes the south half of the building. The apartments, designed for the most violent patients, are so constructed as to be secure from injury and yet are finished to all appearance like ordinary rooms. They differ chiefly from the other single dormitories in being larger in size and in having a side light near the door for the double purpose of ventilation and inspection. This unglazed window, with an ornamental iron facing, is provided with a sliding oak shutter.

To Dr. Tyler, formerly of Concord, N. H., now Superintendent of the McLean Asylum, Boston, Mass., we are indebted for valuable practical hints regarding these rooms.

Dr. H. H. Stabb, Superintendent of the Newfoundland Asylum kindly furnished us with a pattern iron window sash, and for the apartments named, these are admirably adapted. They are built into the brick work, the upper half is double, the glazed portion of the sash being hinged at the top, and opening outwards. A strong wire guard of ornamental pattern protects the glass from injury. A sliding shutter of boiler-plate is concealed in the wall, and is controlled by a key in the corridor.

These rooms have oak doors of double thickness, which, being painted to correspond with the other wood work, have all the appearance of ordinary dwelling-house doors. Instead of bolts we have extra locks to be used when required. By these means, without anything of a prison aspect, we have the security desirable for certain cases, fortunately very limited in number.

The other arrangements of the South Wing are deserving of notice.

The flooring is of Pitch Pine from Florida, of narrow width—grooved and tongued, and secret nailed. All the floors are deafened.

The windows (except in the rooms already alluded to) have cast-iron sash bars in an outer sash of oak. These rise and fall about five inches, the upper and lower sashes balancing each other. The squares of glass are six inches by eighteen and throughout the lower hall are protected by ornamental window guards of heavy wire work. The window jambs are splayed and rounded off, the plastering finishing into a groove in the sash frame. The door jambs are finished to correspond. By this a large amount of wood work and painting is saved, while the appearance of the halls is greatly improved.

A space is left between the external walls and the plastering, preventing the absorption of moisture, so troublesome in the sections of the Hospital first built. Instead of ordinary plastering the walls are finished with cement, so that the most mischievous patients find it impracticable to make any impression.

The dining-rooms are large and centrally situated. Each has its china closet and dumb waiter.

A drying closet is provided on each story. Hose are kept in readiness in each ward in the event of fire.

The bath tubs are of cast-iron, painted, and are supplied at the bottom. Hot and cold water, for bathing purposes, is always available. The water closets are flushed by opening the door. The heating is by steam, and in every way satisfactory. Our standard of temperature is 63°. The coils of steam-pipe give off their heat in a large chamber immediately under the corridors. A flue from this chamber leads to every room, and opens about fifteen inches from the floor. Each room has also its ventilating flue near the ceiling leading to the attic, where an Emerson's ventilator, three feet in diameter, is always open.

The ventilating fan will eventually be connected with these distant chambers, so as to enable us to regulate the admission of air as may be required.

The halls are lighted with gas made on the premises from Cannel coal.

The furniture is neat and very strong. Wooden bedsteads alone are used, being far cheaper than iron—stronger, if anything, and of much better appearance, while they are no more liable to vermin. The settees, corresponding in design with the bedsteads, are very heavy, and divided into compartments, so that they cannot be used as lounges, nor can the patients crowd each other.

In the lower hall all the furniture is of birch, painted imitation oak; in the upper, imitation walnut.

One division of each hall has rooms on one side only, forming the pleasantest corridors in the building.

ACKNOWLEDGEMENTS.

The kindness of individuals, the sympathy of the public, and the encouragement of friends, are once more most thankfully recorded.

Not only to the Superintendent, but to the employees in general, is this continued and undiminished interest in the welfare of the patients most acceptable and gratifying. Whatever conduces to the well-being of any of the inmates, encourages and stimulates to renewed exertion all those who are devoted to the Institution.

To the clergymen of different denominations, who have conducted our Sunday afternoon services, we return our best thanks. Being without an appointed chaplain, we are favoured with the attendance of Episcopal, Baptist, Presbyterian, and Wesleyan ministers, in rotation, and about three-fourths of the patients join regularly in the services. Those who belong to the Roman Catholic Church attend their own chapel weekly at Dartmouth.

His Excellency the Earl of Mulgrave and Lady Mulgrave have continued to manifest their warm interest in the Institution by appropriate donations to the industrious patients, and by not unfrequent visits. Distinguished strangers have, on several occasions, accompanied them, and the leading characteristics of the Hospital have always received their very favorable notice.

We are indebted to the Provincial Government for four hives of bees.

"So work the honey bees,
Creatures, that by a rule in Nature, teach
The art of order to a peopled kingdom."

The Hon'ble W. A. Black kindly sent a large number of flower roots and bulbs for the garden. To Miss Mott, G. A. S. Crichton, Esq., and F. LeBlanc, Esq., we are under obligations for similar favours.

The Honble. Financial Secretary, Hon. Judge Wilmot, Revd. R. Murray, Alexander James, Esq., and Messrs. Crosskill & Burinot, have generously added to the stock of books in our Library.

Messrs. A. & W. McKinlay presented one of their recently published maps of Nova Scotia. John Naylor, Esq., sent us flower roots for the garden, and a large foot-ball.

Our anonymous lady friend, who last year presented us with the billiard table, has recently made us an acceptable donation of painted wooden ware.

J. Longard, Esq., gave a handsome jet, (Prince of Wales' pattern), for our fountain.

To S. Caldwell, Esq., we are indebted for a quantity of matting.

To Mrs. H. Y. Mott we are under renewed obligations for frequent donations of fruit for the patients, on the occasion of their evening parties; to Mrs. Charles F. Mott for similar delicacies; and to Miss Willis for a large box of artificial flowers and ribbons.

F. Passow, Esq., has continued to favour us with his most interesting readings.

During the summer, Captain the Honble. F. Egerton, very considerably sent the excellent band of the "Saint George," to discourse sweet music on the grounds.

J. P. Hagarty, Esq., and friends have kindly repeated their enlivening concerts on several occasions. Miss Albro and friends devoted an afternoon to the entertainment of the patients. Miss Kate Reignolds and Madame Anna Bishop, each favored us with a concert—the latter accompanied by Mr. Sedgwick's admirable performance on the concertina. Mr. Jacobs and Mr. Mignowitz have more than once placed us under similar obligations.

The Band of Hope, under the guidance of R. M. Barratt, Esq., gave us two excellent entertainments, consisting of dialogues, recitations, and singing.

Professor Anderson generously gave free tickets to his entertainments to a number of the patients, about thirty of whom attended at the Temperance Hall.

A restored patient, upon his recovery, invited a party of about fifteen, to an afternoon's excursion on the Truro road, and provided refreshments for them at their journey's end. This was one of the most pleasing events of the year, and is gratefully alluded to.

The publishers of the following papers continue to send gratuitously and regularly: the "Provincial Wesleyan," the "Presbyterian Witness;" the "Acadian Recorder;" the "Halifax Reporter;" the "Morning Journal;" the "British Colonist;" the "Christian Messenger;" the "Church Record;" the "Eastern Chronicle;" the "Morning Chronicle;" the "Halifax Sun," and to these have been added, during the year, the "Yarmouth Tribune," and the "Abstainer," and occasional numbers of the "Antigonish Casket."

For these kind favours we tender our warmest acknowledgements.

REQUIREMENTS.

Our wants are not very numerous. We need an airing court for males, and a sun shade on the grounds for the female patients. Our wharf requires enlargement and repairs. The coal pits need covering in. An additional tank is wanted for hot water. In the portion of the Hospital first built, the plastering was injudiciously laid upon the brick walls without any intervening space. The consequence has been that on every side we have large patches falling off wherever the moisture penetrates. This has become so general as to need early attention and thorough repair. Whether it may not be both desirable and necessary to coat the entire Hospital with cement, I leave for others to determine.

CONCLUSION.

The foregoing report is less minute in many of its details than if written for professional eyes alone. The limited number yet under care, but especially the uncertainty attending the particulars in reference to many of the patients has deterred the writer from tabulating to the extent he would otherwise have done. Statistics, to be of any value, must be reliable, and since the accounts of friends, in many instances, have been found entirely inaccurate, it was deemed judicious to omit such uncertain information altogether.

The want of an uniform system is another reason why this, as well as

other reports, are of less professional value than they would otherwise be. This desideratum is felt in Great Britain as well as in the Colonies, and no less in the States of America.

The more general interchange of Hospital reports, between this continent and Great Britain, is very desirable. I append a statement of those received during the year, and shall be happy to be favoured with an increased number, and will gladly reciprocate with all.

Before closing, I desire to bear record to the faithfulness of the attendants and employees in general, who have continued to devote themselves assiduously to their respective duties.

And now committing the Hospital and all within it to the fostering care of Him who has hitherto given it His blessing, I look forward with renewed hope upon the coming year.

JAMES R. DEWOLF, M. D., Edin.,
Superintendent.

Cost of the Principal Items of Provisions for the year 1861, compiled from Quarterly Returns.

	JANUARY QUARTER.		APRIL QUARTER.		JULY QUARTER.		OCTOBER QUARTER.	
Flour.....	lbs.....	41.....\$287 00	39.....\$273 00	45.....\$315 00	52.....\$364 00			
Butter.....	lbs.....	542.....97 56	498.....89 64	522.....93 96	528.....95 04			
Tea.....	lbs.....	212.....91 16	224.....96 32	248.....106 64	261.....112 23			
Brown Sugar.....	lbs.....	616.....55 00	630.....56 25	661.....59 01	740.....66 07			
White Sugar.....	lbs.....	74.....9 25	73.....9 12	89.....11 12	69.....8 63			
Coffee.....	lbs.....	73.....19 71	100.....27 00	89.....23 49	66.....17 82			
Chocolate.....	lbs.....	75.....16 50	78.....17 16	90.....19 80	93.....20 64			
Beef.....	lbs.....	5351.....310 54	6049.....371 95	5939.....344 67	5412.....314 00			
Pork.....	lbs.....	867.....57 80	792.....52 80	248.....16 51	1066.....71 07			
Mutton.....	lbs.....	254.....16 93	.....	282.....18 80	.....		
Veal.....	lbs.....	64.....4 27	187.....12 47	.....	.....	
Peas.....	lbs.....	80.....2 86	80.....2 86	.....	.....	
Molasses.....	gals.....	143.....52 42	188.....68 91	242.....88 72	279.....102 28			
Rice.....	lbs.....	432.....18 32	449.....19 03	436.....18 50	620.....26 29			
Barley.....	lbs.....	132.....6 60	196.....9 80	164.....8 20	296.....14 80			
Oatmeal.....	lbs.....	707.....22 09	660.....20 62	821.....25 66	1419.....44 34			
Cornmeal.....	lbs.....	1426.....30 56	1036.....22 20	1434.....30 73	1811.....38 81			
Fish (Dry).....	lbs.....	1521.....54 32	1507.....53 82	1642.....58 64	1762.....62 92			
Cheese*.....	lbs.....	60.....9 00	93.....15 81	95.....11 87	83.....10 37			
Crackers.....	lbs.....	80.....9 60	125.....15 00	116.....13 92	102.....12 24			
Apples*.....	bls.....	10.....27 00	.....	.....	6.....16 50	
Potatoes*.....	bush.....	196.....58 80	147.....90 25	182.....77 35	202.....74 73			
Vinegar.....	gals.....	20.....4 00	16.....3 20	21.....4 20	27.....5 40			
Salt.....	bush.....	8.....2 20	10.....2 75	10.....2 75	8.....2 20			
Onions.....	lbs.....	.....	490.....24 50	.....	290.....14 50	
		...\$1263 49	...\$1354 46	...\$1349 54	...\$1497 73			
		Total..\$5465 22						

Average daily number of patients 105,—being at the rate per annum, for provisions per patient, \$52 05c.

* The prices of these articles varied during the year.

Expenditure for Labour, as shown by the pay lists, also for Salaries, for the year 1861.

January.....	\$265 92	
February.....	265 59	
March.....	246 77	
Salaries.....	575 00	\$1353 28
April.....	243 49	
May.....	270 07	
June.....	275 77	
Salaries.....	575 00	1364 33
July.....	272 00	
August.....	279 02	
September.....	267 83	
Salaries.....	575 00	1393 85
October.....	284 15	
November.....	302 11	
December.....	299 58	
Salaries.....	575 00	1460 84
Total.....		\$5572 30

Return of Insane and Idiots, from Census Report, 1861.

Counties.	Returned by Enumerators.						In Hospital.			Total Insane and Idiots	Population.
	Insane.			Idiots.			M.	F.	Total.		
	M.	F.	Total.	M.	F.	Total.					
Halifax.....	25	20	54	14	6	20	21	31	52	126	49021
Colchester.....	11	9	20	5	12	17	3	4	7	44	20045
Cumberland.....	6	6	12	9	3	12	2		2	26	19533
Pictou.....	7	11	18	14	6	20	2	6	8	46	28785
Sydney.....	4	6	10	14	9	23		2	2	35	14871
Guysborough.....	4	4	8	7	5	12		1	1	21	12713
Inverness.....	3	11	14	14	12	26				40	19967
Richmond.....	7	6	13	11	12	23	1		1	37	12607
Victoria.....	3	2	5	5	6	11	1		1	17	9643
Cape Breton.....	12	4	16	8	5	13				29	20866
Hants.....	6	3	9	10	8	18	3	1	4	31	17460
Kings.....	8	6	14	15	12	27	2	1	3	44	18731
Annapolis.....	9	5	14	9	2	11	2		2	27	16753
Digby.....	6	8	14	11	12	23	2		2	39	14751
Yarmouth.....	4	2	6	13	14	27	2		2	35	15446
Shelburne.....		4	4	6	2	8				12	10668
Queen's.....	2	1	3	3	1	4	2	2	4	11	9365
Lunenburg.....	4	7	11	10	12	22		1	1	34	19632
Non Resident.....							2	1	3	3	
Total.....			245			317			95	657	330857

“The number of Lunatics returned shows that this class of unfortunates, during the last decade, has increased in a greater ratio than the population. In 1851, there were 166, being only 1 in 1660 of the whole population; while the returns for 1861, show 340, including those in the Hospital for the Insane, being 1 in 970 of the population. It is difficult to account for this disparity, otherwise than by supposing that they were not all returned in 1851. The number of Idiots does not exhibit a like proportionate increase with that of Lunatics. There were 299 Idiots returned in 1851, and 317 in the present Census. Probably some who were returned in 1851 as Idiots, are now returned as Lunatics.”

REPORTS, &c., RECEIVED.

- Aberdeen, Royal Asylum for the Insane, annual report to 31st December, 1860, pp. 26. By Robert Jamieson, M. D., Medical Superintendent.
- Belfast District Hospital for the Insane, report to 31st March, 1861, pp. 46. By Robert Stewart, M. D., Resident Physician, Superintendent.
- Butler Hospital for the Insane, Providence, Rhode Island, U. S., report for 1860, pp. 44. By Isaac Ray, M. D., Superintendent and Physician.
- Committee, Select Parliamentary, report on Lunatics, with appendix, &c., London, 27th July, 1860.
- Commissioners in Lunacy, reports to the Lord Chancellor, 1844 to 1860, 12 volumes.
- Commissioners in Lunacy for Scotland reports, first and second, of General Board, Edinburgh. 1859, 1860.
- Cottage Asylums, pp. 32. By W. A. F. Brown, M. D., Commissioner in Lunacy for Scotland. 1861.
- Colney Hatch London, County Middlesex Lunatic Asylum, report, January, 1858. pp. 194. D. F. Tyerman, M. D., and W. G. Marshall, M. D., Medical Superintendents.
- Commissioners (Her Majesty's), report on Lunatic Asylums in Scotland and appendix, Edinburgh. 1857.
- Commissioners on Lunatic Asylums in Ireland, report, parts 1 and 2, Dublin. 1858.
- District, Local, and Private Lunatic Asylums, Ireland, report of Inspector General, Dublin. 1844 to 1859. 8 vols.
- Endemic Degeneration, pp. 15. By W. A. F. Brown, M. D., Commissioner in Lunacy for Scotland. 1861.
- Edinburgh Royal Asylum for the Insane, report for the year 1860, pp. 40. By David Skae, M. D., Resident Physician.
- Hartford (Conn.), Retreat for the Insane, thirty-seventh annual report, April, 1861. pp. 38. By John S. Butler, M. D., Physician and Supt.
- Hamilton County (Ohio, U. S.) Lunatic Asylum, report for 1859, pp. 17. By William Mount, M. D., Superintendent.
- Illinois State Hospital for the Insane, report, December, 1858. pp. 47. By Andrew McFarland, M. D., Superintendent.
- Kentucky, Eastern, Lunatic Asylum, report to October 1, 1861. pp. 12. By W. S. Chipley, M. D., Medical Superintendent.
- Kentucky, Western, Lunatic Asylum, report for 1858-59. pp. 63. By F. G. Montgomery, M. D., Medical Superintendent.
- Kent Lunatic Asylum, medical report, 1857. pp. 29. By James E. Huxley, M. D., Superintendent.
- Kings County (New York) Lunatic Asylum, report, 1859. pp. 17. By Edward R. Chapin, M. D., Resident Physician.
- Maryland Hospital for the Insane, report for 1858-59. pp. 31. By John Fonerden, M. D., Medical Superintendent.
- Maine Insane Hospital, report for 1860. pp. 32. By Henry M. Harlow, M. D., Superintendent and Physician.
- Michigan Asylum for the Insane, report for 1857-58. pp. 29. By E. H. Van Deusen, M. D., Medical Superintendent.
- Missouri State Lunatic Asylum, report, 1857-58. pp. 31. By T. R. H. Smith, M. D., Superintendent and Physician.
- Massachusetts General Hospital, (and McLean Asylum), report for 1860. pp. 55. By John E. Tyler, M. D., Superintendent.
- Malden (Canada), Lunatic Asylum, report for 1860. pp. 6. By Andrew Fisher, M. D., Medical Superintendent.
- Medical Practitioners' Bill, (New Brunswick.) From J. Waddell, M. D., Superintendent and Physician, Lunatic Asylum. 1860.
- New Brunswick Provincial Lunatic Asylum, report to October 1, 1860. pp. 17. By John Waddell, M. D., Medical Superintendent.
- Newfoundland Hospital for the Insane, thirteenth annual report to 31st December, 1860. pp. 24. By Henry H. Stabb, M. D., Physician and Sup't.
- New York State Lunatic Asylum, seventeenth annual report to November 1859. pp. 36. By John P. Gray, M. D., Superintendent and Physician.

- New York City Lunatic Asylum, report for 1860. pp. 24. By M. H. Ranney, M. D., Resident Physician.
- New Jersey State Lunatic Asylum, report for 1859. pp. 31. By H. A. Buttolph, M. D., Superintendent and Physician.
- New Hampshire Asylum for the Insane, twentieth annual report to May 31st, 1861. pp. 30. By J. P. Bancroft, M. D., Superintendent.
- Northampton (Mass.) State Lunatic Hospital, sixth annual report to October 31, 1861. pp. 36. By Wm. Henry Prince, M. D., Superintendent.
- North Carolina Insane Asylum, report for the years ending November 1, 1859-60. pp. 54. By Edward C. Fisher, M. D., Physician and Sup't.
- Ohio, Northern, Lunatic Asylum, second annual report, 1856. pp. 23. By R. C. Hopkins, M. D., Superintendent.
- Ohio, Southern, Lunatic Asylum, third annual report, 1857. pp. 69. By John McIlhenny, M. D., Superintendent.
- Ohio, Central, Lunatic Asylum, nineteenth annual report, 1857. pp. 64. By R. Hills, M. D., Superintendent.
- Provincial Lunatic Asylum, Toronto, Canada, report for 1860. pp. 35. By Joseph Workman, M. D., Medical Superintendent.
- Provincial Lunatic Asylum, report of Superintendent on British and Irish Asylums, 1859. pp. 21. By J. Workman, M. D.
- Pennsylvania Hospital for the Insane, Philadelphia, report for 1858. pp. 62. By Thomas Kirkbride, M. D., Physician.
- Pennsylvania State Lunatic Hospital, Harrisburg, report for 1860. pp. 31. By John Curwen, M. D., Superintendent and Physician.
- Pennsylvania Hospital, (Western) report for 1859. pp. 38. By Joseph Reed, M. D., Superintendent and Physician.
- South Carolina Lunatic Asylum, report, November, 1859. pp. 32. By J. W. Parker, M. D., Superintendent and Physician.
- Vermont Asylum for the Insane, annual report to August, 1860. pp. 14. By W. H. Rockwell, M. D., Superintendent and Physician.
- Western Virginia Lunatic Asylum, report for 1859-60, pp. 13. By Francis T. Stribling, M. D., Physician and Superintendent.
- Worcester, (Mass.) State Lunatic Hospital, twenty-ninth annual report to October, 1861. pp. 74. By Merrick Bemis, M. D., Superintendent.
- Wisconsin State Hospital for the insane, report for 1861. pp. 52. By J. P. Clement, M. D., Medical Superintendent.

APPENDIX No. 7.

FISHERIES.

No. 26.

*Government House, Halifax,
4th April, 1861.*

MY LORD DUKE,—

I have the honor to forward to your Lordship a joint Address which has been passed by both branches of the Legislature of this Province, praying that Her Majesty will be graciously pleased to invite the consideration of the governments of France and the United States to the mode of taking Codfish adopted by the fishermen of those countries.

It is, I believe, an undoubted fact that the Codfishery, a branch of industry which has always been considered of the greatest importance to these Colonies, has very materially deteriorated of late years, and it appears not improbable that this diminution may be caused by the practice of catching fish by set lines on the spawning banks.

I have, therefore, to request your Lordship to have the goodness to lay this address at the foot of the Throne, and I trust your Grace may be enabled to advise Her Majesty to take such steps as may be best calculated to bring about some arrangement to put a stop to the evil complained of, as any regulations which would have a tendency to improve the fisheries, cannot fail to be equally beneficial to all parties.

I have, &c.

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

Nova Scotia.—No. 132.

Downing Street, 27th December, 1861.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's despatch No. 26, of the 4th of April last, enclosing a joint Address to the Queen, from the Legislative Council and House of Assembly of Nova Scotia, praying that measures may be taken for the better preservation of the fisheries off the coasts of that and neighboring Provinces.

I have to acquaint your Lordship that the subject was mentioned to the Government of France with a view to the appointment, if they should concur, of a commission to investigate the causes of complaint, and to establish regulations for the prevention of the evils alleged to exist. The French

Government, however, declined to adopt this suggestion. They have expressed their opinion that it is more practical, and, therefore, preferable, to leave each Government to take such measures as they may judge most suitable for the preservation of the fisheries.

I have, &c.
(Signed) NEWCASTLE.

Lieutenant-Governor
The Right Honorable
THE EARL OF MULGRAVE, &c. &c. &c.

*Government House, Newfoundland,
26th December, 1861.*

MY LORD,—

Having directed the Attorney General, Mr. Hoyles, to endeavour to procure information on the subject of the complaints made by Nova Scotia fishermen against Newfoundland fishermen for cutting their nets and stealing their fish, I beg leave to enclose two documents from Mr. Hoyles on the subject, Captain Hamilton, of the "Hydra," having informed me that you were desirous to get the information as early as possible, as, in the absence of the Admiral, your Lordship intended to communicate with the authorities in England.

The Attorney General will, at the opening of the Session, bring in such an Act as he alludes to, but, to carry the law into effect will be impracticable unless we have some naval force or marine police to prevent the fishermen from committing aggressions on themselves, as well as on other fishermen enjoying the privilege of fishing on our coasts, more particularly on the extensive fishing grounds on the Coast of Labrador, entirely out of the reach of the Government here.

For the last three years, I have been urging on Her Majesty's Government that it would be impossible to keep the peace amongst these fishermen unless such a policy be adopted, and I trust that I shall soon see it carried into effect.

I have the honor to remain,
My Lord,
Your most obedient,
Humble Servant,
A. BANNERMAN, *Governor.*

Lieutenant Governor
The Right Honorable
THE EARL OF MULGRAVE, &c. &c. &c.

*Extract from a letter from I. L. McNeil, Carbonear, to H. W. Hoyles, dated
December 16th, 1861.*

I herewith beg to enclose the examination of three of the men against whom complaints were made by Nova Scotia fishermen, the parties examined were the only men who could be found here. Robert Birt is not known here; Edward Hickey lives in St. John's, and Patrick Doherty re-

mains at Labrador. The complainants have evidently got hold of wrong names. The parties examined admit the trespass took place, but will give no information that will shew who the offenders were. I have attended to this matter as soon as I could get hold of the men, who have been absent from here part of the time since their return from Labrador.

St. John's, December 19th, 1861.

SIR,—

In obedience to your Excellency's commands, on the 15th November last I transmitted to Mr. McNeil, the Stipendiary Magistrate at Carbonear, copies of the petition of William Martin and others to the Admiral on the station, in reference to the alleged interference of the Newfoundland fishermen with those of Nova Scotia, at the Labrador, during the summer of 1860, and of Captain Hamilton's communication to your Excellency on that subject, with directions to Mr. McNeil to bring before him those of the parties charged with this outrage, who are resident in Carbonear, and hear what they had to say in answer to this complaint, and I now beg to enclose Mr. McNeil's report, with a copy of the deposition made by such of the parties charged as were within his jurisdiction.

From these documents, your Excellency will perceive that, as might have been anticipated, the Carbonear men deny all participation in, and knowledge of, the act of which the Nova Scotia fishermen complain, and we are, therefore, unable, as the case at present stands, to do any thing further.

I hope, however, that this inquiry, which will, no doubt, become generally known amongst the fishermen, will have the effect of preventing such misconduct in future, by shewing that the attention of the Government has been directed to this subject, with a view to the detection and punishment of the offenders; but should it fail of this effect, as the taking of the herring under the circumstances narrated in the petition, was only a civil injury, for which an action for damages by the party injured would be a very insufficient remedy, it would be advisable to pass an Act specially for the prevention of such trespasses, in which case it would be necessary that a ship of war should be stationed on the Labrador during the fishery season, for the purpose of seeing that the provisions of the Act, which might be framed with a view to such an emergency, were carried into effect.

I have, &c.

H. W. HOYLES,
H. M. Attorney General.

His Excellency
SIR ALEXANDER BANNERMAN,
Governor, &c., &c., &c.

The examination of James Knox, John Bransfield, and Michael Sweeney, all of Carbonear, fishermen, taken upon oath before Israel L. McNeil, Esq., one of Her Majesty's Justices of the Peace for the Northern District of Newfoundland.

Who, being severally sworn, saith in reply to charges made against them by William Martin and others of Nova Scotia, of having taken forcible pos-

session of certain herrings enclosed in a seine by said Martin and others at Salt Ponds, Labrador, on the fifteenth day of August last past, which herrings were the lawful property of said William Martin, and others associated with him in the prosecution of his fishing voyage.

The above named James Knox, John Bransfield, and Michael Sweeney, solemnly declare that they had no hand, act or part, in taking herrings from William Martin aforesaid, or interfering with him in the prosecution of his fishing voyage at Salt Ponds, Labrador; and they further declare that Patrick Doherty and Patrick Sweeney were not at Murray's Harbour or Salt Ponds, Labrador, during the past season.

CAPT. JAMES KNOX,
JOHN BRANSFIELD,
his
MICHAEL X SWEENEY.
mark

Taken, subscribed and sworn at Carbonear, in the district aforesaid, this 10th day of December, 1861, before me.

ISRAEL L. McNEIL, J. P.,
Acting Stipendiary Magistrate.

APPENDIX No. 8.

GEOLOGICAL SURVEY.

(Copy.)

*Provincial Secretary's Office, Halifax,
July 30th, 1861.*

SIR,—

The discovery of Gold in various parts of Nova Scotia, and the known value of our metals and minerals, make it very desirable that we should have a geological and mineralogical survey of this Province. This, to be of any value, should be done by or under the direction of a man standing very high in science, and upon whose integrity and accuracy every reliance could be placed.

From your position and the character of your studies, I know of nobody better able to give a sound opinion on such a subject; and from the interest you take in the prosperity of your native Province, I know you will pardon the trouble I give you when I enquire:

1. By whom would it be most advisable to have such a survey made?
2. What time would be required to complete it?
3. What would be the probable expense?

You will very much oblige me by a reply upon all these points at your earliest convenience.

I am, &c.

(Signed)

JOSEPH HOWE.

DR. DAWSON,
McGill College.

*University of McGill College,
Montreal, September 3, 1861.*

SIR,—

In replying to your communication of July 30th, I must express my sincere gratification that the project of a geological survey is, at length, seriously entertained by the Government of my native Province, and my readiness to give any aid in my power towards the successful completion of an undertaking, which must be of incalculable importance to the material progress of a country so richly endowed with mineral wealth.

In answer to the first question in your letter—"By whom would it be advisable to have such a survey conducted?"—I may state that it has long been my opinion that, in event of a survey being undertaken in Nova Scotia, advantage should be taken, as far as possible, of the men, material, and experience of the Canadian survey, which has probably been the most thorough and successful on this continent, and has accumulated resources, which could scarcely be secured by any of the Maritime Colonies unaided. I have, therefore, communicated your letter to Sir William Edward Logan, and have requested him to consider the terms on which the survey of Nova Scotia can be connected with that of Canada. Sir William, appreciating the advantages to both countries, likely to arise from such a union of effort, has expressed himself as willing, (the consent of the Government of Canada having first been obtained), to undertake the general direction of the survey, and to provide for such office work as could be best done here on as

easy terms as possible—the field operations to be performed by assistant geologists paid by Nova Scotia.

Sir William has also kindly furnished a statement, (herein enclosed), from which, it appears, that an annual sum of £1000, currency, for five years, would be sufficient for the purposes in view. This statement furnishes an answer to your second and third questions; but I may make the following remarks in farther explanations:

1. The statement supposes the employment of two field geologists—one, perhaps, to devote himself exclusively to the metamorphic districts and their metallic minerals, the other to the coal fields and more modern formations,—I would recommend that the first of these should be selected from the assistants of the Canadian survey, and the second should, if possible, be found in Nova Scotia.

2. While the work would include a general examination of the geological structure of the Province, special attention would be given to the points of present practical interest, as for instance the gold districts and coal fields.

3. While facts of immediate practical importance would be stated in the annual reports of progress, the estimate of expense is intended to include the detailed working up of the paleontology and economic geology and mineralogy, and the final publication of the whole with suitable illustrations. It would be in these portions of the work more especially, that increased efficiency and economy would result from the employment of the officers of the Canadian survey; and I have no doubt that, if the work be placed under the direction of Sir W. E. Logan, he will be prepared to recommend to the Government of Canada to allow such aid to be given at the bare cost of the time and material employed, without any charge for his personal services.

4. I may be permitted to add that I shall be happy to undertake, in connection with the above arrangements, the determination and description of the fossil plants and land animals of the carboniferous rocks, to which I have for some time specially devoted attention, and in the preparation of a complete account of which as far as known, I have already made some progress. This I should be prepared to do free of expense to the Province.

In conclusion, I beg leave to recommend that correspondence should, at once, be opened with Sir W. E. Logan, with a view to such arrangements on the details of the work, as would, in event of the plan above sketched being adopted, enable field work to be commenced in the spring of 1862.

I have, &c.

J. W. DAWSON.

H. N. JOSEPH HOWE, &c., &c., &c.

Montreal, 30th August, 1861.

MY DEAR SIR,—

I do not think it would be safe to state the sum that it would probably cost to make a general geological examination of Nova Scotia at less than £1000 per annum, continued for five years.

The examination would be such a one as would give a fair idea of the mineral resources and physical structure of the country, and might at a subsequent period be carried into farther detail if it were required. A portion of the amount and time would be devoted to working up and publishing results.

I am, &c.

W. E. LOGAN.

DR. DAWSON,
McGill College, Montreal.

APPENDIX No. 9.

INTER-COLONIAL RAILWAY.

(COPY.)

No. 27—Miscella.

*Government House, Halifax,
4th April, 1861.*

MY LORD DUKE,—

I have the honor to enclose a joint Address to Her Majesty, passed by the Legislative Council and House of Assembly of Nova Scotia, on the subject of the Inter-Colonial Railroad.

The question is one of the most vital importance to the interests of this Province, but it is one which has so frequently been brought under the notice of the Imperial Government, that it is hardly necessary for me to add any arguments in its favor.

Information was received from England by last mail, that a strong feeling was getting up there in favour of the proposed line from Halifax to Quebec, and that petitions were preparing for presentation to Parliament. Stimulated by this information, the Legislature of this Province have lost no time in preparing this Address to Her Majesty, in order to assure Her Majesty that their anxiety for the completion of the Inter-Colonial line is unabated.

Your Lordship is aware that since this question was first raised, a line from Halifax to Truro has been completed by the Government of this Colony; but the resources of this Province are at present unable to bear the expense of carrying on the line to the borders of New Brunswick, a distance of about 60 miles, without external aid given either by the Imperial Government, or by a Company taking the line into their own hands.

Should your Lordship, taking into consideration the great national importance of this line of communication between the North American Provinces, be enabled to advise Her Majesty to entertain this subject, my Government, on the part of this Province, will be prepared either to appoint a delegation to wait on your Lordship in England, or to give their most careful and willing consideration to any scheme which has for its object the completion of this great work.

I have, &c.

(Signed.)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

Nova Scotia.—No. 85.

*Downing Street,
5th May, 1861.*

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's despatch, No. 27, of the 4th of April, enclosing a joint Address to the Queen from the Legislative Council and House of Assembly of Nova Scotia, soliciting Imperial aid towards the completion of the Railway between Halifax and Quebec.

I have laid this Address before the Queen, but I regret to state that it was not in my power to advise Her Majesty to accede to the prayer of it, as Her Majesty's Government are unable to hold out the prospect of being able to afford any pecuniary aid to the proposed undertaking.

I have, &c.

(Signed)

NEWCASTLE.

Lieutenant Governor

The Right Honorable

THE EARL OF MULGRAVE, &c. &c. &c.

No. 73.—Miscella.

Government House, Halifax,

29th October, 1861.

MY LORD DUKE,—

The question of the Inter-Colonial Railroad having been brought under the consideration of the Governments of Canada, New Brunswick, and Nova Scotia, by Mr. Watkin, and other gentlemen from England, it was decided that a delegation from the two latter Provinces should proceed to Quebec to consult with the Government of Canada, in the hope that some united action might be decided upon which would facilitate the carrying out of this most important project; I therefore directed the Hon. Mr. Howe, the Attorney General, and Hon. Mr. McCully, to proceed to England for that purpose.

2. On the 30th Sept. a meeting of the Representatives of the different Governments took place at Quebec, when a resolution—a copy of which is enclosed—was unanimously agreed to.

3. The importance of a Railway communication with Canada, passing through British territory, has so often been recognised by Her Majesty's Government, that I feel that I need offer no apology in again pressing the subject on your Grace's consideration; especially, as at present, there are reasons which would render such a communication more than ordinarily desirable.

4. The encouragement held out at different times by the Government to the formation of this line, has undoubtedly created in this Province the expectation that in consideration of the national importance of the undertaking, the Imperial authorities would not be unwilling to extend their aid in order to ensure its completion, provided such arrangements could be made by the three Provinces as would meet with their approbation.

5. Notwithstanding, therefore, the unfavorable reply which I received from your Grace in answer to the joint Address to Her Majesty from both branches of the Legislature in April last, my Government are emboldened to make one more effort, in the hope that they may now be enabled to bring such new arguments and facts before your Grace as may induce H. M. Government to reconsider the decision at which they have arrived.

6. The Governments of Canada, New Brunswick, and Nova Scotia, are now thoroughly united upon this subject, and have determined to renew the offer originally made of £20,000 a year from each Colony towards the carrying out of this work, notwithstanding the large sums which have since been expended by each of the Provinces for Railway purposes, provided they can obtain the co-operation and assistance of England.

7. I am well aware of the objections entertained in England to subsidies of this description; but, at the same time, there are considerations connected with this undertaking which, I trust, may induce your Grace to consider it of sufficient Imperial interest to justify your giving it your support.

8. I will not pause to point out the advantages which would be derived in time of war by such a communication, extending, as it would, in an unbroken line over a distance of about 1400 miles, because they must be self-evident to your Lordship; and I believe that the advantages which it would offer, even during peace, are such as would nearly, if not quite compensate the Imperial Treasury for the aid requested. £25,000 a year is now paid to the Government of the United States for the transmission of mails to

and from Canada, which would, of course, be saved by the construction of the Inter-Colonial Railway, while the time occupied in their transmission would be considerably diminished. A further saving might also be made in the subsidy paid to the Cunard line of steamers, and troops and warlike stores could at all times be forwarded over the line without incurring the risk and expense of the voyage up the St. Lawrence, which can only be undertaken in the summer season.

9. These three items alone would, I believe, even in a pecuniary point of view, entitle the proposed arrangement to favorable consideration, while, at the same time, it would confer a boon on these Colonies which I believe would tend more than anything else to develop their resources.

10. I have commissioned the Hon. Mr. Howe to proceed to England, to co-operate with the gentlemen who have been selected by the Governor-General of Canada, and the Governor of New Brunswick, and I can only trust that the shape which this question has now assumed may be such as will induce Her Majesty's Government to adopt the proposal.

I have, &c.

(Signed)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

COPY OF ENCLOSURE IN No. 73 DESPATCH.

Resolution:

At a meeting held in the Executive Council Chamber at Quebec, on the 30th September, 1861, there were present:

Hon. Joseph Howe,	} From Nova Scotia.
" Mr. Archibald,	
" Mr. McCully,	

Hon. Mr. Tilley,	} From New Brunswick.
" Mr. Smith,	
" Mr. Mitchell,	
" Mr. Waters,	

Hon. Mr. Cartier,	} From Canada.
" Mr. McDonald,	
" Mr. Ross,	
" Mr. Vankoughnet,	
" Mr. Alleyn,	
" Sir N. Belleau,	
" Mr. Galt,	
" Mr. Cauchon,	

And it was unanimously *resolved*,

That the three Governments of Canada, New Brunswick and, Nova Scotia, do renew the offers made to the Imperial Government, on the 26th day of October, 1858, to aid in the construction of an Inter-Colonial Railway, to connect Halifax with Quebec; and that a delegation from each Province shall immediately proceed to England, with the object of pressing the project upon the attention of the Home Government, giving the assurance that the Governments of the respective Provinces will endeavor to procure the necessary Legislation at the next ensuing sessions of their respective Parliaments.

And it was further *resolved*, That the route to be adopted be decided by the Imperial Government.

(Certified.)

W. H. LEE,

C. E. C.

Nova Scotia.—No. 116.

Downing Street,
18th November, 1861.

MY LORD.—

I have the honor to acknowledge the receipt of your Lordship's despatch, No. 73, of the 29th of October, reporting that the Honble. Mr. Howe has been commissioned to proceed to England to co-operate with the gentlemen who have been deputed by the Governments of Canada and New Brunswick in submitting to Her Majesty's Government the question of affording Imperial aid towards the completion of a line of Inter-Colonial Railway between Halifax and Quebec.

I have, &c.

(Signed)

NEWCASTLE.

Lieutenant Governor

The Right Honorable

THE EARL OF MULGRAVE, &c. &c. &c.

Railway Office, Halifax,
Sept. 20th, 1861.

SIR,—

In conformity with my instructions received in that behalf, I proceeded on the 12th instant to Fredericton, N. B., accompanied by Messrs. Nelson and Baat, lately from London, and had several interviews with the Executive Government of New Brunswick, which happened to be in session.

Having been invited to a seat at their Council Board, Francis Giles, Esquire, who had lately arrived from Great Britain, and desired an interview on the subject of the Inter-Colonial Railway between Canada and Halifax, was requested to submit any views he wished to communicate to the Board, which he did accordingly.

Messrs. Nelson and Boat were subsequently heard on the same topic.

None of these gentlemen were in any way officially accredited, nor affected to represent any organized Company or interest. They all urged the desirability of the road in question, and Mr. Nelson submitted a printed pamphlet (and a map annexed) containing a brief history of previous negotiations on the subject, prepared by himself, and an account of a highly respectable and influential delegation, or deputation rather, which had, not long previously, waited upon his Grace the Duke of Newcastle, in relation to the subject, and the Duke's reply.

After hearing these gentlemen at length, we were unanimously of opinion that the only proper way to revive the question and promote the construction of an Inter-Colonial Railway, was to secure some joint action on the part of the three Provinces of Canada, New Brunswick, and Nova Scotia, preparatory to any application to the British Government for aid in an enterprise which, by common consent, could only be consummated by material assistance from the Imperial parliament.

In this view of the case, and considering it a very opportune occasion to revive the consideration of the construction of this great public work, it was decided to invite the Government of Canada to meet and confer at an early day in reference to the subject.

Entertaining no doubt but that the Government of Nova Scotia would unite in such a conference, I made the enquiry by telegraph, which, being answered affirmatively, I felt that I had accomplished all that, under existing circumstances, could be expected from the mission with which I was charged, a report of which I thus have the honor to submit for the information of His Excellency the Lieutenant Governor of this Province.

I remain, sir, &c.

J. McCULLY.

To the Honorable JOSEPH HOWE,
Provincial Secretary, &c., &c.

At a Council held at the Government House, at Halifax, on the 24th day of September, 1861,

Present:

His Excellency the Right Honorable the EARL OF MULGRAVE,
Lieutenant Governor, &c., &c., &c.

A Delegation having been arranged with the Governments of Canada and New Brunswick on the subject of the Inter-Colonial Railway between the harbor of Halifax and the River St. Lawrence. His Excellency, by the advice of the Council, is pleased to appoint the Honorable the President, and the Attorney General, and Solicitor General, as Delegates to proceed to Quebec, and to confer with the Governments of the neighboring Provinces on that subject.

The foregoing is a true copy of the original Minute.

Certified by

WILLIAM H. KEATING,
Clerk of the Council.

Halifax, October 24th, 1861.

MAY IT PLEASE YOUR EXCELLENCY,—

In obedience to your Excellency's commands, we proceeded to Portland, via Windsor and St. John, and arrived there on Saturday morning, the 28th September. We found there a special train waiting for us, and went forward over the Grand Trunk Company's line, through Richmond to Quebec, where we arrived at ten o'clock on Saturday night.

The delegates from New Brunswick, the Hon. S. L. Tilley, Provincial Secretary; the Hon. A. J. Smith, Attorney General; the Hon. Peter Mitchell, and the Hon. Charles Waters, had arrived on Friday. Messrs. Watkin, Nelson, and other gentlemen representing English interests, were also at Quebec.

On Monday the delegates from the Maritime Provinces were invited to meet the leading members of the Canadian Government, to discuss the business of their mission.

The Hon. G. E. Carter,
" John A. McDonald,
" Joseph Cauchon,
" Charles Alleyn,
" P. M. Vankoughnet,
" A. T. Galt,
" Sir N. F. Belleau, Kt.,

were present. Our conference lasted for some hours, and was conducted in a spirit of harmony and conciliation honorable to all parties. We were gratified to find that the interest manifested by our sister Provinces upon former occasions, in favor of an Inter-Colonial Railway, had not diminished; and that instead of having to encounter influences, which, in 1851 and 1852, defeated the enterprise, the unfortunate position into which English capitalists and shareholders had been drawn, assured us of their active co-operation in favor of the national work, which it was now clearly perceived was indispensable to the security and profitable working of the roads already constructed.

We stated to the Delegates that a Despatch had been received here from His Grace the Duke of Newcastle, in which an unfavorable answer was given to the application for aid to the Inter-Colonial Railway, contained in the Address of the two branches of our Legislature, adopted in April last. That Despatch had been written on the 5th May, weeks before the Deputation of Bankers, Merchants, and Members of Parliament waited on

the Colonial Secretary, and it was assumed by the gentlemen from home that His Grace had since become more favorably impressed with the importance of the work, and only waited for a distinct proposition, matured by the three Colonial Governments, to give the project support in the Cabinet and in Parliament. Whether or not the gentlemen who took this view of the case were accurately informed, or were over sanguine, we could not decide; but it was clear that, to mature a policy, and make a distinct proposition, was the readiest way to ascertain the views of Her Majesty's Government. There was no difficulty in doing this. The propositions embodied in the legislation of 1849, and reiterated by the joint Delegations of 1858, formed the best basis for an overture. The renewal of the offer of £60,000 Sterling per annum, in equal proportions of £20,000 from each Province, we were led to believe, would be sufficient to secure a Parliamentary grant of £60,000 annually, and the cordial co-operation of all the leading English interests.

Knowing how heavily our resources are already burthened, and how natural and strong is the desire for the extension of our Railroads, east and west, we would have much preferred that any proposition should have been accompanied by a stipulation, that the Company formed to carry out the works should purchase, at cost and charges, the sixty miles of Road already constructed between Halifax and Truro. It was impossible, however, to resist the conviction that any such stipulation would be fatal to the whole scheme. £3,000,000 Sterling were required to unite the lines already formed; and had we insisted upon the purchase of our road, we could not, with any fairness, have resisted similar claims which the other Colonies would have preferred with equal justice. To purchase up the Canadian line from Quebec to the Riviere du Loup, the road from Truro to Halifax, and such portions of the New Brunswick road as might perhaps be appropriated, would require about £2,000,000, leaving but half that amount for the construction of the intervening portions. No Company could be expected, in the present condition of the stock and share market, to advance this Capital, and run the risk of completing a road that, however desirable for national and inter-colonial purposes, even British Americans are not sanguine enough to believe, can, for some years at least, be profitable as a commercial enterprise. Besides, it was impossible to shut our eyes to the magnitude of the burthen assumed by Canada for the construction of the great lines above Quebec, and to the heavy losses borne by the stockholders of the Grand Trunk. It was also impossible not to feel that New Brunswick, with a smaller population, was bearing a burthen equal to that of Nova Scotia, and would be left to bear that burthen, whether any portion of her valley line were appropriated or not, even after the Inter-Colonial line should be made.

There was a more cheerful aspect of the question. Connection, it was apparent, would make all the existing lines more profitable, and whatever the Provinces risked would be in part repaid by the increased traffic over their roads. It was also certain that immigration, which now flies off at all parts of the seaboard and of the frontier, poured into the heart of British America, would there remain, increasing her population and revenues. Looking to the present temper of our Republican neighbors, it was obvious that, as a measure of precaution and defence, the British Government and all the Provinces might ultimately save money by making this road at any present sacrifice.

These views, temperately urged or mutually entertained, led to the adoption of the Minute of Council which we have the honor to enclose.

The question of route has been left, your Lordship will perceive, as it was in 1849 and 1858, to the decision of Her Majesty's Government.

A joint delegation to England was pressed by the gentlemen who had come from thence, and appeared to be a foregone conclusion, assuming that any impression was to be made upon Her Majesty's Government, or that any measure was to be ripened before the meeting of the Provincial Parliaments. It was arranged that Delegates should be sent. The Hon. Mr. Vankoughnet, Commissioner of Crown Lands, has been selected by the Government of Canada, and the Hon. Mr. Tilley, Provincial Secretary, is

to represent New Brunswick. They are to leave for England about the end of this month.

Having completed our business at Quebec, we thought it very desirable, with a view to the discussions which might arise either in England or in our own Legislature, that we should inspect the Railways with which it is proposed to connect our lines, and see the country by the traffic and intercourse of which the whole system is to be sustained. Mr. Watkin and the chief officers of the Grand Trunk invited us to see their road, and gave us every facility for examining it with rapidity and ease. The same courtesy was extended to us by the chief officers of the Great Western, the Prescott and Ottawa, the Michigan Central, and the Chicago, Burlington, and Quincy roads, to all of whom we are under deep obligations, not only for special trains and private carriages whenever our personal comfort or the object of our mission could be promoted, but for much pleasant intercourse and a large amount of valuable information.

We ran over the Grand Trunk from Riviere du Loup to Sarnia, and from Sarnia to Detroit,—the last 68 miles being through the territory of the United States. Feeling an invincible desire to see Chicago, the great centre of Western Trade and civilization, which stands in the same relation to the boundless and rich prairie country around it, that Halifax does to the sea, we took the Michigan Central, and spent a day in that city; and, taking the Chicago, Burlington, and Quincy road, went as far as Mendota, and spent a day upon the prairies.

Returning to Detroit, we took the Great Western of Canada, and traversed the whole of that line from Windsor to Niagara and Hamilton, returned to Montreal and Portland by the Grand Trunk. As we went westward we diverged from the Main Line, and passed over the Prescott and Ottawa, for the purpose of inspecting an important feeder of the great system, and of looking at the future metropolis of Canada.

The final decision upon the main question now rests with the Imperial Government. It is not for us to anticipate. We have, in Nova Scotia, been so often disappointed, that, reading the future by the past, we ought not to be very sanguine. Success may crown what ought to be a last effort. At all events, we cannot honorably decline to co-operate with the gentlemen who have invited a Delegation to England, or leave the other Colonies, unsupported, to advocate our common interests.

We have, &c.,

(Signed)

JOSEPH HOWE,
ADAMS G. ARCHIBALD,
J. McCULLY.

His Excellency

The Right Honorable

THE EARL OF MULGRAVE, &c. &c. &c.

(Nova Scotia.)

At a Council held at Halifax, on the 26th day of October, 1861,

Present:

His Excellency the Right Honorable the EARL OF MULGRAVE,
Lieutenant Governor, &c., &c., &c.

It appearing to His Excellency and the Council desirable, that some member of the Board should be charged to proceed to England, to conduct, with Delegates from Canada and New Brunswick, a negotiation in respect to the Inter-Colonial Railway, with Her Majesty's Government, and to generally represent and protect the interests of this Province at the present time; and the opinion of His Excellency and the Council being, that the execution of this important service should be entrusted to the Honorable Mr. Howe, it was unanimously

Resolved, That that gentleman be, and he is hereby, authorized to proceed on a mission to England, for the purposes before mentioned, with full authority to represent the interests of the Province, and the views of the Provincial Government.

A true copy.

Certified.

W. H. KEATING,

Clerk of Council.

Halifax, 5th April, 1862.

MY LORD,—

In obedience to Your Excellency's commands I proceeded to England in the steamship *Arabia*, leaving Halifax on the 1st November, landing on the 11th, and returning in the *Europa* on the 25th January. The Hon. S. L. Tilley, Provincial Secretary of New Brunswick, went over with me, but the Hon. P. M. Vankoughnet, the delegate from Canada, was wrecked on his passage down the St. Lawrence, and did not reach England until late in November.

A few days after our arrival Mr. Tilley and I waited upon the Duke of Newcastle, presented our credentials, and discussed with His Grace the objects of our mission.

We were gratified to find that His Grace viewed most favorably the enterprize which we had been sent to England to advocate. His opinions were frankly avowed, but, while he promised us his aid, he did not conceal from us his opinion that there were difficulties in the way that would probably require all our skill and industry to overcome. His Grace advised us to see Lord Palmerston, and such other members of the Cabinet as might be in town from time to time, and left us free to take any steps that we might consider judicious, in order to rouse and combine public opinion in aid of the project: that the decision of the Cabinet, if it were favorable, might be fortified and sustained by memorials from the large towns and principal centres of commerce in the three kingdoms.

On the arrival of Mr. Vankoughnet we saw in succession the Prime Minister, the Chancellor of the Exchequer, the Secretary at War, and the President of the Board of Trade, and explained to them the nature of the enterprize and the views of our respective Governments.

Though the subject had been almost exhausted by previous delegations, it appeared prudent to construct an argument, based upon the latest information, and it was, in point of form, indispensable that we should place in the hands of the Colonial Secretary some written paper upon which he could invite the deliberation of the Cabinet.

We had nearly completed this task when the news arrived in England of the arrest of the Southern Commissioners. The determination of Her Majesty's Government to demand reparation was almost instantly known. The moment that a war in winter with the United States became imminent, we could not but feel that our mission was suddenly invested with a dignity and importance, that could only be measured by the difficulties and the cost of protecting our Canadian frontier in case reparation should be refused. It was clear that circumstances favored our exertions, in proportion as they confirmed the anticipations and the arguments of those who had preceded us. We lost no time in addressing the following letter to His Grace the Colonial Secretary:

London, December 2nd, 1861.

MAY IT PLEASE YOUR GRACE,—

The undersigned, having presented their credentials and discussed informally with your Grace, and with some other members of the Cabinet, the objects of their mission, were about to forward to your Grace a communication on the subject of the Inter-Colonial Railroad, (the draft of which they

enclose) when the startling events of the past week rendered that task supererogatory.

Those events so completely vindicate the forethought and patriotism of the Colonial Legislatures—of the gentlemen who, from time to time, have represented their views in this country, and of the British Statesmen who have given them countenance and aid, that the undersigned deem it unnecessary to do more than to present to your Grace a list of the papers in which their arguments are embodied, and a copy of the Minute of Council, by which they have been empowered to make, as they now do in the terms of that Minute, a renewed offer to Her Majesty's Government.

The war which, in the Provinces, we have long foreseen as likely to arise out of complications between the Mother Country and the United States of America, is now imminent. The frontier, which would have been defended by means of rapid communication, is unprotected, and exposed to the concentration of troops upon the termini of at least seven railroads. Winter is upon us, and a hundred thousand men can be thrown, by the enemy, upon the frontier, with more ease, than a single battery can be transported to Canada, or a single barrel of flour can be brought down to the seaboard Provinces: which, cut off by war from the United States, and by ice from Canada, must depend upon Europe for Breadstuffs, with the granaries of half a continent in their rear.

If those events, and strategic contrasts, now patent to all the world, do not plead the cause of British America, and finally settle this question, the undersigned feel that anything they could add would be a needless intrusion upon the patience of the Cabinet.

The undersigned do not believe, that in presence of the perils which all Her Majesty's subjects are called upon to confront, an hour should be lost in deciding upon a question which lies at the very basis of national defence. If the Provinces are to be plunged into a war, without the cheap defence which they have urged was indispensable to their protection, let them have at least the satisfaction of reflecting that it is for the last time; and if our commerce is to be imperilled, and our cities exposed to pillage and conflagration, let us not have to defend both with the depressing conviction on our minds, that Her Majesty's ministers are indifferent to our position, and care less for the security of our frontier than they do for that of their island homes.

Whatever the answer is to be, the undersigned would respectfully urge that it should not be long delayed. War will find all the Provinces in many ways unprepared, and the undersigned, upon whom will rest heavy responsibilities, will require every hour of time to meet the exigencies of the period as they ought. They will not permit themselves to believe that any but one answer will be given; but whatever the answer is, it should, if possible, be prompt and decisive, that their minds may be freed from other thoughts than those which the stern duties of the hour imperatively demand.

We have the honor to be,

Your Grace's

Most obedient,

Very humble servants,

P. M. VANKOUGHNET,

For Canada.

JOSEPH HOWE,

For Nova Scotia.

S. L. TILLEY,

For New Brunswick.

To His Grace

The DUKE OF NEWCASTLE, &c. &c. &c.

MEMORANDUM.

The undersigned have been deputed by the Governments of Canada, Nova Scotia and New Brunswick, to submit a renewed proposition for the completion of the Inter-Colonial Railroad, connecting the Harbor of Halifax—which is open all the year round—with the Railways on the St. Lawrence. Having delivered our credentials, and discussed the subject of our mission with His Grace the Duke of Newcastle, and with some other members of the Cabinet, we now proceed to submit, in a more formal shape, a recapitulation of the grounds upon which we think that the proposition we have been sent to make, ought to be favorably and speedily entertained. These naturally divide themselves under three heads:

1. To what extent previous communications with the Imperial Government have justly led the Provinces to rely upon Imperial assistance, in the construction of that which has been admitted to be an Imperial work.

2. The reasons of public policy which render its construction, at the present time, a measure of wise precaution, indispensable to our national defence; and

3rd. The financial aspect of the question.

We beg, in the first place, to refer to the Memorandum dated August, 1857, and signed by Messrs. MacDonald and Rose, together with the Letter of Messrs. Johnston and Archibald, of 20th August, 1857; and also to Memorandum dated 26th October, 1858, and signed by Messrs. Cartier, Ross, Galt, Fisher, Smith, Tupper, Henry and Dickie, which contain the history of the question so far as respects the general argument. These papers are enclosed.

To the Memorandum and Letter of August, 1857, a reply is contained in the Despatch of the Right Honorable H. Labouchere, addressed to the Governor-General of Canada, and dated 15th May, 1858. That Despatch states:

“Although participating with the members of the several Local Governments, and with their own predecessors in office, in a strong sense of the importance of this object, Her Majesty’s advisers cannot feel themselves justified in applying to Parliament for the required guarantee. Their reasons for declining to take this step are solely of a financial description. They feel that the heavy expenditure to which this country has been subjected of late years, and the calls upon the resources of the Empire for pressing emergencies, do not leave them at liberty, for the present at least, to pledge its revenue to so considerable an extent, for the purpose of assisting in the construction of public works of this character, however in themselves desirable.”

In answer to the Memorandum of the 26th October, 1858, a despatch from the Right Honorable Sir E. B. Lytton to the Governor-General of Canada, and the Lieutenant-Governors of New Brunswick and Nova Scotia, and dated 24th December, 1858, states, that

“Independently of any military advantages which might attend the existence of an uninterrupted communication by rail over British territory, in the event of any disturbance of the existing friendly relations of Great Britain with all other Countries—some benefits of an imperial kind would at once accrue from the completion of the Inter-Colonial Railway. The letters from England would pass over a shorter and cheaper route; and the movement of troops would gain in point of convenience and economy.”

The Despatch, however, postpones imperial assistance, for reasons analogous to those given in the Despatch of Sir H. Labouchere. This Despatch closes the official correspondence on the subject.

We submit therefore, appealing to past communications, that the Provinces have full justification for relying upon imperial co-operation, to be rendered at least when the position of Great Britain warranted her in undertaking the responsibility of the completion of the Inter-Colonial Railway.

The undersigned feel that here they might rest their case, as they do not believe that Her Majesty’s Advisers will forget the hopes held out by previous Governments, or press a literal construction of any bargain or understanding with the Colonies; where, especially as in this case, it can be shown that in a measure of common interest and mutual defence, the Colonies have already done more than their share; but they are desirous to meet every argument by which the proposition for imperial aid may be opposed.

Those who in this country fear the cost of Colonial Garrisons in the West, should remember that the British Provinces lost more, during the last war, than those garrisons have ever cost; and that, in a single year of war with the United States, they would again lose more than the value of all the military expenditure for half a century to come.

We are content, however, with our present position, and with the affectionate and honorable relations with the mother country, which it is clearly our mutual interest to maintain, and which were never more firmly based in thorough loyalty than at this moment. But the question arises always—How can the connection be best cemented, and the frontier be put in the best attitude of defence?

The Colonial Secretary, who has recently visited America, does not require to be informed that, since the war of 1812, the United States have covered their country with a network of Railways, and that seven of these lines run directly in upon the Canadian frontier; while others traverse or reach the shores of the great lakes commanding the chief entrepôts of Canadian commerce, and others again extend to the seaboard cities directly fronting the Province of Nova Scotia, or through the State of Maine to within eighty miles of the borders of New Brunswick. If these Railroads did not exist, the Colonial Militia, with slight aid from the Imperial Government, could defend our frontiers in case of war, as they did in 1812. But, by the aid of these Railroads, it is obvious that the United States could at any time, within a week, concentrate upon their termini a hundred thousand men or more, a force that we might in the end successfully oppose, but one so formidable as to enable them to capture, and, if they were so disposed, to destroy, our chief cities, before, by any means at our disposal, we could concentrate our domestic forces, or receive effective aid from England. While the United States maintained an army of only 10,000 men, the danger of a surprise did not appear to be very imminent. A few British regiments would have been sufficient to cope with such a force, and our Volunteers, with such instructors, could have been disciplined as fast as theirs.

But all this has been changed within the year. The Northern States have now at least a quarter of a million of embodied troops upon the Potomac, considerable numbers under arms in various States, and 50,000 three-months men, who have returned to their homes, with some degree of discipline and some knowledge of camp life. The whole of the Northern States is one vast recruiting ground. Should the present civil war continue, it is contended by some that there will be full employment for these forces at the South; but vulnerable as Canada now is, she invites attack from that surplus force which now exists. But when this contest ends, and end it must (even should no conflict with us mark the interval) either by exhaustion, by conquest, or by the interference of Foreign powers, there will remain in the Northern States two or three hundred thousand trained soldiers, with a fair proportion of ambitious military chieftains, emulous of distinction; or, it may be, not indisposed to wipe out, in foreign fields, the remembrance of discomfitures experienced in civil strife. Besides disciplined masses of soldiers, the United States will have accumulated vast stores of warlike material. Enormous quantities of small arms and of cannon have been purchased or manufactured, and the establishments, founded by a lavish expenditure, can readily supply as many more. The United States thus have been suddenly transformed from peaceful communities, pursuing lawful commerce, to a Military Republic.

The British Provinces survey these phenomena without fear, but not without emotion; and they ask, as the first measure of indispensable precaution and obvious defence, that the Inter-Colonial Railroad shall be completed without delay.

Without that Road the Provinces are dislocated, and almost incapable of defence, for a great portion of the year, except at such a sacrifice of life and property, and at such an enormous cost to the mother country, as makes the small contribution which she is asked to give towards its construction sink into insignificance. With that Railroad we can concentrate our forces on the menaced points of our frontier, guard the Citadels and works which have been erected by Great Britain at vast expense, cover our cities from surprise, and

hold our own till reinforcements can be sent across the sea; while, without the Railway, if an attack were made in winter, the mother country could put no army worthy of the national honor, and adequate to the exigency, upon the Canadian frontier, without a positive waste of treasure, far greater than the principal of the sum, the interest of which she is asked to contribute, or rather to risk.

The British Government have built expensive Citadels at Halifax, Quebec, and Kingston, and have stores of munitions and warlike material in them. But their feeble garrisons will be inadequate for their defence unless the Provincial forces can be concentrated in and around them. An enterprising enemy would carry them by coups de main before they could be reinforced from England, and, once taken, the ports and roadsteads which they have been erected to defend, would not be over-safe for the naval armaments sent out too late for their relief.

Since this subject was pressed upon the attention of the British Government, in 1851, taking the very moderate military expenditure of last year as the basis of an estimate, £4,417,590 have been expended in the British Provinces for the maintenance of a few thousand troops in time of profound peace. Of what avail is this expenditure? With what object has it been incurred, or are similar disbursements to be continued, if the only work, which, during five months of the year, will furnish the means of securing the Provinces, is to be neglected? Why spend so much money, if it is to be of no use hereafter, and if proper precautions are not taken to protect the property which has been made thus valuable.

Therefore, we desire to strengthen our frontier by the completion of a work indispensable to its defence. It is not too much to say that the construction of the Inter-Colonial Railroad might save us the cost of a war; for the Americans are themselves sagacious enough to see, that with that work completed, surprise is impossible, and the results of a protracted war at least extremely doubtful. Without it, Canada and the Maritime Provinces may be cut asunder, and outflanked at any moment, without the possibility of their population leaning upon common points of support and aiding and strengthening each other. We are reluctant to believe, then, that Her Majesty's Government will forget the opinion expressed by Lord Durham in his report, or will, even if disposed to construe strictly the terms of the offer made in 1851 by Lord Grey, overlook the momentous interests now at stake, or the altered circumstances which, at the present moment, invest this subject with so much of national interest and importance.

Though the undersigned argue this question upon higher grounds than those of mere finance, they repeat that they are not indifferent to the financial aspect of it.

The colonies, unaided, have themselves, since 1851, already made nearly one-half of the Railway route, and the construction of about 350 miles more, by the joint action of the Imperial and Colonial Governments, will complete the Inter-Colonial Railway. Our Governments and people, having done so much already, now propose to contribute more than one-half of the liability of what remains, and thus to be responsible for £60,000 a-year, and also for the right of way. The mother country is now asked to give £60,000 a-year so long only as the revenue of the Railway is inadequate to meet the interest.

What is she to get or to save? is not, however, an unreasonable question. We will endeavor to supply an answer.

The British Government now pay to two lines of steamers, one of which carries the mails and passengers past the British Provinces, £189,500. Make the Inter-Colonial Railroad, and there cannot be the slightest pretence, under any circumstances, for continuing these subsidies beyond the port of Halifax, and the subsidy ought then not to exceed £112,000, the amount of postage now actually received.

If the contract for the Galway line is renewed, the subsidy should only cover the sea-service, from the nearest point in Ireland to the nearest port on the Continent of America. It is a mistake to suppose that subsidies are required to maintain communications between the maritime Provinces and the United States. Steamers run all summer from Halifax and St. John to Portland and

Boston, maintained by private enterprize, and will soon be adequate to the winter service, if left to a fair field of open competition. Subsidies to a reliable line of ocean steamers, may, by the British Government, notwithstanding the differences of opinion existing, be considered indispensable; but these, if limited to the amount of postage, (£112,000) would save £77,500 a-year, so soon as the Inter-Colonial Railroad is completed to Halifax. This saving would more than cover the entire sum which the Imperial Government is now asked to risk to insure the construction of that work.

But, in addition to the cost of ocean steamers, the British people now pay for the transmission of their correspondence with their own Provinces, twelve and a-half cents per ounce on letters, and two cents on newspapers sent through the United States, amounting in the whole to a large sum per annum, which could be saved to the country.

The cost of conveying, by land, a single regiment from Halifax to Quebec, in 1838, is stated to have been £30,000. The cost of transportation in winter was so great in 1855, that the regiments, so much wanted in the Crimea and not required in Canada at all, had to be left there till the war was over.

Were the Inter-Colonial Railway built, troops could be forwarded from Halifax to Quebec in four and twenty hours.

If to the amount which may be fairly deducted from the steamship subsidies, be added the amount paid to the Post Office of the United States, and the actual cost of moving troops and material on an average of ten years, the figures will show an amount of saving far beyond the aid asked for, and which ought to satisfy the most rigid economist that, while what we urge secures Imperial interests now in peril, it saves the resources of the English people.

There is one view of this subject which, surely, should not be overlooked. Within the last ten years, but 235,285 emigrants from the British Islands went to the Provinces, while more than six times the number, or 1,495,243 went to the United States, and are now citizens of that country, whose commercial policy is seen in the Morrill Tariff, which shuts out the manufactures of this country. Let us hope that it is not too late to turn the tide of emigration elsewhere, that the life-blood of the parent state may not be drained off to extend the power of a people who, alone, can threaten or endanger the British rule in America, and whose jealous sensitiveness renders a continuance of their friendship, towards Great Britain, at all times uncertain.

The proposal made to the British Government is, to join the three Provinces in a guarantee of four per cent. upon £3,000,000 Sterling, the assumed cost of the proposed works, less, the cost of the right of way, which the Provinces will provide. The Provinces are ready to pass Bills of supply for £60,000 a year, if the Imperial Government will do the same; and, as no doubt this imperial route will gradually work on with increasing returns, the sum of the risk will gradually diminish; until at last, and perhaps before many years are over, the liability may cease altogether. The Canadian Railway Companies are open to treat for the working of the new line so as to avoid any liability beyond the gross amount of the joint guarantee. The selection of the route of the line is left solely to the British Government.

Should the British Government prefer to raise the capital for building the road, their outside responsibility, under such arrangements, would be three and a quarter per cent. on £3,000,000, or about £97,500 a year, and the Provinces would still be responsible for one-half, leaving a nett liability to the British Government of only £48,750 a year; but if they are not disposed thus to increase their nominal and decrease their real responsibility, the sum required for the estimated length of 350 miles of Railway, namely, £3,000,000, can be raised on the terms named, viz: by the mutual guarantee of £120,000 a year, or £60,000 a-year from the Provinces, and £60,000 a-year from the British Government, which guarantee will enable the issue at par of £3,000,000 of four per cent. Stock.

And now, believing that in this and former papers submitted to the Imperial authorities, all the arguments in detail in favor of the Inter-Colonial policy sought for, have been fully set forth, the undersigned have only to add that it appears to them that such arguments are conclusive; that the subject should be looked upon and dealt with mainly in regard to the consideration of permanent con-

nection between Great Britain and the Provinces, and the relative positions of England and the United States, in the event of hostilities between them.

Is or is not the completion of the line of Railway between Halifax and Quebec essential, or at least of infinite importance, as enabling England to carry on by land, as well as by sea, a war with the only power in America which can assail her, as enabling her to protect a portion of her own dominions?

Should war with the United States of America break out during the present or any winter, how is England to cope with her adversary by land? How can she transport, a month hence, to the points of strategy in Canada, the necessary troops and material of war? and to what mortification and disaster may not her few soldiers, usually in garrison there, be subjected, for want of that aid which the Inter-Colonial Railway could bring them? Again, England has pledged herself, and, without a formal pledge, would doubtless strive that the whole force of the Empire should be put forth for the defence of the Provinces in the event of a foreign invasion, but how can that strength be put forth in Canada, without the means of reaching it in winter?

But while she may, by her navy, hold the American seaboard in terror, the American forces can enter Canada, and three millions of people will be left to cope with twenty millions in a war, in the cause of which they would have had no concern, and in the conduct of which they could have no voice.

A dispute in the China seas may involve the United States and England in war; and Canada, without this means of protection, will have to bear the brunt and suffering of it, without having provoked the difference, or being directly interested in the quarrel.

The undersigned must desire it to be understood, that the financial position of the Provinces does not enable them to hold out any hope that more than is herein proposed can be offered by the Provinces themselves. The heavy responsibilities for her Railway undertakings, now pressing upon her, have compelled Canada, in order to preserve her credit with her debenture holders, to impose import duties on a scale which has already raised discussion in England, and laid her under the imputation of having had resort to a system of commercial protection, when in fact she was simply straining her resources, to preserve her credit and good faith.

To her, therefore, as well as to the other Provinces, greater sacrifices are impossible.

As the selection of the route to be adopted has been confided by the Provinces to the British Government, and all local disputes in regard to it thus removed, the undersigned would urge the importance of making use of the coming winter to select and locate the line of Railway. And, if it were possible, to lay upon the ground some of the heavier material, most valuable time would also be gained.

The line can be completed in two summers, if the coming winter be used, and in such case the Railway may be completed by the fall of 1863.

Mr. Edward Watkin and Mr. Joseph Nelson, who were presented to Your Excellency last autumn,—the former representing the proprietors of the Grand Trunk Railway, and the latter having been the very zealous advocate of the Inter-Colonial Railway for several years past—were indefatigable in their efforts to aid us. They furnished much valuable information, opened the way to influential individuals and municipalities, and spared no pains to enable us to accomplish the objects of our mission.

As the Manchester school of politicians had been hitherto regarded as hostile or indifferent to Colonial interests, and as the Ministry rested to some extent upon the support of Lancashire, it was considered advisable to make an effort to change the current of public opinion in that very influential County. If this could be done, one difficulty would be removed out of the way of the Cabinet. If it could not, resting as it did upon so small a majority, the decision must be unfavorable. To carry Lancashire with us, was felt to be of vast importance: and, with this view, Mr. Tilley and myself, accompanied by Mr. Watkin, went down to Manchester, and spent ten

days in active exertions to interest the population in the future of British America.

We waited upon the Mayor and Corporation of Manchester who received us with great courtesy, and who, convinced by our arguments, have since memorialized Her Majesty's Government in favor of the Railway. We accepted invitations from the Mayors of Oldham and of Ashton-Under-Lyne, to dine with them and to address public meetings in those cities. In both we were received with marked distinction, and heard with great patience; and from both we brought away with us the conviction, that if more pains were taken by the North American Provinces to make their resources and their policy known in the great cities and rural districts of the mother country, it would tend to their mutual advantage.

Other cities would have been visited, but the sudden death of the Prince Consort occupied all minds, and overwhelmed the country with grief till after the close of the year; and besides, our presence in London was much required, to furnish information to the departments charged with preparations for the defence of British America. We were often consulted, but, while we could not but admire the generous promptitude displayed by Her Majesty's Government in vindicating the national honor and preparing for the defence of the Colonies, we were often painfully impressed with the conviction that, had war been declared, costly errors would have been committed in every department, for the want of just such information as well-trained Colonists could supply.

It was apparent that until the issue of peace or war was decided, we could expect no answer to the proposition we had submitted; because, if war came, all the laboring population of the Provinces would be required for self-defence; and, if called to bear its burthens, it was not reasonable to expect that the mother country would assume any pecuniary liabilities that could be postponed until after the termination of the contest.

Mr. Tilley was compelled to return home at the close of the year. I lingered till the news of peace came, and, in the meantime, accepted an invitation to the ancient city of Bristol, the commercial metropolis of the West of England. I addressed the principal merchants and most influential citizens, carried a unanimous vote in favor of the Railway, and was most hospitably entertained, by the descendants of those who saw the keels of the earliest navigators, fitted out by the "merchant adventurers" of Bristol, start on those voyages of discovery which have so long connected their names with the history of British America. Mr. Nelson accompanied me to Bristol, and was there, as elsewhere, of great service, from his knowledge of the city and of its inhabitants.

On my return to London, Mr. Vankoughnet and myself addressed ourselves to the discussion of certain points, informally raised by the Colonial Secretary, and furnished such information as was required to complete the case we had presented.

Having been in England several times, on missions deeply affecting the interests of my countrymen, the conviction has been for years becoming stronger that the North American Provinces ought to be represented in London by some permanent body or association. The experiments made, during this and former visits, satisfied me that the people of the mother country require only to be informed to take a deep interest in these Provinces—to turn the streams of immigration hither; and to supply, for the development of their boundless resources, any amount of capital. Australia is represented in England by a body of far seeing persons, interested in her prosperity. Australia votes £100,000 to promote emigration, and dedicates £5000 of it to pay able lecturers on her capabilities and resources. The results of this policy are everywhere apparent. If you take up a newspaper or a periodical, Australia strikes the eye on every page. If you enter a scientific society somebody is lecturing on the topography or resources of that great Island; and, in society, for one person that you meet who knows anything accurately of British America, there are ten who have either returned from or read something about Australia. The conviction that the time had come when these Provinces should secure some means of permanent advocacy, and illustration

was forced upon my mind by all I saw and heard in England. Having discussed the subject with my colleagues, with Mr. Watkin, Mr. Nelson, and with some of the leading bankers and merchants of London, I was requested to draw up a Prospectus of an Association, which I was assured would be generously patronized and sustained. The Prospectus, a copy of which is appended to this report, was prepared and printed for private circulation: and, although I was compelled to leave before a meeting could be held, it is to me a subject of sincere congratulation that this movement has been crowned by a degree of success far beyond my most sanguine expectations.

British Americans will shortly have a home in London, the means of ready introduction to all the channels of trade, and to all circles of society. The Provinces will have the advantage and the aid of a powerful body, thoroughly comprehending their interests, and prompt to aid them in every forward movement. Minutes of the proceedings of the British American Association, with official letters from the Secretary, are appended to this Report.

Just before leaving London, I was honored by invitations from the Mayors of Liverpool and Chester to dine with them, and address the inhabitants of those cities. Being compelled to return home in time for the meeting of the Legislature, I reluctantly declined distinctions and opportunities which, on many accounts, I ought to have improved, and would have very highly prized.

As Mr. Vankoughnet could only linger a few weeks, it was necessary to organize a working committee to whom should be entrusted the task of getting up memorials from the large towns, and promoting the enterprize in the absence of the delegation. Mr. V. did not leave till this was done, and a body of gentlemen second to none in wealth, position, and influence, now watch over the interests of the Provinces, and form an authorized channel of communication with Her Majesty's Government.

Though no official answer has yet been received, and though I have kept this Report open in hopes that some intimation of the intentions of the Cabinet might have been laid before the Legislature with it, I am reluctant to believe that an unfavorable answer will be given. A friend, who is cognizant of all that is going on, writes cheerfully of the prospects of the great enterprize. I give one or two extracts from his letters:

“ London, 22nd February, 1862.

“The Annual Meeting of the Associated Chambers of Commerce of the United Kingdom, was held on Wednesday last. I was permitted to attend and address them on the Inter-Colonial Railroad.

They passed a resolution recommending it to the Chambers of Commerce throughout the country. The Chambers will all, therefore, send memorials, as a matter of course.

The minute of proceedings of the Railway Meeting, was sent to the Government, and they have addressed another official communication to the Government, which will go in on Tuesday. I will send you copy by next mail.

“ 8th March, 1862.

“DEAR SIR,—

I have addressed you an official letter on the subject of the British North American Association. Similar letters have been addressed to the Provincial Secretaries of the other Provinces.

When you first proposed the formation of such an Association, you struck a chord which has vibrated throughout the United Kingdom; and I am proud to say that the Association is one of the most decided successes ever witnessed, in reference to the interests of British North America in this country. Although the rules, &c. have not yet gone out, and the circular announcing where the donations, &c. are to be paid, there has been already a large sum paid in to the Treasurer; all the Corporations, except the General Mining, pay 50 guineas each.

I have inclosed you a copy of the letter addressed by the Chairman of the Intercolonial Railway Committee, to the Lords of the Treasury. No answer has yet been received, but there is a general opinion that it will be favorable.

I have sent you a few copies of a letter addressed to the Chambers of Commerce, and which has been well received.

The Corporation of Dublin have sent an excellent memorial; all Ireland is with us.

Dr. Gray, of the Freeman's Journal, caused the Dublin memorial to be sent."

"22nd March, 1862.

"I duly received your letter of the 5th instant. The Duke sent for Mr. Crawford last Saturday. The interview was confidential, and I think favorable.

The Duke desired Mr. Crawford to send him a copy of the letter to the Lords of the Treasury, and a list of the memorials sent in, which has been done. I had hoped to have seen Mr. Crawford before writing you to-day, but he is not in the city. A meeting of the Committee will be held on Thursday, and if a favorable reply is not received before then, arrangements will forthwith be made to bring the subject under the notice of the House of Commons. The following memorials are already in:—

- The Merchants and Bankers of London..
- " " Liverpool.
- " " Manchester.
- " " Glasgow.
- " " Belfast.
- " " Bristol.
- The Corporation of Manchester.
- " Dublin,
- " Belfast.
- " Chester.
- " Gloucester.
- " Cutlers, Sheffield.
- The Chamber of Commerce of Glasgow.
- " Belfast.
- " Newcastle-upon-Tyne.
- " Gateshead.
- " Bristol.
- " Sheffield.
- " Edinburgh.
- " Leith.
- The Harbour Board of Belfast.

We are getting on with the Association admirably. There is upwards of £900 in; the following have sent donations:

Canada Company.....	£50	0	0
Bank of B. N. A.....	52	10	0
Gillespies.....	52	10	0
Barings.....	52	10	0
Morrison, Dillon & Co.....	50	0	0
Glynn & Co.....	52	10	0
Trust and Loan of Canada.....	50	0	0
Finlay, Hodgson & Co.....	26	5	0

Most of the Dry Goods Houses will follow the lead of Morrisons, and I believe Brassy will give £50, and Sir M. Peto the same. We shall get, I have no doubt, near £2000."

It gives me infinite pleasure to inform your Excellency that the utmost cordiality and harmony were maintained throughout the delegation, and that a two months participation in common labors and anxieties, warmed into personal regard the respect which the gentlemen composing it had previously entertained for each other.

I have the honor to be,
My Lord,

Your Excellency's
Most Obedient Servant,
JOSEPH HOWE.

The Right Hon. THE EARL OF MULGRAVE.
&c., &c., &c.

INTER-COLONIAL RAILWAY.

At a meeting, convened for the purpose of considering and determining the steps to be taken in connection with this subject, held at the London Tavern, on the 30th January, 1862, R. W. Crawford, M. P. occupying the Chair. There were present:

Thomas Baring, Esq. M. P.
The Hon. P. M. Vankoughnet
Alexander Gillespie, Esq.
Robert Benson, Esq.
Sir James Ferguson, Bart, M. P.
Edward Wheeler Mills, Esq.
John Chapman, Esq.
H. Danby Seymour, Esq. M. P.
Hon. Robert Grimston,
Hon. Arthur Kinnaird, M. P.
Robert Carter, Esq.
Hon. Robert Bourke,
Edward W. Watkin, Esq.
T. M. Wequelin, Esq. M. P.
H. E. Childers, Esq. M. P.
James J. Cummins, Esq.
P. Glyn, Esq.
W. Chapman, Esq.
H. Montgomerie, Esq.
Wm. Hartridge, Esq.
R. Jones, Esq.
Charles Hill, Esq.
Thomas Hughes, Esq.
Charles Bischoff, Esq.

The Chairman having opened the proceedings by a few introductory remarks, proceeded to move the following Resolution:

That this meeting is deeply impressed with the absolute necessity of a Railway being constructed so as to connect Canada and New Brunswick with Halifax, and thus secure at all seasons of the year direct communication between the West and the seaboard, through British territory, and it pledges itself to assist the British North American Provinces in their endeavour to obtain a subsidy from the Imperial Government for this purpose.

The Hon. P. M. Vankoughnet having seconded the Resolution, it was put from the Chair and unanimously carried.

It was then proposed by the Hon. Robert Grimston, seconded by H. Danby Seymour, Esq. M. P. and carried unanimously—

That the following gentlemen be requested to act as a Committee, with power to add to their number, for carrying out the negotiations with the Imperial and Colonial Governments, and that they be authorized to take such other steps as may seem to them necessary, for securing the object in view:

The Chairman, R. W. Crawford, Esq. M. P.
Sir Edmund Head, Bart.
R. Benson, Esq.
Robert McCalmont, Esq.
Sir James Ferguson, Bart, M. P.

Alexander Gillespie, Esq.
 Robert Carter, Esq.
 John Chapman, Esq.
 Samuel Gurney, Esq. M. P.
 Hon. Robert Bourke,
 H. Danby Seymour, Esq. M. P.
 Hon. Chas. W. W. Fitzwilliam, M. P.
 Edward W. Watkin, Esq.
 Wm. Scholefield, Esq. M. P.
 Hon. Arthur Kinnaird, M. P.
 H. E. Childers, Esq. M. P.

The question of Secretaryship having been mentioned, it was proposed by John Chapman, Esq. seconded by William Hartridge, Esq. and carried unanimously—

That Mr. Joseph Nelson be appointed Secretary to such Committee.

The meeting then adjourned.

(Signed)

R. W. CRAWFORD, *Chairman*.

Extracted from the Minutes.

J. NELSON, *Secretary*.

BRITISH AMERICAN ASSOCIATION.

PROSPECTUS.

British America, including a territory of 4,000,000 of square miles, and Six organized Provinces, has no representation in the British Metropolis, and no means of direct communication with the People of England.

The Colonial Office corresponds with the Colonial Governors, but these are selected often without any regard to the interests or the feelings of the people they are sent to rule. Their correspondence is sometimes laid before Parliament, but rarely furnishes much information to the people of England, or any adequate expression of the views and feelings of the colonists upon questions in which they take an interest.

In almost every negotiation, where the territorial rights of British America were involved, or her commercial privileges could be effected, both have been sacrificed, either from ignorance or indifference on the part of the Imperial authorities.

British America has rarely been directly represented in any negotiation. She has no voice in either House of Parliament. There is not a British colonist in any Imperial department charged with the control of her commerce and foreign relations in peace, and her destinies in war. She has no influence with the press of England, and no means of communication with the large cities and organized public associations of this country.

The Australian, and all the larger groups of colonies, have organized associations, or resident agents or representatives, in England. British America has neither.

The United States have their minister in England, whose house is the home of his fellow-countrymen, whose office is the centre of union and of intelligence, whose personal courtesy is extended to all, and whose influence opens the way for travellers to society, and to the means of information. Even the Southern States have their representatives in England, and will presently have their recognized diplomatic agents or ambassadors.

The loyal provinces of British America are unrepresented here, either in the Government or in society. No provision is made for them; and upon the scant courtesy of any administration they have no claim. When queens are crowned, princes buried, parliaments opened, treaties framed, or wars declared, their existence is ignored, and their feelings are never respected. Governors are sent to them of whom they never heard,—who are unknown to the higher walks of British parliamentary life, science, literature, diplomacy, or war; and now, with war impending along a frontier of fifteen hundred miles, the two largest provinces have been intrusted to two officers who never saw the countries to be defended, and are without any local knowledge or experience.

British America, with a population double that of Norway, larger than that of Denmark, and nearly as large as that of Sweden, has no representative in London, although each of these states has; their ministers being treated on all occasions with distinction, which is never accorded to those who represent the loyal Provinces of our own Empire.

Oldenburg and Brunswick, with populations less than that of Nova Scotia; and Hanover, Saxony, and Wurtemberg, with populations less than that of Canada, are represented at the Court of England, and their slightest wish or most insignificant interest finds expression or defence in this country.

All this is wrong, and the people of England and of British America can put it right. It is in vain to look to the Government, no matter what party is in power. The Government has looked on with indifference while the Provinces have been nearly split in halves by territorial arrangements now admitted to have been founded on a mistake. It has flung away the coasting-trade and coast-fisheries without corresponding equivalents. It has looked on with indifference while the United States have silently secured facilities for throwing 100,000 men in a week upon our frontiers, though the Queen's subjects in America have for ten years been warning us of the danger; and now the unprotected state of that frontier, as the colonists long since foresaw, invites the Republicans to try the hazard of a war, which, had we been better prepared, might have been averted.

Though warned, ten years ago, of the impolicy of permitting British subjects to wander into foreign countries, while there are comfortable homes and ample employment for them in our own fertile territories, the Government of these Islands has looked on with criminal indifference, while 1,495,243 of the Queen's subjects have drifted into the United States since 1851, the largest portion of whom, by a little judicious management, might have been planted in our own provinces. They have now been lost to the strength of the Empire. If war comes they will be enemies, not friends. Should peace be preserved they are behind the Morrill Tariff; consumers for ever of American and not of British manufactures; and their savings will come home to swell the stream of immigration in the wrong direction in all time to come.

The people of England are taxed to maintain thousands who are criminal because they are destitute or poor because the means of employment cannot always be found in an over crowded country, liable to violent fluctuations in the labor market. Half that is paid, if judiciously employed in the distribution of this labor, would relieve the poorhouses and jails, and strengthen our Colonies while purifying the moral atmosphere of these Islands.

The work must be done, as all other work is done in this country, by associated enterprise, by combination and mutual intercourse, by collecting and diffusing information. What is wanted is a suite of rooms, a chairman, a secretary, and a working committee; all other things will follow in their order.

It is proposed then to form a society to be called "The British American Association," to which members paying a subscription of one pound per annum shall be admitted. Gentlemen favorable to the design can give more to the general funds, or for any special objects in which they take an interest. It is expected that the Colonial Legislatures will contribute, and that Colonial gentlemen coming to London will become members, or cheerfully pay a sovereign or two for the privilege of the rooms while they remain. These resources will be ample, to provide rooms, to pay a secretary, and make such arrangements as are contemplated in the first instance, to form a centre around which Colonial gentlemen can revolve, and where intelligent Englishmen, connected with trade, politics, literature, or science, can find them.

There are now in London ten joint-stock companies who have invested a capital of thirty millions in British America. There are in all our large manufacturing and seaport towns a numerous body of persons deeply interested in the productive power and commercial prosperity of British America. There is no connecting link, no bond of union, between these companies or individuals. Whatever strengthens, elevates, or makes the provinces prosper, must benefit them all, improving the character of their investments and enlarging the field of enterprise. To promote the interests of all by combining their resources and

appealing to their intelligence, will be one of the objects of this association. It will maintain a friendly intercourse with the government of each province, through its recognized organs, without distinctions of party; and it will proceed at once to collect, and form into a library of reference, every work to which a person interested in our Transatlantic possessions would desire to have access.

It is proposed to organize this association by calling the subscribers together as soon as fifty names have been obtained.

RULES OF THE BRITISH NORTH AMERICAN ASSOCIATION.

President,

Vice-Presidents,

COUNCIL.

R. W. Crawford, Esq. M. P.

Hon. P. M. Vankoughnet, of Canada	} <i>Ex Officio.</i>
Hon. Joseph Howe, of Nova Scotia	
Hon. S. L. Tilley, of New Brunswick	

Lord Alfred Paget, M. P.
 Right Hon. Sir E. Head, Bart.
 Sir James Fergusson, Bart. M. P.
 Hon. Arthur Kinnaird, M. P.
 J. A. Roebuck, Esq. M. P.
 The Hon. Robert Bourke.
 Hon. Justice Haliburton, M. P.
 Hon. Robert Grimston.
 Hugh Childers, Esq. M. P.
 H. W. Blake, Esq.
 Robert Benson, Esq.
 Robert Carter, Esq.
 Robert Gillespie, Esq.
 H. Montgomerie, Esq.
 Thomas Baring, Esq. M. P.

George Carr Glyn, Esq. M. P.
 Sir Minto Farquhar, Bart. M. P.
 Sir Francis Head, Bart.
 Hon. Wentworth Fitzwilliam, M. P.
 Capt. Whyte Jervis, M. P.
 Sir J. Dalrymple Hay, Bart. M. P.
 Danby Scymour, Esq. M. P.
 Henry Paull, Esq. M. P.
 Charles Franks, Esq.
 P. Rose, Esq.
 Wm. Chapman, Esq.
 Edward Watkin, Esq.
 Charles Bischoff, Esq.
 John M. Grant, Esq.

TRUSTEES.

Treasurer, Hon. Arthur Kinnaird, M. P. *Bankers,* Messrs. Ransom, Bouverie & Co., Messrs. Glyn, Mills & Co. *Secretary Pro. Tem,* J. Nelson.

1. The British North American Association is formed to diffuse information as to the British North American Provinces, to promote Colonial union and correspondence, and to enable the imperial and colonial interests on both sides of the Atlantic to confer from time to time through its instrumentality, as an established centre of communication, on all topics of mutual interest.

2. The Association shall collect and circulate official information regarding the material resources of the Provinces, in respect to emigration and the employment of capital and labor, and also such facts as shall record the development of their commerce and their progress in the arts and sciences.

3. Any person, whether residing in the Provinces or the United Kingdom, can be admitted as a Member of the Association on being nominated by two Members, and approved by the Council for the time being, but no person shall be entitled to the privilege of Membership until his annual subscription shall have been paid.

4. All Members of the Provincial Parliaments, being Members of the Association, shall, while in London, be *ex officio* and extraordinary Members of the Council, with the power of voting.

5. The annual subscription shall be not less than £2 2s., and every Member shall on his election pay the same for the current year, and no Member shall be entitled to vote or to enjoy any other privilege of the Association so long as he shall remain in arrear with his subscription. Any Member, if resident in the United Kingdom, may compound his future annual subscriptions by one payment of Twenty Guineas, and if a resident in the Provinces, by a payment of Ten Guineas.

6. The Council shall have the power to admit persons, resident in the Provinces and visiting this country, as visitors to the Association on such terms as they may from time to time determine.

7. Any Member intending to withdraw from the Association, must signify his intention to do so in writing to the Secretary, provided always that such Member shall be liable to the payment of his subscription for the current year.

8. There shall be a President, two Vice-Presidents, and Treasurer, and such Honorary Officers as the Council may appoint as the Honorary Members of the Association.

9. There shall be three Trustees to be chosen by the Council, in whom the property of the Association shall be vested, and who shall have the power in respect to the same to adopt such measures, under the direction of the Council, as may appear expedient for the interests of the Association, and the Trustees shall be *ex officio* members of the Council.

10. The government of the Association shall be managed by a Council of Thirty members (in addition to the President, Vice-Presidents, and Trustees,) of whom three shall form a quorum. The Council shall elect their Chairman, and shall have the appointment of Treasurer, Secretary, and other officers and servants, whether honorary or stipendary.

11. The Council shall hold an ordinary meeting once a month, and minutes of the proceedings thereat shall be regularly kept by the Secretary.

12. A Special Meeting of the Council shall be called on a written application from two members, to elect a new member, such new member not being a resident of Great Britain.

13. The Council shall be empowered to make from time to time such bye-laws, consistent with the general rules of the Association, as they shall think necessary, and they shall have the power of filling up any vacancies which may occur in their number after the annual meeting.

14. Ten members of the Council shall go out at every annual meeting according to seniority of service next after the first two years, (the first and second vacancies to be determined by ballot amongst themselves,) but they shall be immediately eligible for re-election.

15. The Annual Meetings of the Association shall be held in the month of June, for the purpose of the election of members of the Council of the succeeding year, and of receiving an abstract of the state of the finances, with a report of the general concerns of the Association for the past year. At the Annual Meeting any member may bring forward suggestions for improving the working of the Association, provided he has given notice of his intention to the Council seven days before the meeting; and if any new rule or alteration of an old rule be duly proposed and be approved of by two-thirds of the members then present, the same shall be considered as adopted by the Association, subject to the confirmation of another General Meeting. The Council shall call an Extraordinary General Meeting on the requisition of twenty-five members.

16. Notice of every meeting shall be given by public advertisement at least fourteen days before the day of meeting, and such notice shall specify the object or objects of such meeting. The quorum requisite to constitute such meeting shall be seven members.

17. The Association shall possess a Library, with Maps, Charts, &c., connected with the British American Provinces. It shall also be regularly supplied with such leading papers and publications of the chief towns and cities of the Provinces as the Council may think fit.

18. The Association shall from time to time, under the superintendence of the Council, publish statements, and accompany them with maps and other illustrations as occasion may require.

19. The Chairman shall be entitled to vote on all questions, and shall have the casting vote.

20. The Treasurer shall, *ex officio*, be one of the Trustees.

21. The Association shall not, and may not make or distribute any dividend, gift, division, or bonus, or money unto or between any of its members.

At the First General Meeting of the Members of this Association, held at the Westminster Palace Hotel, on Friday, the 28th February, R. W. Crawford, Esq., in the chair, the Rules for the governance of the Association having been read—

It was moved by Mr. Robert Carter, seconded by Mr. Danby Seymour, M. P. and Resolved,—

That the Rules now read be approved, confirmed, and adopted, and that the Association be now formed in accordance therewith.

It was moved by the Hon. A. Kinnaird, M. P. seconded by Mr. Wm. Jackson, M. P. and Resolved,—

That the following gentlemen do form the Council of the Association until the first Annual General Meeting :

R. W. Crawford, Esq. M. P.

Hon. P. M. Vankoughnet, of Canada,	} <i>Ex Officio.</i>
Hon. Joseph Howe, of Nova Scotia,	
Hon. S. L. Tilley, of New Brunswick,	

Lord Alfred Paget, M. P.
 Right Hon. Sir E. Head, Bart.
 Sir James Fergusson, Bart, M. P.
 Hon. Arthur Kinnaird, M. P.
 J. A. Roebuck, Esq., M. P.
 The Hon. Robert Bourke.
 Hon. Justice Haliburton, M. P.
 Hon. Robert Grimston.
 Hugh Childers, Esq., M. P.
 H. W. Blake, Esq.
 Robert Benson, Esq.
 Robert Carter, Esq.
 Robert Gillepsie, Esq.
 H. Montgomerie, Esq.
 Thomas Baring, Esq., M. P.

George Carr Glyn, Esq., M. P.
 Sir Minto Farquhar, Bart, M. P.
 Sir Francis Head, Bart.
 Hon. Wentworth Fitzwilliam, M. P.
 Capt. Whyte Jervis, M. P.
 Sir J. Dalrymple Hay, Bart, M. P.
 Danby Seymour, Esq., M. P.
 Henry Paull, Esq., M. P.
 Charles Franks, Esq.
 P. Rose, Esq.
 William Chapman, Esq.
 Edward Watkin, Esq.
 Charles Bischoff, Esq.
 John M. Grant, Esq.

It was proposed by Mr. Andrew M. Uniacke, seconded by Mr. Robert Benson, and Resolved,—

That the Council be requested to place themselves in communication with the Provinces, and public bodies and individuals either at home or abroad, with the view of making known the formation of the Association, and of obtaining annual subscriptions and contributions towards its preliminary expenses and maintenance, and gifts of books, papers, &c. to the library.

It was proposed by Mr. Wm. Chapman, seconded by Mr. Danby Seymour, M. P, and Resolved,—

That the Hon. Arthur Kinnaird, M. P., be appointed Treasurer to the Association, and that the bankers be Messrs. Ransom, Bouverie, and Co., and Messrs. Glyn, Mills, and Co.

A vote of thanks having been unanimously passed to the Chairman, the Meeting adjourned.

71 Old Broad Street, E. C.,
 February 25th, 1862.

MY LORDS,—

As the Chairman of a Committee, recently appointed at a public meeting for the purpose of carrying on negotiations with the Imperial Government, in regard to the proposed Intercolonial Railway between Halifax and Quebec, I have been directed to place in Your Lordships' hands the accompanying Memorial from Merchants, Bankers, and others of the City of London, in favor of the object in view, and in so doing to submit to Your Lordships a brief statement of the proceedings recently taken here and in the Colonies in connection therewith.

On the 14th of June last a Deputation waited upon His Grace the Duke of Newcastle, for the purpose of laying before His Grace a memorial showing the commercial, political and military advantages of the proposed Railway, and the views of the promoters in soliciting the sanction and assistance of Her Majesty's Government in favor of the project. On that occasion His Grace remarked, that he was most anxious to consider favorably any feasible plan by which the proposed line of communication might be secured, but that it appeared to him that the subject had not been placed before him in a shape that would enable him to propose it formally for the consideration of the Government. His Grace suggested, at the same time, that a responsible body should be constituted, with whom he could communicate, and that more definite proposals should be submitted, as to the extent to which the Colonies of Canada, Nova Scotia and New Brunswick would bind themselves to afford financial support to the undertaking.

In conformity with these suggestions a convention of delegates from the three Provinces met at Quebec on the 30th September last, when a resolution

was unanimously adopted to the effect "That the three Governments of Canada, Nova Scotia, and New Brunswick, do renew the offer made to the Imperial Government on the 26th October, 1858, to aid in the construction of an Inter-colonial Railway to connect Halifax with Quebec, and that a delegation from each Province shall immediately proceed to England, with the object of pressing the project upon the attention of the Home Government, giving them the assurance that the Governments of the respective Provinces will endeavor to secure the necessary legislation at the next ensuing sessions of their respective Parliaments." The offer made in 1858 was in effect that the three Provinces should grant a free right of way, with land, &c. and provide and pay each of them £20,000 sterling, or collectively £60,000 annually, so long as it might be wanted, towards the charge of the guarantee required for the raising of the necessary capital.

Conformably with this resolution the Hon. Messrs. Vankoughnet (of Canada), Tilley (of N. Brunswick), and Howe (of Nova Scotia), were appointed to proceed to England as Delegates for the purpose of stating the views and wishes of the Provinces, and negotiating with the Government. They arrived early in the month of November, and having delivered their credentials at the Colonial Office, had every opportunity afforded them of discussing verbally and by written communication the object of their mission with His Grace the Secretary of State; but the all absorbing events, in connection with the Trent affair, soon afterwards occurring, they were reluctantly obliged, as their several Parliaments were on the eve of meeting, to return to their duties, without carrying with them any definite intimation of the views of the Government on the matter in question. Prior to their departure, however, it was resolved, formally to constitute a body in this country for the purpose of communicating with the Government, and a meeting was accordingly held, at which the Committee was appointed, on whose behalf I am deputed now to address Your Lordships.

The Committee, after full consideration of the whole question, are of opinion, that their first step should be to satisfy your Lordships as to the feelings of this country, as well as of the Colonies, on the general question of the imperfect nature of the existing Intercolonial communications, and the necessity, on commercial and political grounds, of establishing the Railway proposed; and with that view they have invited an expression of public opinion on the subject, the results of which will have been submitted to your Lordships in memorials, similar to that which I have now the honor to forward.

The numerous papers, which were delivered in to the Government by the Commissioners prior to their departure, render it unnecessary for me here to trouble your Lordships with any repetition of the arguments therein adduced in support of the necessity of the projected line, whether regarded from an Imperial or a Colonial point of view. The Committee earnestly desire to press these considerations upon the serious attention of the Government, and request me to state, that if their Lordships shall feel themselves justified in meeting the wishes of the Colonies, by recommending Parliament to take part in affording such aid to the construction of the proposed Railway as the circumstances may require, they will be prepared, on their part, either to leave the construction of the Railway entirely in the hands of the Government and the Provincial authorities, or to submit proposals of their own, if the Government should be of opinion that the enterprise should be placed in the hands of a public company.

As the Legislative Assemblies of the several Provinces are now in session, or about to meet soon for the despatch of business, the Committee trust that the subject will receive the early attention of the Government, and that the result may be communicated to them in time to influence the proceedings of the Provinces abroad as the circumstances may require.

I have the honor to be,
Your Lordships most obedient humble servant,
R. W. CRAWFORD.

(Signed)

To the Honble.

THE LORDS OF THE TREASURY.

*British North American Association,
Temporary Offices, 21 Old Broad Street, E. C.
London, 1st March, 1862.*

SIR,—

I am desired by the Council of the British North American Association to transmit to you the Rules and Regulations which were approved and adopted at a public meeting yesterday, as well as copies of the Resolutions passed thereat, and at the same time to invite, in the name of the Council, the cordial co-operation of the Government, and also as far as you may be able to influence it, that of the people of your Province who may approve of the objects the Association has in view. A considerable expense, variously estimated at from £1,500 to £2,000 will be incurred in the formation of the Association, but that liability defrayed, the Council have every hope that the annual subscriptions of the members, with such donations as they have reason to believe they will from time to time receive, will be sufficient to cover the current annual expenses.

At the first public meeting which was held to consider the advisability of establishing such an Association, the Hon. P. M. Vankoughnet, the Canadian Delegate to England in the matter of the Intercolonial Railway, speaking on behalf of himself as well as yourself, and the Hon. Mr. Tilley of New Brunswick, was understood to say that he felt assured that when the question of the formation of the Association was brought under the consideration of the Provincial Governments, that they would, one and all, not only assist by a grant of money in its organization, but cordially co-operate in promoting its permanent establishment.

I am therefore desired to request that you will be good enough to obtain the views of your Government, at their early convenience, as the extent of the usefulness of the Association will in a great measure be determined by the amount of assistance the Council may expect to receive at the hands of Nova Scotia and the other Provinces.

The Rules which are enclosed herewith explain fully the objects in contemplation, and I am desired to add in connection therewith that the Council will be glad to receive at all times, any suggestions which may be considered likely to promote the interests and influence of the Association.

You will not fail to notice that one of the chief objects is the establishment of a library, particularly one of reference as regards British North America, and the Council beg that you will kindly make such arrangements as will insure the regular transmission of all parliamentary and other papers likely to be useful as affording statistical information regarding the Provinces. As the success of the undertaking will to some extent depend upon the number of its members, the Council are of opinion that steps should be taken to make known its existence and objects throughout the Provinces, for the purpose of obtaining members, and they will be glad to receive any advice or suggestions from you as to the best course to be adopted, to give effect to their views in this respect.

I shall not fail to keep you regularly advised of the proceedings of the Association, and in the meantime drawing your especial attention to Rules 3 and 4, as relating to the members of your Legislature desiring to become members of the Association.

I have the honor to be, Sir,

Your most obedient faithful servant,

JOSEPH NELSON,

Secretary, (*pro tem.*)

To Honorable JOSEPH HOWE,
Provincial Secretary,
Halifax, Nova Scotia.



APPENDIX No. 10.

MILITIA.

(COPY.)

Nova Scotia.—No. 99.

Downing Street, 20th August, 1861.

MY LORD,—

I have the honor to transmit to your Lordship a copy of a letter from Major-General Trollope, which has been communicated to me by the Secretary for War, in which a question is raised as to the provision which should be made for arming the population of Nova Scotia and New Brunswick, to meet any emergency which might arise.

I have to request that you will bring this subject under the consideration of your Council, with the view of ascertaining whether the Provincial Government is disposed to provide a larger supply of arms and ammunition for the Militia of the Province. It is scarcely necessary to remind you that it is a question which must be decided by the Local and not by the Imperial Government, which is not prepared, and could not be expected, to bear the expense.

I have, &c.

(Signed.)

NEWCASTLE.

Lieutenant-Governor

The Right Honorable

THE EARL OF MULGRAVE, &c. &c. &c.

MAJOR-GENERAL TROLLOPE TO THE DUKE OF NEWCASTLE.

Halifax, Nova Scotia, 24th June, 1861.

SIR,—

I have the honor herewith to submit for the consideration of the General Commanding-in-Chief, the within return of arms, ammunition, and accoutrements, in store in Nova Scotia and New Brunswick, exclusive of the 3,000 Enfield Rifles supplied by the Imperial Government for the service of Volunteers, to each of those Provinces; total sent, 6,000 Enfield Rifles, with which were sent 300,000 rounds of ammunition, divided as follows: To New Brunswick, 140,000 rounds; to Nova Scotia, 160,000 rounds, of which latter only 27,000 rounds remain in store, the remainder having been expended in practice, and paid for by this Province, (Nova Scotia.) consequently I am of opinion that a reserve of 500 rounds per stand for 6,000 men, should be forthwith despatched for the service of the Volunteers of Nova Scotia and New Brunswick.

The question then to be considered will be, to what degree I am to be prepared to arm the population of these Provinces, if called upon to do so, —say a force in each Province might be raised under the proclamation, to the extent of 20,000 men; total, 40,000, more or less.

To meet such emergency I have only at my disposal of every kind of percussion, smooth-bore muskets 8,799 stand, and 784,726 rounds of ammunition—an average of 89 rounds per musket, so that if such arms be deemed applicable to emergency of the present day, more ammunition would be required.

In addition to the above there are in store in New Brunswick 4,147 flint muskets of every kind, and 48,006 rounds, or 11 rounds per musket.

I have reason to believe that the Lieutenant-Governor of New Brunswick has by this mail communicated with the Secretary of State for the Colonies, on the subject of arms, ammunition and accoutrements, in case he should have to call out the Militia of that Province.

I therefore feel it my duty to furnish you with the undermentioned details, in order that suitable means may be adopted to meet any emergency that may arise.

The Lieutenant Governor of Nova Scotia is at present absent from Halifax, and consequently I have been unable to consult him on this subject.

I have, &c.

(Signed.)

CHARLES TROLLOPE.

Major-General Commanding.

The Adjutant General
Of the Forces,
Horse Guards.

EPITOME.

	NOVA SCOTIA.		NEW BRUNSWICK.		TOTAL.	
	Stand of Arms.	Rounds of Ammunition.	Stand of Arms.	Rounds of Ammunition.	Stand of Arms.	Rounds of Ammunition.
In possession of Volunteer Militia. } Rifles, pattern 1853.....	3000	27000	3000	140000	6000	167000
In the Military Store. { Rifles, pattern 1853.....	829		92		921	
Per Muskets, 1839.....	2467	284837	103	366128	2467	650965
“ “ 1842.....	2320				2423	
Line Sergeants.....			4		4	
Sea Service.....	492	45491	1000	50000	1492	95491
Artillery.....	45	25000	21	9770	66	34770
Pattern 1851.....	44	3500			44	3500
“ 1853.....	113		2190		2303	
Flint Lock, India pattern.....			2151	48006	2151	48006
“ Sea—long.....			1996		1996	
Part worn Rifles, pattern 1853, to be returned into store by 63rd Regiment.....	840				840	
Total.....	10150	385828	10557	613904	20707	992732
Sets of accoutrements in Military Store.....	4488		7541		12029	

Military Store Office, Halifax, 24th June, 1861.

RETURN

Of Small Arms, Ammunition, &c, in Store at Halifax, and St. John New Brunswick, on the 24th of June, 1861.

DESCRIPTION.	In Store.		Total.	Ammun. for at		Average rounds per stand.	Accoutrements.	
	Halifax.	St. John.		Halifax.	St. John.		Halifax.	St. John.
ARMS.								
Carbine Br. Yeom'y		100	100	*	*	Including		
P. 1853	829	92	921	1056165	174200	500 per man		
" 1839	2467		2467			reserve.		
" 1842	2320	103	2423	284837	366128	94		
Line Serjts		4	4					
Sea S.	492	1000	1492	45491	50000			
Artillery	45	21	66	25000	9770			
Patr. 1851	44		44	3500				
Extra Patr. 1853...	113	2190	2303					
Serv. 42								
Flint { India Patr		2151	2151		48000	11		
{ Sea—long		1996	1996					
Balls	49		49	3804				
Per. { Sea P. B.	468	499	967	27670	29750			
{ Constab'y		29	29					
Cavalry		1	1					
S. S. Patr. B.		94	94					
Muskets Patr. 1853 } now returned from } 63rd Regt.	840		840					

4188 O. Pr. Inf'y.
6219 old Patt'n.
1322 Enrolled Pens'rs.

* This is the reserve fixed by the Secretary of State for War, authority dated War Office. 28th May, 1860.
57
gen po for troops of the line.
1531

(Signed.)

ROBERT R. PRINGLE.
D. M. S.

COL. FORDYCE, C. B.,
Assistant Quarter Master General.

No. 78.—Miscella.

Government House, Halifax,
12th November, 1861.

MY LORD DUKE,—

Referring to your Grace's despatch, No. 99, 20th August last, enclosing the copy of a letter from Major-General Trollope, pointing out the necessity of a further supply of arms, for the purpose of equipping the Militia, should any sudden emergency necessitate the arming of the population of the Province, I have the honor to inform your Lordship, that in compliance with your directions, I brought the subject under the consideration of my Council, and pointed out to them the necessity of making some provision for that purpose.

2. I regret, however, to state, that they are of opinion that it would be impossible, under present circumstances, to induce the Legislature to furnish the funds which would be required.

3. Under the present Militia Law it is enacted that "the Governor in Council may, in case of any emergency, provide such additional numbers of arms and accoutrements for the Militia, as shall be deemed advisable, at the expense of the Province;" and in the event of any immediate expectation of hostilities I feel confident that every exertion would be made

by all parties in Nova Scotia, to render the local defences as effective as possible.

4. But the ordinary revenue of the Province is so small—under £200,000 a year, Currency—(£160,000 Sterling), that when the interest of the debt which has been incurred for Railway purposes is deducted, there is barely sufficient left to carry on the ordinary services of the Country, and it would be impossible to expend so large a sum as would be necessary for the purchase of the arms required, without increasing the taxation of the Country, and this my Council do not think the Legislature would agree to, except under very pressing circumstances.

5. The Militia has been neglected for so many years, and the Province has so long existed without any cause for alarm, that it is very difficult to persuade the people of the necessity of making any extra exertion in time of peace, for the purchase of arms which they believe will probably never be required.

6. On my assumption of the Government of Nova Scotia I found the local forces existed only on paper, and seeing that it would be impossible in time of peace to re-organize the Militia so as to make them an efficient body, I proposed to your Lordship's predecessor in office in a despatch No. 10, 30th January, 1859, the formation of a Volunteer Force, and I pointed out at the same time the difficulty which I foresaw in the purchase of arms.

7. Since then, aided by the good Rifles which were furnished to me by Her Majesty's Government, I have been enabled to form thirty Companies, and there are at present about 1500 men in the Province who have gone through their drill and musketry instruction, and are now effective volunteers, and I hope there is every prospect of this number largely increasing, as the movement is now becoming popular, and much of the opposition I had at first to contend with is now dying out.

8. The Legislature has voted £2000 a year for the support of the force, out of which fund are provided the Drill Instructors—of whom I have several permanently employed—the practice ammunition—allowance for armories—and other incidental expenses.

9. The Volunteers themselves have expended considerable sums in the purchase of their uniforms, and great praise is due to them for the zeal and perseverance they have shewn, and for the large amount of time they have devoted to their drill and rifle practice.

10. I am aware that this force is still very inadequate for the protection of the Province, and that much remains to be done, and above all, that a considerable reserve of arms ought to be purchased, in order that the Province might have the power of at once arming any portion of the Militia, which it might be considered necessary to enrol, in the event of any sudden emergency. I have, however, mentioned it in order that your Lordship may see that there is a disposition on the part of Nova Scotia to improve their local defences, and that the Legislature has not been unwilling to vote some pecuniary assistance to the movement; and I believe that any unwillingness to provide a proper supply of arms for the Militia must be attributed, not to any wish to avoid a responsibility which justly belongs to them, but to the smallness of the revenue, which does not admit of so large an outlay as would be required for the purchase of arms, and their reluctance to impose increased taxation on the people for an object which offers no immediate advantage, and which they believe may be postponed to a future day, when perhaps the Colony may be better able to afford it.

I have, &c.

(Signed.)

MULGRAVE.

His Grace

THE DUKE OF NEWCASTLE, &c. &c. &c.

APPENDIX No. 11.

POSTMASTER GENERAL'S REPORT.

*General Post Office, Halifax,
January 31, 1862.*

SIR,—

I have the honor to present to you, for the information of his Excellency the Lieutenant Governor, my ninth annual report of the proceedings of the Post Office Department in this Province, with the accompanying returns for the year ended 30th September, 1861, numbered from 1 to 17.

No addition has been made during the past year to the established Post Offices, which number 73.

The Way Offices now number 380, one having been discontinued, and 38 added, during the year; several of these have been set up on the recommendation of members of the Legislature, and have, I believe, given very general satisfaction to the inhabitants more immediately interested in their establishment.

The average number of newspapers posted at, passing through, and delivered from the Halifax office, in the past year, amounted to

	2,358,824
In 1860,	2,080,520

Shewing an increase of 278,304

This increase is, in a great measure, owing to the large amount of mail matter of this description passing through this office for and from the combined French and English fleets on this station during the past summer.

The number of letters of all kinds sent and received,—that is, unpaid, paid in money, and by stamp, together with the forward correspondence, sent from the Halifax office in the year, was,

	705,696
Last year,	534,922

Increase in the year, 170,774

This increase is, also, mainly attributable to the correspondence for the combined British and French fleets, which was unusually numerous, and numbered during some weeks from fifteen to twenty-two ships.

It should, however, be born in mind, that the correspondence for these ships, although it entailed a large amount of additional labor at the Halifax office, yielded no corresponding benefit to the Postal Revenue, as this Province receives nothing for postage on letters sent and received by non-commissioned or warrant officers, and seamen and marines, in the service of either nation.

A falling off of 5604 in the number of registered letters sent and received, appears this year, the number being

For Country Offices,	12,700
Halifax Office,	11,232

23,932

Last year, 29,536

This circumstance may be accounted for, from the fact, that the convenience and security, and other advantages of the Money Order System, are gradually becoming better understood by merchants, traders, and others, though it is very much to be regretted that the public generally do not avail themselves of it as a medium for the safe transmission of money.

A reference to report No. 13, will shew the particulars of the money letters

reported as missing, and the result of the enquiries instituted in each case.

With reference to the insecurity attending the transmission of money, or articles of value, by post, when *unregistered* and in *self-sealing envelopes*, I beg to quote, for the information and guidance of the public, the following judicious advice, taken from the "British Postal Guide," on this subject :

"Never send money or any other article of value through the post, except either by means of a money order or in a registered letter. Any person who sends money or jewelry in an unregistered letter, not only runs the risk of losing his property, but exposes to temptation every one through whose hands his letter passes, and may be the means of ultimately bringing some clerk or letter carrier to moral ruin. Every letter which contains money, or other valuable article, even when registered, ought to be securely sealed."

PARCEL POST.

The number of parcels received and sent from the Halifax and Country Post Offices, during the past year, was	717
Last year,	627
Increase,	90

DEAD LETTERS.

A reference to report No. 16, will shew the treatment and final disposition of letters of value, thirty-three in number, received at the Dead Letter Office, Halifax, during the year,—the amount returned to the writers, in money, checks, bills of exchange, promissory notes, and other articles of value.

The total number received and returned in the year, was,	15,730
Last year,	22,032
Shewing a falling off of 6,302.	

STAMPS.

The amount of postage stamps sold during the past year, was \$30,135 50, shewing an increase of \$9,486 22 over that of 1860.

A further supply of postage stamps has been ordered, and a portion already received, from the American Bank Note Company ; those first obtained being now nearly exhausted.

SALARIES TO POSTMASTERS AND WAY OFFICE KEEPERS.

On the 1st of July last, Postmasters and Way Office Keepers were placed upon stated salaries, according to the scale recommended by the committee on the post office last year.—*See Report No. 4.*

COMPULSORY PREPAYMENT OF LETTERS BY STAMP.

Section 7, chapter 23, of the Post Office, page 81 of the Revised Statutes, which enacts, "that the prepayment of provincial postage shall be optional," not having been repealed in the last session, the recommendation of the post office committee, in reference to the adoption of the system of compulsory prepayment by stamp, could not be carried out, and, consequently, unpaid letters have been, and are still, forwarded through the post in this province with a charge of double postage. The omission will, I presume, be rectified in the course of the approaching session of the Legislature.

MONEY ORDERS.

The following memorandum of the working of this branch of the public service, during the past year, has been prepared at my request by Mr. Thompson, the superintendant, and as the result of the year's transactions are of a gratifying character, I have pleasure in embodying it in my report.

"The transactions of the post office for the year ending 30th September, 1861, exhibit in the Money Order Department an increase, compared with the preceding year, as follows :

Increase in amount of Orders issued	\$16,061
" in Orders paid,	18,556

The total amount of Orders paid being \$67,081 90, of which \$56,295 10 was paid at the Halifax office. The increase would probably have been considerably more if the unusual depression of business, and scarcity of money, during the year, had not taken place.

“The nature of money order transactions, and the very existence of the system here, are yet but inadequately known throughout the province, notwithstanding advertisements made at the commencement of money order offices in Nova Scotia. The safety and convenience of the system, particularly for the transmission of small amounts, including fractions of dollars, have frequently elicited commendation during the year.

“The country offices, generally speaking, have worked harmoniously and punctually with the central office at Halifax.

“The chief alterations made in the department, during the year, were, the addition of one office to those previously in operation, and an extension of the limit of single orders from \$20 to \$100.

“The new office was that at Port Mulgrave, established on request of inhabitants of that place, and with approval of the post office committee. For the four months in which the new office was in operation, up to 30th of September, it issued orders to the amount of \$1,884, and paid to the amount of \$125.

“The extension of the limit of single orders has been found variously convenient, without leading to any serious objection.

“No loss or difficulty in the Department has to be reported for the year.

“An extension of the Money Order System of Nova Scotia, by linking its operations with those of Canada and Great Britain, may be considered desirable, if not now, at some approximate opportunity. Extension to England, particularly, would afford a valued convenience to many. The additional labor and expense which it would cause, would doubtless form subject of previous consideration.

“The number of Provincial Money Order Offices, as appears by the Return, is nineteen. The average amount of each order issued for the year, was about \$22.50,—of the orders issued from the 1st of June—when the limit of single orders was changed—up to the 1st of January 1862, the number of sums up to \$100 each, was 106, other orders varied from \$1, for numerous intermediate amounts.

“The Money Order Department, affords the only available safe and rapid mode for transmission of small amounts, to and from various localities, and as such it is extensively estimated, although the system may be considered as only having reached its commencing stages in the Province.”—*For Money Order Offices in operation, see Report No. 17.*

REVENUE.

The total available income of the Department for the year, as shewn by Report No. 1, is	\$40,052 13
In 1860 it was,	41,347 56

Shewing a decrease of,	\$1,295 43
------------------------	------------

This falling off in the revenue, may be accounted for, from the fact that the business transactions between this Province and the neighboring States of America, were, and are still injuriously affected by the fratricidal and internecine war which is now unhappily distracting that Republic, and which, as a natural consequence, has materially lessened the amount of correspondence passing between the two countries.

The total expenditure for the postal services of the year, as shewn by return No. 1, is \$69,444 35½,—being an increase of \$448 59½ over that of 1860; and shewing a deficiency in the transactions of the fiscal year of \$29,392 22½,—being \$1644 02½, in excess of 1860.

In 1860 the cost to the department for salary, and commissions on the sale of postage stamps, and revenue collected, was	\$24,351 34½
In 1861 it was,	26,342 38

Shewing an increase of	\$1,991 03½
------------------------	-------------

In the miscellaneous disbursements there is also an increase of \$1051, caused mainly by the sum of \$526 62, which was paid to the superintendent of the money order office, being balance due by late superintendent; and monies abstracted from Port Hood office; also, \$100 repaid to Mr. Martin, postmaster of Sydney, and various other sums paid to mail contractors for extra services, as recommended by post office committee of last session.

In the other items of expenditure, however, I am enabled to report, that a considerable saving has been effected. The amount paid for mail carriage, is less by \$1000 than it was in 1860; and taking into consideration our comparatively limited resources, and our somewhat thinly settled districts, and scattered population, few countries similarly circumstanced, are, I think, as well and as cheaply provided with mail accommodation as our own province; and in view of the state of the roads and bridges, at certain seasons of the year, the communication by mail has been kept up with creditable regularity.

I beg here again to advert to the large amount of newspapers, and other printed matter, which is conveyed by the post in this province, without the slightest benefit accruing to the revenue; and in view of the heavy annual expenses of the department, and as one means of lessening the deficiency, I would respectfully urge, that all *foreign newspapers*, posted at any office in Nova Scotia, should be charged one cent each, and *be prepaid by stamp*, foreign newspapers *coming in the mail unpaid*, to be also charged one cent each, except that addressed to newspaper proprietors; *all newspapers*, whether Foreign, British, or Provincial, when *reposted by private individuals*, to be charged one cent each, and not to be forwarded *unless prepaid by stamp*; and further, that all other printed matter, such as hand bills, circulars, and prices current—as well as books, pamphlets, &c., &c., when not exceeding 48 oz., be likewise taxed with a uniform rate of one cent per oz., or fraction of an oz.—to be also *prepaid by stamp*.

Parliamentary proceedings, which are now sent by post, *free of charge*, I would also suggest, should be liable to the above rate of one cent per ounce, and charged to the departments from which they are sent.

Were even this trifling tax imposed, an annual revenue, it is presumed, of at least \$3,500 could be raised from these sources alone, and as the charge would be insignificant, it would scarcely be felt by the public at large, and the arrangement would largely benefit our local newspaper publishers.

In Canada the effect on the revenue of restoring the charge made for the conveyance of newspapers by post, was very great; and the Postmaster General of that province states, in his report to the Governor General, “that to the operations of this law, is mainly to be attributed the great augmentation of the postal revenue of 1860, as compared with that of 1859, the collections of net available revenue having improved to the extent of \$80,025.”

MAIL CONTRACTS.

Ten new branch mail contracts have been established the past year, and two discontinued, making a total of 289 at an annual cost of \$38,604.60—(see *Report No. 6.*)—this amount compared with that of last year, shews a saving of nearly \$1000.

In 1860, the length of mail route in existence was 4115½ miles, and actual distance travelled, 751,346

In 1861, length of route, 4151¼—miles travelled, 809,032

The mail routes which have been extended and altered, &c., will be seen on reference to Report No. 10.

To meet the wishes of the people at Tangier, the mail service from Halifax to Musquodobit Harbor and Ship Harbor, has been placed into the hands of one contractor, (Mr. William Anderson) who conveys a tri-weekly mail from the capital to Tangier, and weekly to Sheet Harbor, for \$900 a year.

With respect to the principal mail routes of this province, and the extension and termination of the respective contracts, the amount paid to contractors for extra work, and weight of the mails carried, &c., on each line, I beg to refer to my report, dated 28th January, hereto annexed.

NEW POST OFFICE.

In my last three annual reports to the Lieutenant Governor, I endeavored to bring to his Excellency's notice, as prominently as I could, for the information of the Legislature, the present unsatisfactory condition of the Circulation office of this department. I stated, that the lower premises were too small and circumscribed to permit the duty to be performed with that degree of accuracy and despatch which the public service requires,—that the apartments were exceedingly dark, close, and damp, and badly ventilated,—that the office in which the mails were made up, was insufficiently lighted, and that it was impossible during the many dark days in winter, to carry on the duties, without the aid of gas, even *at midday*, &c. &c.

I beg now, to reiterate my former application, for either a new, or another post office, as the work has now *entirely outgrown* the limited dimensions of the present office, and as a natural consequence the duty is not, and cannot be as satisfactorily performed, as it would be, were the accommodation and convenience greater, and I earnestly hope and trust, that the Government will at an early day, draw the attention of the Legislature to the want complained of.

I have the honor to be,

Sir,

Your most obedient servant,

A. WOODGATE,
Postmaster General.

To the hon. Joseph Howe, &c. &c.

*General Post Office, Halifax,
28th January, 1862.*

SIR,—

I beg to acknowledge the receipt of your letter of the 29th of July last, enclosing a return of the cost per mile for the carriage of mails on the seven principal mail routes in this province, and requesting me to report as to the system pursued in letting these contracts, the number of passengers carried, together with a comparative statement of the amount of mail matter carried.

In reply I beg to state, that the mail route between Halifax and Yarmouth *via* the Shore Route, has been in the hands of Mr. King since 1851, having been taken first by competition at an annual sum of £599. In 1854, the Post Office Committee recommended an increase of £100 a year for conveying the mails three times a week, instead of twice, including the branch route from Lunenburg to Bridgewater, making an annual payment of £699.

The contractor having performed the service with satisfaction to the department and the public, and being willing to continue the contract at the above rate, it was accordingly renewed from time to time by authority.

There can be little doubt that since the commencement of this service, the number of passengers, travelling between Halifax and Yarmouth, has considerably fallen off, especially during the summer months, owing to the increased facilities for travel by steam communication between Halifax and Boston *via* Yarmouth, and by fast sailing packets plying between Liverpool and Lunenburg and the capital.

This contract will terminate on the 30th June, 1864.

WINDSOR AND ANNAPOLIS.

The route between the above places has been also in the hands of Mr. King since 1849. The original amount being £499 from Halifax to Windsor and Annapolis. This contract was also renewed by authority, and expired in 1856.

During the building of the railroad to Windsor, no definite arrangement could be made for the carriage of the mails on this line. The mails were, however, continued to be conveyed by Mr. King for the original amount, £499, he arranging with the railway department for the carriage of the mails by railroad, as it progressed.

In August 1858, after the railroad to Windsor had been completed, and the railway department were prepared to carry the mails by train from the terminus to that town, the Government decided to have a new contract, starting from Windsor to Annapolis—notices were accordingly issued, inviting tenders, and the service placed into Mr. King's hands, his offer, £5, being the lowest.

The mails were conveyed at this rate for six months, viz:—From the 1st of October, 1858, to the 30th March, 1859. The post office committee of that year (1859) recommended a new contract to be entered into for this service, (upon a petition which was presented by the contractor, Mr. King, on the subject) for the sum of £350, which was accordingly attended to—to expire at the same time as their contract for running the steamboat across the Bay of Fundy, viz: the 30th of June, 1864.

WEST RIVER TO PLAISTER COVE AND SYDNEY.

(Including the route from Antigonish to Guysborough.)

In the year 1852 this service was placed into Mr. Hyde's hands for the sum of £750.

In March 1855, Mr. Hyde made an offer to the Government to convey a tri-weekly instead of a semi-weekly mail between the above places, for an additional annual payment of £375, in all £1125, for 5 years—commencing the 1st of June of that year; this proposition was accepted, and the mails were conveyed by Mr. Hyde to the 17th of November 1858, under the supervision of Mr. Thomas Lindsay, his agent, when they were transferred to Mr. Cunard, one of the sureties, to complete the contract, Mr. Hyde having gone to England, Mr. Cunard still employing Mr. Lindsay as his agent for the carriage of these mails.

In the session of 1859, the inhabitants of Antigonish petitioned for a daily mail between the West River of Pictou and that town, and the offer made by Mr. Lindsay for the performance of the service, for an additional sum of £150, was, on the recommendation of the post office committee, accepted accordingly. One important advantage gained by this step was, the bringing into the capital the Cape Breton mails, when they failed to cross the Gut of Canso, and other casualties, during the winter and spring and fall of the year, and thereby saving the expense of an express.

In June, 1860, the contract was transferred to, and is now in the hands of, Mr. Lindsay, conveying a daily mail to Antigonish, and tri-weekly to Plaister Cove and Sydney, including Guysborough, for £1275 a year. The contract expires on the 30th of June, 1864.

Owing to the establishment of the mail route from Halifax to Guysborough and Port Mulgrave (hereafter to be referred to), a considerable falling off in the carriage of passengers has taken place; the travelling public from these towns, as well as Cape Breton, preferring the short and direct route by the Great Eastern Road than the circuitous one by Antigonish and Truro.

TRURO AND AMHERST.

This service has been conducted by Mr. C. B. Archibald since 1851.

On the 1st of June, 1852, a tri-weekly mail was established at an annual cost of £369. This arrangement was continued up to the 30th of May, 1859.

The Postmaster General of New Brunswick having suggested the advantages of a daily mail between St. John and Halifax, and urged its adoption,—to fall in with this arrangement the post office committee recommended the establishment of a daily mail between Truro and Amherst, provided the extra expense did not exceed £200. Mr. Archibald being willing to carry the three extra mails a week for the sum named, the service was placed into his hands by directions of the Government, and a contract entered into accordingly, which expires also on the 30th of June, 1864.

During the summer months the passenger traffic on this route is very limited, travellers between New Brunswick and the United States, and Nova Scotia, preferring the route by steam across the Bay of Fundy via Windsor.

TRURO AND PICTOU.

This service was originally from Halifax to Pictou, the mails being conveyed tri-weekly for £470 a year, and has been in the hands of Mr. Hyde for many years.

In July, 1853, a daily mail was authorized for an additional sum of £100, making in all £570.

When the railroad was being built to Truro, it was agreed, according to contract, that as soon as it was fit to carry any portion of these mails, the contract should be inoperative where these mails are transported on such railroads, and the sum of £4 10s. deducted for each mile of the route, thereby shortened and saved to the contractor.

This contract was performed by Mr. Hide up to the 17th November, 1858, under the supervision of his agent, Mr. Munro—Mr. Hyde being then absent in England. The agent neglecting the service, it was transferred to Mr. Hyde's sureties, viz: Messrs. Wm. Cunard and John Duffus, by whom the mails were conveyed for the remaining portion of the contract.

Previous to January, 1859, the railroad to Truro was completed, and the mails forwarded by the train accordingly.

The contractor's wages were reduced, in accordance with his agreement, from £570 to £300,—being for 60 miles at £4 10s. per mile, viz., £270.

A daily mail is now being conveyed from Truro to Pictou for £300 a year. The contract can be terminated by a notice in writing of three months on either side.

HALIFAX TO GUYSBOROUGH *via* THE GREAT EASTERN ROAD.

This contract was submitted to competition in 1856, and the late Mr. Jonathan Archibald's tender accepted, his being the lowest, for £199 18s. 9d.

In July, 1858, a semi-weekly mail was authorized, provided the additional cost did not exceed £150. The contractor consenting to perform the extra work required, for the amount specified, and having given satisfaction to the public and department for past services, this extra service was placed into his hands, at an annual cost of £349 18s. 9d.

In September, 1858, this contract was transferred to Timothy Archibald upon the same terms as the late contractor.

In 1860, the post office committee recommended this route to be extended to Port Mulgrave, provided it did not exceed £30, and further to discontinue one of the trips between Guysborough and Port Mulgrave via the Shore route, whereby a saving was effected of £20, which sum, together with the £30, above referred to, was added to the salary of Mr. Archibald, making in all £399 18s. 9d. for carrying a semi-weekly mail between Halifax and Guysborough and Port Mulgrave. This contract can be terminated by a notice of three months on either side.

DIGBY TO YARMOUTH.

This service was originally taken by Mr. James E. Young, for £211, for conveying a semi-weekly mail.

In 1856 it was transferred to Mr. Ambrose McCormick (the present contractor), the post office committee of that year recommending the establishment of an additional mail at an extra cost of £30; in all £241 a year.

The contract was renewed, similar to others, by directions of the Government, and expired on the 30th June, 1860, and again renewed for a year by authority.

It will, therefore, be seen that these several mail services have been changed, and their annual cost increased from time to time by the Legislature, on the recommendation of the post office committees.

The committee, however, as a general rule, have deemed it to be advantageous to the public service, and but an act of justice, to leave those contractors on the principal mail lines, who have given satisfaction, in the undisturbed possession of their contracts, particularly when, in some instances, the contractors have incurred heavy expenses in erecting stables, &c., as well as providing horses and waggons for satisfactorily and efficiently carrying out the terms of their respective contracts.

The foregoing statement of facts, which I have considered it my duty to detail at some length, will, I trust, to a certain extent, explain and account for the apparent want of system and uniformity of price per mile run, under which the principal mail routes through this province have been let, and to which you have so prominently referred, in your communication.

The annexed statement shews the seven principal mail routes in the province, with the names of the contractors, the amount paid to each contractor per annum, the date when the contract commenced, and date of termination, the number of passengers conveyed on the route for three months ended 30th November, also the average weight of mails for each trip.

Every effort has been made by me to obtain, without reference to the mail contractors themselves, the exact number of passengers conveyed on each route, and a printed circular for that purpose was forwarded to each postmaster on the route, but the correct number could not be ascertained, owing to the passengers in many cases being taken up after the coach leaves, or dropped before it arrives at a post office.

As the accuracy of the returns, which I have received from the postmasters, cannot be relied upon, I have therefore deemed it best to supply the information rendered by the contractors themselves, who, one and all, have cheerfully given, from their own books, the number carried, and which I have every reason to believe can be safely relied upon.

I have the honor to be, Sir,

Your most obedient humble servant,

A. WOODGATE,
Postmaster General.

The Honorable Joseph Howe.

Statement shewing the seven principal mail routes in the province, the names of contractors, amount paid to each contractor, date when contract commenced, date of termination, No. of passengers conveyed on the route for three months, ended September, October, and November, and average weight of mail for each trip.

NAME OF ROUTE.	Name of contractor.	Amount Contract per annum.	Date when contract commenced.	Date when contract ceases.	No. of passengers 3 months.	Total No. of passengers.	Average weight of mails per trip.	Remarks.
<i>Halifax to Yarmouth,—Shore Route.</i> Halifax to Liverpool, Liverpool to Shelburne, Shelburne to Yarmouth.	James King,	2796 00	1st July, 1860.	30th June, 1864.	107	256	lbs. 235	
					87			
					62			
<i>Windsor to Kentville and Annapolis.</i> Windsor to Kentville, Kentville to Annapolis.	James King,	1400 00	1st July, 1860.	30th June, 1864.	151	187	325	
					36			
<i>West River to Sydney including Guysboro'.</i> West River to New Glasgow, New Glasgow to Antigonish, Antigonish to Guysboro', Antigonish to Plaister Cove, Plaister Cove to Sydney, Truro to Amherst, Truro to Pictou, Halifax to Guysboro', Digby to Yarmouth.	S. Lindsay,	5100 00	1st July, 1860.	30th June, 1864.	280	665	250	
					243			
					31			
					98			
					13			
	C. B. Archibald, H. Hyle, T. Archibald, A. McCormick,	2276 00	1st July, 1860.	30th June, 1864.	224	224	250	(English mail not included.)
					998			
					79			
					107			
		1200 00	17th Nov. 1858.	3 mos. notice on each side				
		1399 75	1st July, 1858.	Ditto.				
		964 00	1st July, 1861.	30th June, 1864.				

A. WOODGATE, P. M. G.

SCHEDULE.

Accompanying this Report are the following documents :

No. 1. Statement of the Revenue and Expenditure of the Post Office Department for the year ended 30th September, 1861.

No. 2. Packet Postage, general account between the United Kingdom and Nova Scotia, for the year ended 30th September, 1861.

No. 3. Postmaster General's account current with the province of Nova Scotia, for the year ended 30th September, 1861.

No. 4. Salaries A and B in Report No. 1.

No. 5. Commissions to Way Office Keepers on revenue collected, B No. 2 in Report No. 1.

No. 6. Conveyance of mails—C in Report No. 1.

No. 7. Detailed account of all incidental and miscellaneous items of disbursement during the year, D. to K. in Report No. 1.

No. 8. New post and way offices established in the year.

No. 9. New post routes established.

No. 10. Allowances made to mail contractors beyond their original contracts.

No. 11. Post and way offices closed, and post routes discontinued in the year.

No. 12. Curtailment effected in mail routes in the year.

No. 13. Abstraction and loss of letters containing money sent through the post in Nova Scotia, in the year.

14. Fines imposed and deductions made from the pay of mail contractors during the year.

15. Letters received and despatched from the Dead Letter office, Halifax, during the year.

16. Letters of value received and how disposed of.

17. Money Order offices in operation during the year ended 30th September, 1861.

A. WOODGATE,
P. M. G.

REPORT No. 1.

Statement of the Revenue and Expenditure of the Post Office Department of Nova Scotia, for the year ended the 30th September, 1861.

INCOME.

Amount of gross postage money,	\$17,700 09	
Amount of revenue derived from postage stamps,	30,135 50½	
Amount received from merchants, and others, for the accommodation of private letter boxes, at the Post Office, Halifax,	410 50	
Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered in Halifax,	33 50	
	<hr/>	\$48,279 59½
Returned, refused, missent, and re-directed letters,		1,163 83½
		<hr/>
Net receipts within the year,		\$47,115 76*
Deduct British portion of packet postage, included in above amount,		7,063 63
		<hr/>
Total income in the year,		\$40,052 13
Deficiency,		29,392 22½
		<hr/>
		\$69,444 35½

DISPOSAL OF INCOME.

Report No. 4—A and B, salaries,	\$22,948 68	
No. 5—B No. 2, commissions to way-office keepers on revenue collected at their offices,	1,751 64	
	<hr/>	\$24,700 32
Report No. 6—C, conveyance of mails,		38,604 60
No. 7—D, ship letter gratuities,	\$180 21	
E, tradesmens bills,	208 87½	
F, rent,	800 00	
G, law expenses,	15 00	
H, stationery, printing and advertising,	1,418 72½	
I, fuel and light,	322 90	
J, repairs,	00 00	
K, miscellaneous disbursements,	879 50½	
	<hr/>	3,825 21½
Commissions to postmasters, way office keepers, stationers, and druggists, on the sale of postage stamps,		1,642 06
Premium on exchange, on St. John, N. B., in favor of Col. Favor, for express and mails,		15 00
Ditto, on New York for 8½ cent stamps,		7 50
Travelling expenses,		93 33
Old stamps redeemed,		25 55
Loss on 25 sheets of 8½ cent stamps,		4 16
Amount paid Jno. S. Thompson, superintendant money order office, being amount abstracted from money order remittance, Port Hood, also balance due by late superintendant,		526 62
		<hr/>
Total expenditure in the year,		\$69,444 35½

F. M. PASSOW,
Examr. Acct. Branch.

A. WOODGATE,
Postmaster Genl.

* \$5,746 84c. of this amount was paid by the Receiver General,—being amount of postage of the Legislature, the Governor, and the Military, and Provincial Public Departments.

REPORT No. 2.

General Account between the Offices of the United Kingdom and Nova Scotia, four Quarters, ended 30th September, 1861.

TO THE CREDIT OF THE BRITISH OFFICE.	Amount.
Amount due to the British office on the correspondence between the United Kingdom and Nova Scotia, } 1	£1,423 19 4
Amount due to the British office on the correspondence between Nova Scotia and other colonies, not passing through the United Kingdom, } 2	586 19 8
Amount due to the British office for <i>dead letters</i> returned to Nova Scotia, } 3	1 3 8
Balance of Errors,	0 0 0
Balance due to Nova Scotia,	0 0 0
	£2,012 2 8

TO THE CREDIT OF NOVA SCOTIA.

Amount due to Nova Scotia on the correspondence between the United Kingdom and Nova Scotia, } 1	£547 1 6½
Amount due to Nova Scotia on the correspondence between Nova Scotia and other colonies, not passing through the United Kingdom, } 2	0 3 10
Amount due Nova Scotia for <i>dead letters</i> returned to England, and for <i>redirected letters</i> forwarded to Newfoundland and Bermuda, } 3	21 8 4
Amount due Nova Scotia on account of transit rate on letters forwarded in closed mails between France and the French possessions of St. Pierré and Miquelon, during the year ended the 30th September, 1861, at 2d. per 30 grammes, } 4	30 7 6½
Balance of errors,	0 6 11
Balance due to the United Kingdom,	*1,412 14 6½
	£2,012 2 8

* £1,412 14 6½ stg.
\$7,063 63 cents.

A. WOODGATE,
Postmaster Gen.

F. M. PASSOW,
Examr. Acct. Branch.

Postmaster General in account current with the Province of Nova Scotia, quarter ended 31st December, 1860.

CHARGE.

DR.

To balance from previous quarter,	\$8,671 00
Amount of postage stamps on hand,	29,687 48
Amount of postage of towns in the Province of Nova Scotia, including Halifax, (per abstract—voucher 1)	3,077 13
Amount of unpaid postage upon British letters collected at Halifax, (per abstract—voucher 2)	195 87
Amount of paid postage upon letters for England collected at Halifax, (per abstract—voucher 3)	165 70
Amount of postage upon Colonial and foreign letters, (vouch'r 4)	424 83
Amount of way letter postage, (voucher 5)	56 57
Amount of ship letter postage, (voucher 6)	35 47½
Amount of letters returned to the dead letter office from offices in the interior, and delivered at Halifax, (per voucher 7)	5 54
Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax, (voucher 8)	5 00
Amount of fees collected for merchants' private boxes, (voucher 9)	97 50
Amount of local postage, (per voucher—voucher 10)	18 53
Amount of "postage stamps" received from Receiver General, (voucher 11)	8,500 00
Amount received from the hon. the Receiver General, on the 2nd January, in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the Department,	8,000 00
Amount drawn from the Provincial Chest, on the ——— being "packet postage" due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda and the West Indies,	00 00
	* \$58,940 12½

DISCHARGE.

CR.

By salaries of postmaster general, assistants, &c., and postmasters, (voucher A.)	\$4,821 87½
Ditto of way office keepers, (voucher B.)	809 52
	\$5,631 39½
Conveyance of mails, (voucher C.)	9,643 78
Ship letter gratuities, (voucher D.)	52 16½
Tradesmens' bills, (voucher E.)	116 55½
Rent, (voucher F.)	200 00
Law expenses, (voucher G)	00 00
Stationery, printing and advertising, (voucher H)	682 77½
Coals, gas, &c., (voucher I)	57 30
Buildings and repairs, (voucher J)	00 00
Miscellanies, (voucher K)	170 13
5 per cent. discount allowed to post-masters, merchants, &c., on postage stamps, (voucher L)	470 86½

* \$652 38 of this amount was paid by the Receiver General, being postage of military and provincial public departments. F. M. P.

Postage-stamps on hand unsold, viz. :—			
Halifax, office, (voucher M)		\$28,946 50	
Do. Country offices,		3,506 80	
			32,453 30
Amount of dead, missent, and re-directed letters, (per statement—voucher N)			313 55
Premium on "exchange," on St. John, N. B.			4 00
Do. do. on New York, for \$150 for payment of 8½ stamps,			7 50
Amount paid into the Commissariat chest, at Halifax, being "package postage," due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and Bermuda, the West Indies, Newfoundland, and United States, (voucher O)			00 00
Amount of commission to W. O. keepers on revenue collected, (voucher B. 2)			1,394 43
Amount paid into the Bank of Nova Scotia, to the credit of the Province (voucher P.)			5,220 00
Amount of travelling expenses, (voucher Q.)			93 33
Amount of old stamps redeemed, (voucher R.)			25 55
Balance,			2,401 35½
			\$53,940 12½
<i>Note.</i> —Letters remaining on hand : Halifax office,		\$60 68	
Do. do. Country offices,		107 46½	
			\$168 14½

I, Arthur Woodgate, Postmaster General of Nova Scotia, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn Declaration conscientiously believing the same to be true.

(Signed)

A. WOODGATE,
Postmaster General.

Declaration made before me this
2nd day of May, 1861.

(Signed) ANDREW MACKINLAY, J. P.

I, Frederick M. Passow, Examiner, Account Branch of the Post Office department, Halifax, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn Declaration conscientiously believing the same to be true.

(Signed)

F. M. PASSOW,
Examiner, Account Branch.

Declaration made before me this
2nd day of May, 1861.

(Signed) ANDREW MACKINLAY, J. P.

Postmaster General in account current with the Province of Nova Scotia, quarter ended 31st March, 1861.

CHARGE.

DR.

To balance from previous quarter,	\$2,401 35½
Amount of postage stamps on hand,	32,453 30
Amount of postage of towns in the Province of Nova Scotia, including Halifax, (per abstract—voucher 1,)	4,228 94
Amount of UNPAID postage upon British letters collected at Halifax, (per abstract—voucher 2,)	135 81
Amount of PAID postage upon letters for England collected at Halifax, (per abstract—voucher 3,)	290 65½
Amount of postage upon colonial and foreign letters (voucher 4)	440 16
Amount of way letter postage, (voucher 5),	82 40
Amount of ship letter postage, (voucher 6)	16 59½
Amount of letters returned to the dead letter office from offices in the interior, and delivered at Halifax, (per voucher—voucher 7)	1 00
Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax, (voucher 8)	13 00
Amount of fees collected for merchants' private boxes, (voucher 9)	102 50
Amount of local postage, (per voucher—voucher 10,)	61 21
Amount of "postage stamps" received from Receiver General, (voucher 11)	5,000 00
Amount received from the hon. the Receiver General, on the 28th March, 30th April, in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the department,	11,000 00
Amount drawn from the provincial chest, on 26th March, being " <i>packet postage</i> " due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda, and the West Indies,	2,884 15
	<u>* \$59,111 07½</u>

DISCHARGE.

CR.

By salaries of Postmaster General, assistants, &c., and Postmasters, (voucher A.)	\$4,726 27½	
Ditto of way office keepers, (voucher B.)	822 33	
	<u>5,548 60½</u>	
Conveyance of mails, (voucher C.)		9,620 96
Ship letter gratuities, (voucher D.)		43 02½
Tradesmens' bills, (voucher E.)		29 75
Rent, (voucher F.)		200 00
Law expenses, (voucher G.)		00 00
Stationery, printing, and advertising, (voucher H.)		295 75

* \$3,577 18, included in this amount, was paid to the Postmaster General by the Receiver General, being for postage of military and provincial public departments, &c. &c.

F. M. P.

Coals, gas, &c. (voucher I.)		67 80
Buildings and repairs, (voucher J.)		00 00
Miscellanies, (voucher K.)		81 53
5 per cent. discount allowed to postmasters, W. O. keepers, &c. on postage stamps, (voucher L.)		387 16
Postage stamps on hand unsold, viz.:		
Halifax office, } (voucher M.)	\$26,291 00	
Country offices, }	3,462 11	
		29,753 11
Amount of dead, missent, and re-directed letters,—per state- ment, (voucher N.)		269 14
Premium on "exchange," on St. John, N. B.		3 00
Amount paid into the commissariat chest, at Halifax, being "packet postage" due the British post office, on the correspondence between Great Britain and Nova Sco- tia, and Nova Scotia and Bermuda, the West Indies, Newfoundland, and the United States, (voucher O.)		2,884 15
Amount paid to the hon. the Receiver General, on account of post communication in the Province, (voucher P.)		6,245 00
Balance,		3,682 09½
		<u>\$59,111 07½</u>
<i>Note.</i> —Letters remaining on hand: Halifax office,	\$85 00	
Do. do. Country offices,	119 94	
		<u>\$204 94</u>

I, Arthur Woodgate, Postmaster General of Nova Scotia, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

(Signed) A. WOODGATE,
Postmaster General.

Declaration made before me this
12th day of November, 1861.

(Signed) ANDREW MCKINLAY, J. P.

I, Frederick M. Passow, Examiner, Account Branch of the Post Office department, Halifax, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

(Signed) F. M. PASSOW,
Examiner Account Branch.

Declaration made before me this
12th day of November, 1861.

(Signed) ANDREW MCKINLAY, J. P.

Postmaster General in account current with the Province of Nova Scotia, quarter ended 30th June, 1861.

CHARGE.

DR.

To balance from previous quarter,	\$3,682 09½
Amount of postage stamps on hand,	29,753 11
Amount of postage of towns in the Province of Nova Scotia, including Halifax, (per abstract—voucher 1)	3,525 89½
Amount of unpaid postage upon British letters collected at Halifax, (per abstract—voucher 2)	245 50
Amount of paid postage upon letters for England, collected at Halifax, (per abstract—voucher 3)	423 15
Amount of postage upon Colonial and foreign letters (voucher 4)	339 54½
Amount of way letter postage, (voucher 5)	62 07½
Amount of ship letter postage, (voucher 6)	38 12½
Amount of letters returned to the dead letter office from offices in the interior, and delivered at Halifax, (per voucher—voucher 7)	11 02
Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax, (voucher 8)	7 00
Amount of fees collected for merchants' private boxes, (voucher 9)	106 00
Amount of local postage, (per voucher—voucher 10)	21 89
Amount of "postage stamps" received from Receiver General, (voucher 11)	5,000 00
Amount received from the hon. the Receiver General, on the 1st and 15th July, in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the department, for the quarter,	11,000 00
Amount drawn from the provincial chest, on the ———— being "packet postage" due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda and the West Indies,	00 00
	* \$54,215 40½

DISCHARGE.

CR.

By salaries of Postmaster General, assistants, &c., and Postmasters, (voucher A)	\$4,690 00	
Do. of way-office keepers, (voucher B)	1,179 34	
	5,869 34	
Conveyance of mails, (voucher C)		9,682 40
Ship letter gratuities, (voucher D)		47 85½
Tradesmen's bills, (voucher E)		62 57
Rent, (voucher F)		200 00
Law expenses, (voucher G)		15 00
Stationery, printing and advertising, (voucher H)		263 20
Coals, gas, &c., (voucher I)		48 90
Buildings and repairs, (voucher J)		00 00
Miscellanies, (voucher K)		545 26

* \$895 32, included in these sums, was paid to the Postmaster General by the honble. the Receiver General, being for postage of military and provincial public departments.

5 per cent. discount allowed to post-masters, merchants, &c., on postage stamps, (voucher L)		\$381 03
Postage stamps on hand unsold, viz. :—		
Halifax, office, } (voucher M)	\$22,647 50	
Country offices, }	3,521 49	
		26,168 99
Amount of dead, missent, and re-directed letters, (per state- ment—voucher N)		268 24½
Premium on "exchange," on St. John, N. B.		4 00
Loss of 10d. a sheet on 25 sheets of 8½ cent "stamps,"		4 16
Amount paid into the Commissariat chest, at Halifax, being "packet postage," due the British post office, on the cor- respondence between Great Britain and Nova Scotia, and Nova Scotia and Bermuda, the West Indies, Newfound- land, and the United States, (voucher O)		00 00
Amount of sums paid to Receiver General on acct. of Revenue, (voucher P)		7,370 00
Amount paid J. S. Thompson, superintendent money order office, being sums abstracted from money order remittance Port Hood, and balance due by late superintendent, (voucher Q)		526 62
Amount commission paid to W. O. K. on revenue collected by them, (voucher R)		357 21
Balance,		2,400 62½
		<u>\$54,215 40½</u>

<i>Note.</i> —Letters remaining on hand : Halifax office,	\$86 64
Do. do. Country offices,	111 43
	<u>\$198 07</u>

I, Arthur Woodgate, Postmaster General of Nova Scotia, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn Declaration conscientiously believing the same to be true.

(Signed) A. WOODGATE,
Postmaster General.

Declaration made before me this
12th day of November, 1861.

(Signed) ANDREW MACKINLAY, J. P.

I, Frederick M. Passow, Examiner, Account Branch of the Post Office department, Halifax, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn Declaration conscientiously believing the same to be true.

(Signed) F. M. PASSOW,
Examiner, Account Branch.

Declaration made before me this
12th day of November, 1861.

(Signed) ANDREW MACKINLAY, J. P.

Postmaster General in account current with the Province of Nova Scotia, quarter ended 30th September, 1861.

CHARGE.

DR.

To balance from previous quarter,	\$2,400 62½
Amount of postage stamps on hand,	26,168 99
Amount of postage of towns in the Province of Nova Scotia, including Halifax, (per abstract—voucher 1)	2,902 41½
Amount of UNPAID postage upon British letters collected at Halifax, (per abstract—voucher 2)	244 14
Amount of PAID postage upon letters for England collected at Halifax, (per abstract—voucher 3)	253 40
Amount of postage upon colonial and foreign letters (voucher 4)	284 58
Amount of way letter postage, (voucher 5)	63 90
Amount of ship letter postage, (voucher 6)	25 18
Amount of letters returned to the dead letter office from offices in the interior, and delivered at Halifax, (per voucher—voucher 7)	4 81
Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax, (voucher 8)	8 50
Amount of fees collected for merchants' private boxes, (voucher 9)	105 00
Amount of local postage, (per voucher—voucher 10)	18 05
Amount of "postage stamps" received from Receiver General, (voucher 11)	5,000 00
Amount received from the hon. the Receiver General, on the 27th September, in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the department,	10,000 00
Amount drawn from the provincial chest, on the being "packet postage" due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda, and the West Indies,	
	* \$47,479 59

DISCHARGE.

CR.

By salaries of Postmaster General, assistants, &c., and Postmasters, (voucher A)	\$4,686 00
Ditto of way office keepers, (voucher B)	1,214 34
	5,900 34
Conveyance of mails, (voucher C)	9,657 46
Ship letter gratuities, (voucher D)	35 14
Tradesmens' bills, (voucher E)	
Rent, (voucher F)	200 00
Law expenses, (voucher G)	00 00
Stationery, printing, and advertising, (voucher H)	177 00
Coals, gas, &c. (voucher I)	148 90
Buildings and repairs, (voucher J)	00 00

* \$621 96 of this amount was received from the Rec'r General, being the Provincial postage on the correspondence sent and received by the military and provincial public departments in the quarter.

Miscellanies, (voucher K)	82 58½
5 per cent. discount allowed to postmasters, merchants, &c. on postage stamps, (voucher L)	402 88½
Postage stamps on hand unsold, viz. :	
Halifax office, } (voucher M)	\$19,509 50
Country offices, }	3,542 47½
	23,051 97½
Amount of dead, missent, and re-directed letters,—per state- ment, (voucher N)	312 90
Premium on "exchange," on St. John, N. B.	4 00
Amount paid into the commissariat chest, at Halifax, being "packet postage" due the British post office, on the correspondence between Great Britain and Nova Sco- tia, and Nova Scotia and Bermuda, the West Indies, Newfoundland, and the United States, (voucher O)	00 00
Amount of revenue paid to the hon. the Receiver General, (voucher P)	6,052 00
Balance,	1,454 40½
	\$47,479 59
<i>Note.</i> —Letters remaining on hand : Halifax office,	\$115 32
Do. do. Country offices,	107 85
	\$223 17

I, Arthur Woodgate, Postmaster General of Nova Scotia, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

(Signed) A. WOODGATE,
Postmaster General.

Declaration made before me this
10th day of January, 1862.

(Signed) ALEXANDER STEPHENS, J. P.

I, Frederick M. Passow, Examiner, Account Branch of the Post Office department, Halifax, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

(Signed) F. M. PASSOW,
Examiner Account Branch.

Declaration made before me this
10th day of January, 1862.

(Signed) ALEXANDER STEPHENS, J. P.

REPORT No. 3.

Postmaster General in account current with the Province of Nova Scotia, year ended 30th September, 1861.

CHARGE.

DR.	
To balance from previous year,	\$8,671 00
Amount of postage stamps on hand,	29,687 48
Amount of postage of towns in the Province of Nova Scotia, including Halifax, (per abstract)	13,734 38
Amount of UNPAID postage upon British letters collected at Halifax, (per abstract)	821 32
Amount of PAID postage upon letters for England collected at Halifax, per abstract	1,132 90½
Amount of postage upon colonial and foreign letters,	1,489 11½
Amount of way letter postage,	264 94½
Amount of ship letter postage,	115 37½
Amount of letters returned to the dead letter office from offices in the interior, and delivered at Halifax, (per voucher)	22 37
Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax.	33 50
Amount of fees collected for merchants' private boxes,	410 50
Amount of local postage, (per voucher)	119 68
Amount of "postage stamps" received from Receiver General,	23,500 00
Amount received from the hon. the Receiver General, in the year 1861, in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the department,	40,000 00
Amount drawn from the provincial chest, in the year 1861, being " <i>packet postage</i> ," due the British office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda and the West Indies, for six months, ended 31st December, 1860,	2,884 15
	<u>*\$122,886 72</u>

DISCHARGE.

CR.	
By salaries of postmaster general, assistants, &c., and postmasters,	\$18,920 00
Ditto of way office keepers,	4,028 50
	<u>\$22,948 68</u>
Conveyance of mails,	38,604 60
Ship letter gratuities,	180 21
Tradesmens' bills,	208 87½
Rent,	800 00
Law expenses,	15 00
Stationery, printing and advertising,	1,418 72½
Coals, gas, &c.	322 90
Buildings and repairs,	00 00
Miscellanies,	879 50½

* \$5,748 84 of this amount was drawn from the provincial chest,—being amount of postage on the correspondence sent and received by the Legislature, the Lieutenant Governor, and the military, and provincial public departments, in the year.

5 per cent. discount allowed to postmasters, merchants, &c., on postage stamps,		1,642 06
Postage stamps on hand unsold, viz. :		
Halifax office,	\$19,509 50	
Country offices,	3,542 47½	
		<u>23,051 97½</u>
Amount of dead, missent, and re-directed letters, (per state- ment)		1,163 83½
Premium on "exchange," on St. John, N. B., in payment of Col. Favor's express,		15 00
Ditto, on New York, for \$150, for 8½ cent postage stamps,		7 50
Amount paid into the commissariat chest, at Halifax, being "packet postage" due the British post office, on the cor- respondence between Great Britain and Nova Scotia, and Nova Scotia and Bermuda, the West Indies, Newfound- land, and the United States,		2,884 15
Amount of commissions to way office keepers on revenue col- lected by them,		1,751 64
Amount of postal revenue paid into provincial chest,		24,887 00
Amount paid for travelling expenses,		93 33
Amount of postage stamps, of old issue, redeemed,		25 55
Amount of loss of 10 pence per sheet on 25 sheets of 8½ cent stamps,		4 16
Errors on the year ended 30th September, 1861,		1 00
Amount paid John S. Thompson, superintendent money order office, being sums abstracted from money order remittances Port Hood; also balance due by late superintendent,		526 62
Balance,		1,454 40½
		<u>\$122,886 72</u>
<i>Note.</i> —Letters remaining on hand: Halifax office,	\$115 32	
Do. do. Country offices,	107 85	
		<u>\$223 17</u>

I, Arthur Woodgate, Postmaster General of Nova Scotia, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

(Signed) A. WOODGATE,
Postmaster General.

Declaration made before me this
22nd day of January, 1862.

(Signed) ALEX. STEPHENS, J. P.

I, Frederick M. Passow, Examiner, Account Branch of the Post Office department, Halifax, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

(Signed) F. M. PASSOW,
Examiner, Account Branch.

Declaration made before me this
22nd day of January, 1862.

(Signed) ALEX. STEPHENS, J. P.

REPORT No. 4.

(VOUCHER A. AND B. IN REPORT No. 1.)

Report in detail of charges of salaries, shewing in each case the name of the office, the service or duty performed, and the amount paid for the year ended 30th September, 1861.

Name.	Service or duty performed.	Amount per year.
Arthur Woodgate,	Postmaster General,	\$2400 00
Frederick M. Passow,	Examiner, account branch,	1000 00
Jno. S. Thompson,	Super'dent money order branch,	* 533 33
Thomas Southall,	Super'dent dead letter branch,	500 00
C. H. Hamilton,	Super'dent W. O. branch,	204 62

CIRCULATION DEPARTMENT.

Wiliam Small,	Postmaster.	645 00
John Ingles,	1st clerk.	645 00
James Sutherland,	2nd do.	656 14
Benj. W. Cochran,	3rd do.	645 00
A. Church,	Messeuger.	368 75
William Craig,	Senior letter-carrier.	450 00
D. Silverthorne,	2nd do.	360 00
Geo. Patterson,	3rd do.	360 00
Church Smith,	4th do.	325 76
Geo. Craig,	Letter-carrier.	34 24
Total,		\$9127 84

* From 1st Feb'y. to 30th Sept., at \$800 per annum.—F. M. P.

Recapitulation.

Department at Halifax,	\$9,127 84
Salaries to Postmasters,	9,792 31
Salaries to W. O. keepers,	4,028 53
Total salaries the year,	\$22,948 68

POSTMASTER.

Name of Office.	Amount.	Name of Office.	Amount.
Albion Mines,	\$110 24	Clementsport,	42 93½
Amherst,	489 54	Digby,	301 77½
Annapolis,	274 11½	Durham,	90 50½
Antigonish,	297 93	English Town,	50 83
Arichat,	168 36½	Glenelg,	60 91
Aylesford,	76 73	Guysboro,	193 44
Baddeck,	162 42½	Hantsport,	58 49
Barrington,	135 37	Kentville,	413 10
Berwick,	65 58½	Laurencetown,	105 04½
Boularderie,	43 10½	Liverpool,	324 50
Bridgetown,	185 18½	Locke's Island,	63 06
Bridgewater,	95 78	Londonderry,	189 78
Canning,	71 45	Lower Horton,	100 74½
Canso,	72 31½	Lower Stewiacke,	78 29½
Chester,	96 25	Lunenburg,	196 36

Name of Office.	Amount.	Name of Office.	Amount.
Mabou,	57 76	Shelburne,	160 36
Mahone May,	57 00	Sherbrooke,	65 26
Maitland,	77 80	Shubenacadie,	72 63
Margaree,	45 13	St. Margaret's Bay,	40 00
Middle Musquodoboit,	48 46½	St. Peter's,	70 51½
Musquodoboit, Upper,	74 96½	Sydney,	360 00
Mill Village,	65 32	Sydney Mines,	63 90
Milton,	69 85	Tatamagouche,	83 13
Newport,	137 85	Truro,	326 91
New Glasgow,	242 53½	Upper Stewiacke,	42 80
North Sydney,	104 01	Wallace,	160 52
Parrsboro,	117 89	Walton,	48 64
Pictou,	443 59	Westport,	68 06
Plaister Cove,	219 41	West River,	120 00
Port Hood,	160 00	Weymouth,	100 88
Port Medway,	48 08	Wycocomagh,	53 70
Port Mulgrave,	60 90	Wilmot,	76 03
Pugwash,	152 18	Windsor,	371 11
River John,	54 20½	Wolfville,	122 40
River Philip,	57 20	Yarmouth,	369 86
Sandy Cove,	49 52		
Ship Harbour,	57 79		
			<hr/>
			\$9792 31

WAY OFFICE KEEPERS.

Name of Office.	Amount.	Name of Office.	Amount.
Acadia Mines,	\$24 00	Caledonia (St. Mary's)	9 00
Addington Forks,	9 00	Canard, (Cornwallis)	12 00
Advocate Harbour,	11 00	Cape George,	10 00
Alma, (Middle River)	29 00	Cape Negro,	10 00
Apple River,	8 00	Cape North,	8 00
Argyle,	23 00	Cape Sable Island,	12 00
Arisaig,	11 00	Carriboo Cove,	2 00
Bailey's Brook,	10 00	Carlton,	9 00
Barney's River,	21 00	Catalone,	9 00
Barrington Passage,	8 00	Chebogue (co. Yarmouth)	10 00
Bay St. Laurence,	9 00	Chelsea Corner, (Lunenburg)	8 00
Bedford Basin,	14 00	Chesley's Corner (New Germany)	9 00
Belleveaux Cove,	9 00	Chester Basin,	9 00
Big Bras d'Or,	9 00	Cheticamp,	10 00
Big Intervale, N. side Grand Narrows,	9 00	Cheverie,	14 00
Big Bond,	9 00	Christmas Island,	10 00
Bill Town,	12 00	Church Point,	10 00
Black Rock,	8 00	Church street, (Cornwallis)	15 00
Blandford,	9 00	Churchville,	10 00
Blue Mountain,	8 00	Chute's Cove,	9 00
Boisdale,	9 00	Clare,	10 00
Boom,	9 00	Clark's Harbor, (Cape Sable Is.)	10 00
Bridgeport,	9 00	Clyde River,	21 00
Bridgeville,	9 00	Conquerall Bank,	8 00
Broad Cove, (Intervale)	11 00	Coxheath,	2 67
Broad Cove, (Marsh)	10 00	Cornwallis East,	11 00
Broad Cove, (Lunenburg)	9 00	Cornwallis West,	12 00
Brookfield, (Queen's,)	15 00	Country Harbour,	11 00
Brookfield, (Co. Colchester)	21 00	Cow Bay, C. B.,	10 00
Buckley's,	12 00	Cross Roads, Mid. Medford,	2 00
Beaver River,	6 00	Cross Roads Bridge,	9 00
Brooklyn,	2 00	Cross Roads (Country Harbour)	21 00
Caledonia Corner,	13 00	Cross Roads (St. Mary's)	15 00
		Crow Harbour,	13 00

Name of Office.	Amount.	Name of Office.	Amount.
Darrow's Corner,	14 00	Head of Tatamagouche Bay,	9 00
Dartmouth,	39 00	Head of Wallace Bay,	11 00
Deerfield,	9 00	Head of Lachaber Lake,	9 00
Diligent River,	9 00	Head of Wallace Bay, N. side,	10 00
Disconse,	10 00	Head of West Bay,	11 00
Dublin Shore,	8 00	Hebron,	25 00
Earltown,	17 00	Hillsboro, C. B.,	12 00
East Bay,	10 00	Hillsboro, N. S.,	21 00
East Bay, (south side)	9 00	Hopewell,	10 00
East Branch River Philip,	8 00	Hubbard's Cove,	21 00
East Port Medway,	9 00	Head of St. Mary's Bay,	4 00
East River, St. Mary's,	9 00	Head of St. Margaret's Bay,	8 00
East side of Pubnico Harbour,	9 00	Head of Tide,	11 00
Eastville,	11 00	Indian Harbour, (Sherbrooke),	10 00
Economy,	16 00	Indian Harbour, (co. Halifax)	4 67
Economy, Upper,	11 00	Ingonish,	9 00
Eel Brook,	9 00	Isaac's Harbour,	10 00
Elmsdale,	13 00	Joggin's Mines,	14 00
Falmouth,	10 00	Judique,	17 00
Falmouth, Windsor Bridge,	12 00	Jackson's Mills,	8 00
Five Islands,	15 00	Kempt Bridge,	8 00
Five-Mile River,	4 00	Kempt (co. Queen's)	12 00
Forks, Margaree,	10 00	Kempt, (co. Yarmouth)	10 00
Forks, Mid. River of Pictou,	9 00	Kempt Town,	8 00
Forks, Baddeck,	8 00	Kennetcook,	14 00
Forrestall's,	30 00	Kennetcook, Upper,	8 00
Fouchie,	4 00	Ketch Harbour,	9 00
Fox Harbour,	8 00	Kingston Village,	11 00
Framboise,	9 00	Kingsbury,	8 00
Fraser's Mills,	9 00	Knoydart,	2 00
French River,	8 00	Lakelands,	8 00
Gaberouse,	10 00	L'Ardoise,	10 00
Garden of Eden,	8 00	La Have Cross Roads,	12 00
Gaspereaux,	10 00	Lake Ainslie,	9 00
Gay's River,	14 00	Lake Ainslie (East side)	12 00
Gay's River Road,	8 00	Lakeville,	2 00
Givan's Wharf,	10 00	Lewis Head,	10 00
Gilbert's Cove,	8 00	Lewis Bay,	8 00
Gore,	15 00	Lequille,	9 00
Goshen,	9 00	Lime Rock,	9 00
Grand River,	10 00	Lingan Mines,	10 00
Granville Ferry,	34 00	Little Bras d'Or,	18 00
Great Village,	37 00	Little River,	11 00
Greenfield,	8 00	Little River, Mid. Musquodob't,	12 00
Greenhill,	8 00	Little River Shore,	8 00
Greenwich,	20 00	Little Arichat,	13 00
Gulf Shore,	11 00	Little Harbour,	9 00
Gunning Cove,	9 00	Little Tracadie,	19 00
Guysboro Intervale,	21 00	Lochaber,	10 00
George's River,	2 67	Loch Lomond,	9 00
Glen Road,	8 00	Lockhartville,	11 00
Grandique Ferry, N. side,	9 00	Long Island,	13 00
Halfway Brook,	8 00	Long Point,	16 00
Halfway River,	15 00	Louisburg,	10 00
Hall's Harbour,	10 00	Lower Barney's River,	10 00
Harbour a' Bouchet,	18 00	Lower River Inhabitant,	2 00
Harbour Road,	2 00	Lower Ward,	10 00
Head of Jordan River,	9 00	Low Point,	15 00
Head of Amherst,	9 00	Low Point Shore,	8 00

Name of Office.	Amount.	Name of Office.	Amount.
Lower Maccan,	11 00	Nine-Mile River,	10 00
Lower Selmah,	8 00	Noel,	14 00
Lyle's Bridge,	8 00	Noel Shore,	9 00
Maccan,	15 00	North East Branch, Margaree,	11 00
Maccan Mountain,	6 68	North East Harbour,	11 00
Maccan Intervale,	9 00	North Mountain,	5 34
Mainadieu,	12 00	North River Bridge, (co. Col.)	16 00
Maitland, (co. Yarmouth)	25 00	North River Bridge, (St. Ann's)	9 00
Malagawatch,	10 00	North Shore,	8 00
Malagash,	9 00	North Shore, (Wallace)	8 00
Malignant Cove,	9 00	North West Arm,	9 00
Manchester,	10 00	Old Barnes,	11 00
Margaretville,	11 00	Ohio,	9 00
Marie Joseph,	15 00	Onslow,	16 00
Marion Bridge,	9 00	Onslow, Upper,	15 00
Martin's River,	9 00	Oyster Ponds,	9 00
Marshall's Town,	10 00	Paradise Lane,	24 00
Marshall's Cove,	9 00	Peggy's Cove,	9 00
Mast Town,	10 00	Pero,	9 00
McLellan's Mountain,	8 00	Petite Reviere,	21 00
Medford,	9 00	Pineo Village,	9 00
Melvern Square,	9 00	Pirate Harbour,	13 00
Merigomish,	13 00	Piedmont Valley,	2 00
Meteghan,	23 00	Pleasant River,	9 00
Mid. La Have Ferry,	9 00	Point Bruley,	9 00
Mid. Kennetcook,	2 00	Pomquet Forks,	10 00
Middle Settlement, }	9 00	Portapique,	12 00
River Inhabitant, }		Port Jolly,	9 00
Mid River, C. B.,	10 00	Portuguese Cove,	9 00
Middle River, (Durham)	9 00	Port George,	11 00
Middletown, (co. Annapolis)	25 00	Port Matoun,	16 00
Middlefield,	10 00	Port Williams,	16 00
Mill Brook,	11 00	Porter's Lake,	10 00
Miller's Creek,	10 00	Port Latour,	11 00
Milford Haven Bridge,	8 00	Prospect,	10 00
Maitland, (co. Annapolis)	9 00	Pubnico,	24 00
Minudie,	14 00	Parrsboro' Shore,	8 00
Moidart,	9 00	Pope's Harbour,	8 00
Morristown,	9 00	Pubnico Beach,	4 00
Mount Thom,	4 00	Plymouth,	2 00
Mount Uniacke,	10 00	Ragged Head,	9 00
Musquodoboit Harbour,	12 00	Ragged Islands,	8 00
Molasses Harbour,	10 00	Ratchford River,	11 00
Morden,	10 00	Rawdon,	10 00
Necum Teuch,	9 00	Rawdon, Upper,	10 00
New Albany,	9 00	Rear Lands, Sporting Mountain,	9 00
New Annan,	10 00	Red Islands,	9 00
New Caledonia,	9 00	River Bourgeoise,	10 00
New Canaan,	8 00	River Debert,	10 00
New Gairlock,	9 00	River Dennis,	13 00
New Germany,	10 00	River Hebert,	12 00
New Harbour,	9 00	River Inhabitant,	20 00
New Larig,	11 00	River John, (West Branch)	10 00
New Minas,	11 00	Roger's Hill,	9 00
Newport Corner,	21 00	Round Hill,	20 00
Newport Landing,	14 00	Rockwell Settlement,	5 33
New Tusket,	8 00	Roseway,	4 00
Nicholl's Corner,	8 00	Rawdon, South,	10 00
Nictaux Falls,	19 00	Sable River,	20 00

Name of Office.	Amount.	Name of Office.	Amount.
Salmon River, (co. Halifax)	10 00	Souvier Wharf,	5 33
Salmon River, (co. Guysborough)	11 00	Springfield,	2 50
Salmon River, Lake Settlement,	8 00	Spry Bay,	8 00
Sambro,	9 00	Steam Mill Village,	8 00
Sand Point,	11 50	Tatamagouche Mountain,	9 00
Saw Mill Creek,	10 00	Tracadie,	24 00
Scotch Village,	10 00	Trout Cove,	9 00
Scott's Bay,	9 00	Turn's Bay,	9 00
Selmah,	8 00	Tusket,	29 00
Shag Harbor,	9 00	Tangier,	2 00
Sheet Harbour,	15 00	Tusket Wedge,	6 67
Sheffield Mills,	11 00	Tidnish,	5 33
Sherbrooke, (co. Lunenburg)	15 00	Toney River,	8 00
Shinemecas Bridge,	9 00	Two Islands,	7 34
Ship Harbour, (co. Halifax)	10 00	Upper Dyke Village,	10 00
Short Beach,	9 00	Up. Settlement of Big Baddeck,	8 00
Shubenacadie River,	8 00	Up. Settlement of South River,	9 00
Six-Mile Road,	9 00	Up. Settlement of West River,	9 00
Smith's Cove,	9 00	Upper Cross Roads, St. Mary's,	8 00
South Gut of St. Ann's,	11 00	Upper Settlement of Barney's } River, }	2 00
South Branch, (co. Colchester)	9 00	Victoria,	4 00
Speitche's Cove,	10 00	Wallace River,	13 00
Spence's,	8 00	Waugh's River,	8 00
Spring Hill Road,	11 00	Wellington Dyke,	6 50
Springville,	9 00	Welton,	8 00
St. Ann's,	8 00	West Chester,	16 00
St. Andrew's,	12 00	West Branch, East River of } Pictou, }	10 00
St. Croix,	16 00	West Branch of River Philip,	8 00
St. George's Channel,	9 00	White Head,	10 00
St. Mary's Bay,	9 00	Willis Foster,	11 00
St. Patrick's Channel,	10 00	Windham Hill,	8 00
Steep Creek,	22 00	Wood Harbour,	9 00
Stewiacke, (Middle)	9 00	Waterville,	4 00
Stewiacke,	10 00	West Gore,	2 00
Still Water, St. Mary's,	2 00	West side of Lochabar,	4 00
Stoddart's,	15 00		
Sutherland's River,	9 00		
South McLellan's Mountain,	4 00		
Sky Glen,	8 00		
			\$4,028 53

A. WOODGATE, P. M. G.

F. M. PASSOW, Exam. Acct. Branch.

REPORT No. 5,

(VOUCHER B. No. 2 IN REPORT No. 1.)

Commissions paid to Way Office Keepers in the Province of Nova Scotia for the four quarters ended 31st December, 1860.

Name of Office.	Amount.	Name of Office.	Amount.
Acadia Mines,	\$19 29	Aylesford, (West)	2 88
Addington Forks,	1 61	Bailey's Brook,	3 85
Advocate Harbor,	5 78	Barney's River,	6 13
Alma, (Mid. River)	3 10	Bay St. Lawrence,	1 08
Apple River,	0 87	Bedford Basin,	11 68
Argyle,	10 66	Belleveaux Cove,	2 08
Arisaig,	2 46	Big Bras d'Or,	2 41

Name of Office.	Amount.	Name of Office.	Amount
Big Intervale, Grand Narrows, C. B.,	1 11	Eastville,	2 46
Big Pond,	2 03	Economy,	14 45
Bill Town,	7 19	Economy, Upper.	5 77
Black Rock,	00 48	Eel Brook,	1 93
Blandford,	2 37	East side of Pubnico Harbour,	1 38
Blue Mountain,	00 70	Elmsdale,	7 16
Boisdale,	1 09	Falmouth,	3 47
Boom,	1 53	Falmouth, (Windsor Bridge)	7 15
Bridgeport,	1 74	Five Islands,	9 10
Bridgeville,	2 46	Forks, Margaree,	3 09
Broad Cove, (Intervale)	6 13	Forks, St. Margaret's Bay,	00 26
Broad Cove, (Marsh)	3 73	Forristall's,	4 11
Broad Cove, (Lunenburg)	2 30	Fox Harbour,	00 74
Brookfield, (Queen's,)	9 68	Framboise,	1 55
Brookfield, (Co. Colchester)	6 68	Fraser's Mills,	2 56
Buckley's,	9 05	French River,	00 11
Caledonia Corner,	7 08	Forks, Middle River of Pictou,	1 49
Caledonia (St. Mary's)	1 39	Forks, Baddeck,	00 11
Cansrd, (Cornwallis)	9 45	Gaberouse,	4 06
Cape George,	4 26	Garden of Eden,	0 87
Cape Negro,	4 03	Gasgereaux,	4 89
Cape Sable Island,	7 75	Gay's River,	5 66
Carlton,	00 98	Gay's River Road,	00 33
Catalone,	1 89	Givan's Wharf,	4 87
Chelsea,	00 13	Glen Road,	00 06
Chesley's Corner,	1 82	Goose River,	3 02
Chester Basin,	1 89	Gore,	5 91
Cheticamp,	4 83	Goshen,	2 34
Cheverie,	10 00	Grand River,	4 72
Christmas Island,	5 43	Granville Ferry,	32 23
Church Point,	4 64	Great Village,	36 69
Church street,	13 94	Greenfield,	00 13
Churchville,	3 94	Greenhill,	00 04
Clute's Cove,	1 00	Greenwich,	3 97
Clare,	3 59	Gulf Shore,	1 27
Clarke's Harbor,	3 50	Gunning Cove,	2 00
Clyde River,	7 62	Guysboro Intervale,	5 57
Conquerall Bank,	00 12	Grandique Ferry, South side,	1 26
Cornwallis East,	5 47	Gilbert Cove,	00 41
Cornwallis West,	7 27	Halfway River,	1 14
Country Harbour,	1 67	Hall's Harbour,	4 99
Cow Bay, C. B.,	3 61	Harbour a' Bouchet,	5 51
Cross Roads Bridge,	1 06	Head of Jordan River,	2 15
Cross Roads (Country Harbour)	5 36	Head of Amberst,	2 05
Cross Roads (St. Mary's)	1 94	Head of St. Margaret's Bay,	00 81
Crow Harbour,	2 12	Head of Tatamagouche Bay,	00 98
Chebogue,	3 39	Head of Wallace Bay,	2 74
Dartmouth,	61 57	Head of Lochaber Lake,	1 34
Deerfield,	2 71	Head of Wallace Bay, (N. side)	00 23
Diligent River,	1 74	Head of West Bay,	5 57
Discouse,	4 42	Hebron,	13 31
Dublin Shore,	0 17	Hillsboro', C. B.,	8 05
Earlton,	6 85	Hillsboro', N. S.,	9 94
East Bay,	3 29	Hopewell,	3 02
East Bay, (North side)	1 45	Hubbard's Cove,	6 95
East Branch, River Philip,	0 66	Head of Tide,	00 46
East Port Medway,	2 89	Indian Harbour,	4 36
East River, St. Mary's,	1 65	Ingonishe,	2 51
		Isaac's Harbour,	3 16

Name of Office.	Amount.	Name of Office.	Amount.
Joggins Mines,	11 87	Merigomish,	10 51
Judique,	5 00	Meteghan,	10 55
Jackson's Mills,	00 55	Middle La Have Ferry,	1 38
Kempt, (co. Queen's)	2 93	Middle Settlement,)	2 66
Kempt, (co. Yarmouth)	3 18	River Inhabitants, }	
Kempt Town,	00 39	Middle River, C. B.,	4 14
Kennetcook,	11 40	Middle River, Durham,	2 67
Kennetcook, Upper,	00 52	Middleton, (co. Annapolis)	13 50
Ketch Harbour,	3 60	Middlefield,	00 77
Kingston Village,	5 20	Mill Brook,	3 87
Kingsbury,	00 92	Miller's Creek,	4 31
Kempt Bridge,	00 96	Milton, (co. Queen's)	17 09
L'Ardoise,	4 68	Melvorn Square, (co. Annapolis)	2 40
La Have Cross Roads,	1 11	Minudie,	12 86
Lake Ainslie,	1 06	Moidart,	1 67
Lake Ainslie, (East side)	3 68	Molasses Harbour,	3 21
Lewis Head,	3 16	Morden,	4 89
Lewis Bay,	00 98	Morristown,	1 75
Lime Rock,	1 45	Mount Uniacke,	4 54
Lingan Mines,	3 25	Musquodoboit Harbour,	7 58
Little Bras d'Or,	7 86	Martin's River,	1 12
Little River,	5 16	Milford Haven Bridge,	00 97
Little River Shore,	2 45	Necum Teuch,	2 25
Little River, Mid. Musquodoboit,	8 86	New Albany,	1 55
Little Arichat,	9 16	New Annan,	3 03
Little Harbour,	1 49	New Caledonia,	1 20
Little Tracadie,	2 24	New Gairlock,	1 48
Lochabar,	4 69	New Germany,	3 39
Loch Lomond,	2 33	New Harbour,	1 00
Lockhartville,	5 51	New Larig,	1 96
Long Island,	9 38	New Minas,	5 10
Long Point,	3 62	Newport Corner,	5 14
Louisburg,	3 81	Newport Landing,	11 50
Lower Barney's River,	4 81	New Tusket,	00 59
Lower Ward,	4 17	Nicholl's Corner,	00 64
Low Point,	2 37	Nictaux Falls,	8 97
Low Point Shore,	00 72	Nine-mile River,	4 02
Lower Maccan,	3 56	Noel,	3 51
Lyle's Bridge,	00 70	Noel Shore,	00 35
Lower Selmah,	00. 26	North East Branch of Margaree,	3 19
Lequille,	1 36	North East Harbour,	6 16
Lakelands, Parrsboro' Township,	00 78	North Mountain,	1 96
Maccan,	1 91	North River Bridge, (co. Col.)	7 07
Maccan Intervale,	2 93	North River Bridge, St. Ann's,	1 09
Mainadieu,	7 21	North Shore,	00 93
Maitland, (co. Annapolis)	1 55	North Shore, (Wallace)	00 87
Maitland, (co. Yarmouth)	14 11	North West Arm,	1 93
Malagawatch,	3 25	New Canaan,	00 11
Malagash,	1 20	Old Barnes,	5 91
Malignant Cove,	1 49	Ohio,	1 72
Machester,	3 10	Onslow,	3 19
Margaretville,	5 88	Onslow, Upper,	1 38
Marie Joseph,	1 77	Oyster Ponds,	1 08
Marion Bridge,	1 78	Paradise Lane,	11 17
Marshall's Town,	3 97	Peggy's Cove,	1 33
Marshall's Cove,	1 10	Però,	2 32
Mast Town,	3 29	Petite Riviere,	6 56
McLellan's Mountain,	00 76	Peneo Village,	1 92
Medford,	1 49	Pirate Harbour,	10 49

Name of Office.	Amount.	Name of Office.	Amount.
Plainfield,	00 61	Smith's Cove,	2 21
Pleasant River,	2 25	South Gut of St. Ann's,	1 62
Point Bruley,	1 05	South Branch, (co. Colchester)	1 16
Pomquet Forks,	3 47	Speitche's Cove,	3 64
Portapique,	6 92	Spence's	00 91
Port Jolly,	2 01	Spring Hill Road,	3 96
Portuguese Cove,	1 70	Springville,	2 11
Port George,	6 41	St. Ann's,	00 48
Port Matoun,	5 60	St. Andrew's,	7 82
Port Williams,	15 20	St. Croix,	4 55
Porter's Lake,	3 78	St. George's Channel.	2 49
Port Latour,	5 49	St. Mary's Bay,	2 84
Prospect,	4 86	St. Patrick's Channel,	00 86
Pubnico,	11 78	Steep Creek,	17 04
Parrsboro' Shore,	00 26	Stewiacke, (Middle)	2 42
Pope's Harbour,	00 76	Stewiacke Cross Roads,	4 78
Ragged Head,	1 83	Stoddart's,	1 49
Ragged Islands,	00 62	Sugar Loaf, C. B.,	2 18
Ratchford's River,	5 78	Sutherland's River,	1 45
Rawdon,	3 55	Sky Glen,	00 30
Rawdon, Upper,	4 59	Sutherland River Mills,	1 78
Red Islands,	1 12	Steam Mill Village,	00 47
River Bourgeois,	4 14	Spry Bay,	00 43
River Debert,	3 33	Tatamagouche Mountain,	1 94
River Dennis,	5 03	Tracadie,	15 35
River Hebert,	7 33	Trout Cove,	2 61
River Inhabitant,	4 28	Turn's Bay,	1 07
River John, West Branch,	3 96	Tusket,	20 47
Roger's Hill,	2 66	Toney River,	00 48
Round Hill,	4 18	Upper Dyke Village,	3 01
Rear Lands, Sporting Mountain,	1 66	Upper Settlement of Big } Baldeck,	00 86
Rawdon, South,	4 11	Upper Settlement of South } River,	1 60
Sable River,	3 30	Upper Settlement of West } River,	2 46
Salmon River, (co. Halifax)	3 66	Upper Cross Roads, St. Mary's,	00 06
Salmon River, (co. Guysboro')	00 63	Wallace River,	5 73
Salmon River, Lake Settlement,	00 78	Waugh's River,	00 55
Sambro,	2 05	Wellington Dyke,	1 08
Sand Point,	3 51	Welton,	00 45
Saw Mill Brook,	00 56	Westchester,	3 61
Saw Mill Creek,	4 44	West Branch of East River, } Pictou,	3 36
Scotch Village,	4 46	West Branch of River Philip,	00 25
Scott's Bay,	1 46	White Head,	3 03
Selmah,	00 76	Willis Foster,	2 13
Shag Harbour,	2 43	Windham Hill,	00 63
Sheet Harbour,	14 56	Wood Harbour,	1 37
Sheffield Mills,	6 39		
Sherbrook, (co. Lunenburg)	2 83		
Shinemecas Bridge,	1 49		
Ship Harbour (co. Halifax)	4 01		
Short Beach,	2 02		
Shubenacadie River,	00 55		
Six-mile Road,	1 48		
			\$1,394 43

A. WOODGATE, P. M. G.

F. M. PASSOW, Exam. Acct Branch.

Commissions paid to Way Office Keepers in the Province of Nova Scotia for the two quarters ended 30th June, 1861.

Name of Office.	Amount.	Name of Office.	Amount.
Acadia Mines,	\$8 00	Cross Roads Bridge,	0 53
Addington Forks,	0 24	Cross Roads (Country Harbor),	0 90
Advocate Harbor,	0 66	Cross Roads (St. Mary's),	0 19
Alma (Mid. River),	0 41	Crow Harbor,	0 63
Apple River,	0 17	Cape North,	1 72
Argyle,	1 22	Chebogue,	1 79
Arisaig,	0 30	Dartmouth,	25 37
Bailey's Brook,	1 26	Deerfield,	0 40
Barney's River,	3 91	Diligent River,	0 27
Beaver River,	1 60	Discouse,	1 77
Bay St. Lawrence,	0 26	Dublin Shore,	0 10
Bedford Basin,	2 21	Darrow's Corner,	1 18
Bellevaux Cove,	0 25	Earlton,	0 85
Big Bras d'Or,	0 23	East Bay,	0 41
Big Intervale (Grand Narrow),	0 06	East Bay (North Side),	0 30
Big Pond,	0 22	East Branch River Philip,	0 10
Bill Town,	0 55	East Port Medway,	0 84
Black Rock,	0 24	East River (St. Mary's),	0 30
Blandford,	0 19	Eastville,	0 09
Blue Mountain,	0 06	Economy,	1 53
Boisdale,	0 21	Economy (Upper),	1 36
Boom,	0 31	Eel Brook,	0 21
Bridgeport,	0 42	Elmsdale,	0 54
Bridgeville,	0 29	East side of Pubnico Harbor,	1 10
Broad Cove (Intervale),	1 56	Falmouth,	0 65
Broad Cove (Marsh),	1 15	Falmouth (Windsor Bridge),	0 79
Broad Cove (Lunenburg),	1 29	Five Islands,	3 03
Brookfield (Queen's),	2 28	Forks (Margaree),	0 35
Brookfield (Co. Colchester),	0 16	Forks (Middle River of Pictou),	0 10
Buckley's,	6 06	Forristall's,	0 35
Caledonia (Corner),	1 14	Fox Harbor,	0 22
Caledonia (St. Mary's),	0 02	Framboise,	0 13
Canard (Cornwallis),	2 27	Fraser's Mills,	1 05
Cape George,	0 65	Forks (Baddeck),	0 31
Cape Negro,	1 29	French River,	0 04
Cape Sable Island,	1 00	Gaberouse,	0 71
Carlton,	0 11	Garden of Eden,	0 10
Catalone,	0 62	Gaspereaux,	0 11
Chelsea,	0 37	Gay's River,	0 48
Chesley's Corner,	0 89	Givan's Wharf,	0 67
Chester Basin,	0 05	Glen Road,	0 04
Cheticamp,	0 49	Gore,	1 58
Cheverie,	1 84	Goshen,	1 13
Christmas Island,	0 75	Grand River,	2 46
Church Point,	1 33	Granville Ferry,	9 41
Church Street,	1 68	Great Village,	15 80
Churchville,	0 44	Greenfield,	0 04
Chute's Cove,	0 43	Greenhill,	0 05
Clare,	0 23	Greenwich,	1 15
Clarke's Harbor,	1 00	Gulf Shore,	0 54
Clyde River,	2 39	Gunning Cove,	0 08
Conquerall Bank,	0 08	Guysborough Intervale,	1 35
Cornwallis (East),	1 79	Gay's River Road,	0 05
Cornwallis (West),	0 24	Gilbert Cove,	0 38
Country Harbor,	0 42	Grandique Ferry,	0 10
Cow Bay, C. B.	0 20	Halfway River,	0 18

Name of Office.	Amount.	Name of Office.	Amount.
Hall's Harbor,	1 97	Lower Selmah,	1 31
Harbor a' Bouchet,	1 27	Maccan,	1 18
Head of Jordon River,	0 40	Maccan Intervale,	0 13
Head of Amherst,	0 29	Mainadiou,	1 62
Head of Tatamagouche Bay,	0 11	Maitland (Co. Yarmouth),	1 64
Head of Wallace Bay,	1 23	Malagawatch,	0 40
Head of St. Margaret's Bay,	0 83	Malagash,	0 23
Head of Tide, River Philip,	1 11	Malignant Cove,	0 39
Head of West Bay,	1 94	Manchester,	1 40
Hebron,	2 68	Margaretsville,	1 25
Hillsborough, C. B.	1 29	Marie Joseph,	1 36
Hillsborough, N. S.	5 19	Marion Bridge,	0 17
Hopewell,	0 97	Marshall Town,	0 48
Hubbard's Cove,	1 78	Marshall's Cove,	0 60
Halfway Brook,	0 48	Mast Town,	0 38
Indian Harbor (Co. Halifax),	0 04	McLellan's Mountain,	0 15
Ingonish,	1 31	Medford,	0 10
Isaac's Harbor,	0 48	Merigomish,	2 14
Indian Harbor, (Sherbrooke)	0 29	Meteghan,	3 63
Joggin Mines,	3 04	Middle La Have Ferry,	0 15
Judique,	1 67	Middle Settlement, River In-	
Jackson's Mills,	0 09	habitant,	0 93
Kempt (Co. Queen's),	0 75	Middle River, C. B.	0 52
Kempt (Co. Yarmouth),	1 17	Middle River, Durham,	1 20
Kempt Town,	0 17	Middleton, Co. Annapolis,	6 34
Kennetcook,	5 37	Middlefield,	0 06
Kennetcook, Upper,	0 73	Mill Brook,	0 83
Ketch Harbor,	0 35	Miller's Creek,	0 22
Kingston Village,	1 46	Melvorn Square,	0 23
Kempt Bridge,	0 05	Maitland, Co. Annapolis,	0 30
Kingsbury,	0 13	Minudie,	2 26
L'Ardoise,	0 35	Moidart,	0 57
La Have Cross Roads,	0 25	Molasses Harbor,	0 54
Lake Ainslie,	0 07	Morden,	1 27
Lake Ainslie (East side),	0 66	Morristown,	0 98
Lewis Head,	0 51	Mount Uniacke,	0 94
Lewis Bay,	0 06	Musquodoboit Harbor,	2 45
Lime Rock,	0 22	Maccan Mountain,	0 37
Lingan Mines,	0 33	Martin's River,	0 70
Little Bras d'Or,	0 24	Milford Haven Bridge,	0 33
Little River,	0 30	Necum Teuch	0 54
Little River (Mid. Musquodoboit),	3 16	New Albany,	0 25
Little Arichat,	4 93	New Annan,	0 42
Little Harbor,	0 79	New Caledonia,	0 02
Little Tracadie,	0 55	New Gairloch,	0 34
Lochabar,	0 69	New Germany,	0 69
Lochlomond,	0 14	New Harbor,	0 16
Lockhartville,	0 82	New Lairig,	0 70
Long Island,	3 89	New Minas,	0 73
Long Point,	1 35	Newport Corner,	0 56
Louisburg,	0 82	Newport Landing,	3 97
Lower Barney's River,	1 42	New Tusket,	1 97
Lower Ward,	1 84	Nicholl's Corner,	0 01
Low Point,	0 03	Nictaux Falls,	1 85
Low Point Shore,	0 10	Nine Mile River,	1 37
Lower Maccan,	0 46	Noel,	3 01
Lequille,	0 88	Noel Shore,	0 30
Lakelands,	0 07	North East Branch Margaree,	0 54
Little River Shore,	1 04	North East Harbor,	2 28

Name of Office.	Amount.	Name of Office.	Amount.
North Mountain,	0 51	Selmah,	1 42
North River Bridge, (Co. Col.)	0 63	Shag Harbor,	1 00
North River Bridge, (St. Ann's)	0 78	Sheet Harbour,	3 88
North Shore,	0 06	Sheffield Mills,	0 48
North Shore, (Wallace)	0 28	Sherbrooke, (co. Lunenburg)	1 10
North West Arm,	0 76	Shinemecas Bridge,	0 43
New Canaan,	0 18	Ship Harbour, (co. Halifax)	0 28
Old Barnes,	0 72	Short Beach,	0 63
Ohio,	0 23	Shubenacadie River,	0 10
Onslow,	0 51	Six-Mile Road,	0 16
Onslow, Upper,	0 02	Smith's Cove,	0 16
Oyster Ponds,	0 28	South Gut of St. Ann's,	0 31
Paradise Lane,	2 05	South Branch, (co. Colchester)	0 15
Peggy's Cove,	0 57	Speitche's Cove,	0 55
Pero,	0 42	Spence's,	0 72
Petite Reviere,	2 09	Spring Hill Road,	1 43
Pineo Village,	0 14	Springville,	0 77
Pirate Harbor,	0 40	St. Ann's,	0 05
Pleasant River,	0 48	St. Andrew's,	2 83
Point Bruley,	0 13	St. Croix,	0 71
Pomquet Forks,	0 70	St. George's Channel,	0 92
Portapique,	1 47	St. Mary's Bay,	1 06
Port Jolly,	0 43	St. Patrick's Channel,	0 22
Portuguese Cove,	0 20	Steep Creek,	2 04
Port George,	3 64	Stewiacke, (Middle)	1 93
Port Matoun,	0 94	Stewiacke,	0 28
Port Williams,	4 13	Stoddart's,	0 13
Porter's Lake,	1 01	Sutherland's River,	0 21
Port Latour,	1 00	Sutherland's River Mills,	0 66
Prospect,	1 53	Sky Glen,	0 10
Pubnico,	1 30	Souvier Wharf,	0 48
Parrshoro' Shore,	0 02	Spry Bay,	0 11
Pope's Harbor,	0 41	Steam Mill Village,	0 32
Ragged Head,	0 38	Tatamagouche Mountain,	0 23
Ragged Islands,	0 02	Tracadie,	3 49
Ratchford River,	0 70	Trout Cove,	0 04
Rawdon,	0 78	Turn's Bay,	0 15
Rawdon, (Upper)	0 95	Tusket,	4 39
Rawdon, (South)	1 49	Tidnish Cross Roads,	0 11
Red Islands,	0 54	Toney River,	0 26
River Bourgeoise,	1 23	Two Islands,	0 06
River Debert,	0 36	Tusket Wedge,	0 12
River Dennis,	1 23	Upper Dyke Village,	0 21
River Hebert,	0 82	Up. Settlement of Big Baddeck,	0 06
River Inhabitants,	1 39	Up. Settlement of South River,	0 09
River John, (West Branch)	0 68	Up. Settlement of West River,	0 67
Roger's Hill,	0 58	Upper Cross Roads Bridge,	0 46
Round Hill,	1 57	Wallace River,	1 06
Rear Lands, (Sporting Mountain)	0 08	Waugh's River,	0 15
Rockwell Settlement,	0 37	Wellington Dyke,	0 29
Sable River,	0 84	Welton,	0 03
Salmon River, (co. Halifax)	1 32	West Chester,	1 27
Salmon River, (co. Guysborough)	0 08	West Branch, E. Riv. of Pictou,	1 19
Salmon River, (Lake Settlement)	0 12	West Branch of River Philip,	0 22
Sambro,	1 30	White Head,	0 51
Sand Point,	0 83	Willis Fosters,	0 56
Saw Mill Creek,	1 27	Windham Hill,	0 22
Scotch Village,	0 72	Wood Harbor,	0 29
Scott's Bay,	0 35		

\$357 21

A. WOODGATE, P. M. G.

F. M. Passow, Exam. Acct. Branch.

REPORT No. 6.

(VOUCHER C. IS REPORT No. 1.)

Return of all payments made, and charges incurred, for Mail carriage in Nova Scotia, during the year ended 30th September, 1861.

Name of Route.	Amount.
Albion Mines to New Glasgow,	\$48 00
Amherst to Parrsboro',	293 60
Amherst to Minudie,	336 00
Annapolis to Digby,	271 92
Annapolis to Granville,	12 00
Annapolis to Lequille,	5 00
Antigonishe to Cape George,	144 00
Antigonishe to Lochabar, <i>via</i> Addington Forks and Ohio,	56 00
Antigonishe to Sherbrooke,	136 00
Arichat to Discouse,	60 00
Arichat to Grandance,	144 00
Arichat to Little Arichat,	85 00
Aylesford to Morden and Willis Forter's,	104 00
Aylesford to South-west part of Township,	67 60
Aylesford to Bank Winsley's and Parker's Road,	39 48
Baddeck to English Town,	79 60
Baddeck to Plaister Cove, serving Lake Ainslie,	249 30
Baddeck to Upper Settlement of Big Baddeck River,	31 88
Bailey's Brook W. O. to back Settlement of Knoydart,	2 93½
Barrington to Port Latour and Clyde River, <i>via</i> the N. W. Creek and D. Thomas',	81 00
Barrington to Port Latour,	36 00
Barrington to Wood Harbour and East side of Pubnico,	352 00
Barney's River to Head Settlement of Barney's River,	7 62
Bedford to Newport Station,	200 00
Bill Town to Hall's Harbour,	55 92
Bridgewater to Petite Riviere and Dublin Shore,	128 00
Bridgewater to Middlefield,	134 00
Bridgetown to Chute's Cove, Molasses Cove, to Gran- ville, <i>via</i> Parker's Cove,	130 00
Bridgetown to Granville Ferry and Annapolis Gut,	94 66
Bridgetown to Laurencetown, <i>via</i> South side of River,	39 80
Brookfield to Pleasant River,	36 00
Brookfield to Upper Stewiacke,	96 00
Buckley's to Canard's Creek and Black Rock,	37 01
Canning to East Pero,	64 00
Canning to East Medford,	64 00
Cape North to Bay St. Lawrence,	36 00
Cape Sable Island, Round the Island,	51 88
Carland's W. O. to Pubnico,	60 00
Catalone to Mainadieu,	48 00
Chester to Kentville, <i>via</i> Sherbrooke,	288 00
Cheviere to Newport P. O.,	168 00
Clyde River to Gunning Cove,	70 00
Clementsport, thro' Guinea, Birch Town, and Back Road Settlements,	60 00
Cross Roads to Country Harbour and Isaac's Harbour,	96 00
Clementsport to Hillsboro', <i>via</i> Shore Road and Hessian Line Corner,	46 00
Crow Harbour to Molasses Harbour and White Head,	80 00
Digby to Briar Island,	479 00
Digby to Marshall Town,	20 00
Drysdale's to Turn's Bay,	32 00
Dunlop's to Little Port Hebert,	38 90

Name of Route.	Amount.
Dunlop's to Locke's Island, Lewis Head, and East side of Ragged Island,	\$271 28
Durham to New Larig, Lime Rock, and Forks Middle River	140 00
English Town to Ingonish, <i>via</i> North Shore,	138 00
Falmouth to Hantsport,	60 00
Forristall's to Port Mulgrave,	84 00
Frail's, on Chester Road, to Blandford,	40 00
Goose River to Bay Verte,	52 67
Guysboro' to Canso,	266 64
Grand River to Framboise and Fouchie,	66 24
Grand River to Loch Lomond,	27 40
Guysboro' to New Harbour,	53 60
Guysboro' to Port Mulgrave,	148 00
Halifax to Guysboro' and Port Mulgrave, <i>via</i> G. E. Road,	1599 72
Halifax to Liverpool and Yarmouth, including Bridge-water,	2796 00
Halifax to Musquodoboit Harbour,	226 80
Halifax to Richmond Terminus,	280 00
Halifax to Prospect,	84 00
Halifax to Sambro,	120 00
Hantsport to Lower Horton,	39 88
Head of St. Margaret Bay to P. O. St. Margaret's Bay,	137 60
Ingonish to Cape North,	136 00
Indian River to Thornburn's,	16 00
Kennetcook to the Gore,	17 50
Kentville to West Cornwallis,	209 28
Kentville to East Cornwallis,	110 00
Laurencetown to Bridgewater,	278 08
Laurencetown to Port George,	47 92
Little Bras d'Or to George's River,	10 00
Little River to Little River Shore,	48 00
Liverpool to Annapolis,	400 00
Liverpool to Port Medway,	170 00
Liverpool to Milton,	72 00
Londonderry to Five Islands,	224 00
Londonderry to Pugwash, <i>via</i> Wallace River,	140 00
Lower South River to Monck's Head and Pomquet Forks,	38 00
Louisburg to Gaberous,	84 00
Lower Ward to Peggy's Cove,	2 50
Lower Stewiacke to New Larig,	200 00
Lower Stewiacke Station to P. O. Lower Stewiacke,	15 00
Lower Stewiacke to Shubenacadie River and Brookfield,	18 50
Lower Stewiacke to Philips' or Shubenacadie River,	51 00
Lunenburg to Cross Roads, La Have, and Edw. Moxman's, Kingsbury,	76 50
Maccan to Five Islands,	81 73
Mabou to Baddeck,	235 70
Mabou to Margaree,	120 00
Mabou Road to West Lake Ainslie,	10 00
Mahone Bay to New Germany,	74 00
Maitland to the Gore,	155 32
Malagawatch to River Inhabitant,	80 00
Margaree to Baddeck,	160 00
Margaree to Cheticamp,	40 00
Merigomish W. O. to Piedmont Valley,	4 50
Mount Uniacke to South Rawdon,	30 00
Musquodoboit Harbour to Ship and Pope's Harbours and Spry Bay,	131 00
Musquodoboit Harbour to Ship and Pope's Harbour, Tangier, Spry Bay, and Sheet Harbour,	58 00

Name of Route.	Amount.
New Canaan to Parrsboro',	\$49 88
New Glasgow to Barney's River and Malignant Cove,	220 00
New Glasgow to McLellan's Mountain,	31 48
New Glasgow to Glenelg, St. Mary's. <i>via</i> Blue Mountain,	128 00
New Glasgow to Hopewell,	51 80
New Glasgow to Fraser's Mills,	59 80
New Glasgow to Little Harbour,	23 80
Newport to the Gore, (Douglas)	249 80
Newport to Newport Landing,	91 98½
Newport to Newport Station,	72 00
Newport to South Rawdon,	40 00
Noel to Kennetcook Corner,	34 48
Noel to Burncoat,	16 00
North Sydney to Sydney,	57 50
Parrsboro' P. O. to Wharf,	60 00
Parrsboro' to Apple River, <i>via</i> Advocate Harbour,	228 37½
Parrsboro' to Advocate Harbour,	16 00
Parrsboro' to Black Rock,	52 00
Parrsboro' to Five Islands,	66 00
Pictou to Amherst,	680 00
Pictou to Earltown,	79 75
Pictou to New Glasgow,	134 00
Pictou to River John, <i>via</i> Shore Road,	73 48
Plaister Cove to Port Hood,	203 00
Plaister Cove to Port Hood and Mabou,	276 00
Plaister Cove to Whycomomagh, <i>via</i> River Inhabitant and River Dennis,	140 00
Poor's to River Bourgeois,	22 00
Port Hood to Margaree,	176 00
Port Mulgrave to Steep Creek,	18 00
Port Mulgrave to Steep Creek and Sand Point,	28 00
Pugwash to Victoria Settlement,	77 88
Richmond Terminus to Windsor,	1000 00
Richmond Terminus to Truro,	1400 00
River Dennis to Strait of Barra, <i>via</i> the Boom,	84 00
Sherbrooke to Glenelg,	79 84
Sherbrooke to Indian Harbour,	40 00
Sheffield Mills to North Mountain,	20 66
Sherbrooke to Marie Joseph,	100 00
Sherbrooke to Stoddart's,	147 00
Ship Harbour to Carriboo Cove and Lower River Inha- bitant,	19 50
Shubenacadie to Belleveaux, Gay's River, and Indian Road,	52 00
Shubenacadie to Maitland and Noel,	318 00
Shubenacadie, thro' Hard Land Road and Nine-mile River,	60 00
Shubenacadie, thro' Indian Road, to Gore, Nine-mile River Elmsdale, and Welsford,	70 00
Shubenacadie to Nine-mile River, thro' Hardwood Lands, Horn's Station, Elmsdale, Gay's River, and Shu- benacadie,	52 00
Shubenacadie to Middle Musquodoboit,	100 00
Skinner's W. O. to Givan's Wharf and Ogilvie's Break- water,	49 88
South Gut of St. Ann's to St. Ann's,	38 00
Spence's Point to Apple River,	20 00
Spencer's to Acadia Mines,	64 00
St. Ann's to North River Bridge,	26 48
St. Andrew's to Lochabar, <i>via</i> Goshen,	39 00

Name of Route.	Amount.
St. George's Channel to Head of West Bay,	\$22 00
St. Peter's to L'Ardoise and Grand River,	80 00
St. Peter's to Rear Lands Sporting Mountain,	15 48
Sydney to Ball's Creek and Christmas Island,	184 00
Sydney to Cow Bay,	68 97
Sydney to Grand Mira,	79 36
Sydney to Catalone, and Louisburg,	152 00
Sydney to Lingan, Low Point, and Bridgeport,	96 66
Sydney to Sydney Mines,	300 00
Sydney Mines to Baddeck,	560 00
Tatamagouche to New Annan and Balfour Mill,	60 00
Truro Station to P. O. Truro,	200 00
Truro to Amherst,	2276 00
Truro to Maitland and Philips',	88 00
Truro to Earltown,	101 00
Truro to Pictou,	1200 00
Truro to Pugwash, <i>via</i> Tatamagouche Mountain,	520 00
Tusket to the Wedge, <i>via</i> West side of River,	43 16
Upper Musquodoboit to Sheet Harbour and Marie Joseph,	300 00
Upper Musquodoboit to Upper Stewiacke,	48 00
Upper Onslow to Debert,	41 60
Upper Onslow to Truro,	32 00
Wallace to Malagash,	40 00
Wallace to Pugwash, <i>via</i> Gulf Shore,	58 00
Wallace River W. O. to West Chester W. O.,	11 00
Walton to Cheverie,	46 00
Walton to Newport P. O.	138 00
Walton to Noel and Burncoat,	90 00
West Cornwallis to North Mountain,	12 93½
West Chester to River Philip, thro' Maccan,	106 84
West River to Antigonish, Plaister Cove, and Sydney, including Guysboro',	5100 00
Weymouth to Sabeen's,	56 00
Whycocomagh to Forks Margaree, and East side Lake Ainslie,	59 00
Wilmot to Laurencetown,	70 00
Willis Foster's to Nicholl's Corner and Bridgetown,	98 00
Wilmot to Margaretsville,	43 92
Wilmot to Melvern Corner,	24 00
Wilmot to Nictaux, <i>via</i> Middleton,	71 92
Windsor to Kentville and Annapolis,	1400 00
Windsor to Upper Falmouth,	39 92
Windsor P. O. to Railway Station,	80 00
Wolfville to Canning,	190 00
Wolfville to Gaspereaux,	30 00
Yarmouth to Chebogue,	80 00
Yarmouth to Digby,	964 00
Yarmouth to Kentville,	112 00
St. John to Boston, <i>via</i> Eastport,	400 00
Digby to Annapolis, per steamer,	100 00
	<hr/>
	\$38,604 60

A. WOODGATE, P. M. G.

F. M. Passow, Exam. Acct. Branch.

REPORT No. 7.

(From Return letter D to letter K in Report No. 1.)

Detailed account of sums paid as gratuities to Shipmasters, Tradesmen's Bills, Rent, Fuel and Gas, Law expenses, Stationery, Printing and Advertising, and other incidental and miscellaneous items of disbursement, for the year ended 30th September, 1861.

VOUCHER D.—GRATUITIES TO SHIPMASTERS.

December Quarter, 1860.			
Halifax,	\$25 67½		
Liverpool,	0 37½		
Locke's Island,	11 97		
North Sydney,	1 57½		
Shelburne,	4 77½		
Weymouth,		1 72	
Yarmouth,	8 10		
			\$54 19
March Quarter, 1861.			
Halifax,	16 75		
Liverpool,	4 77		
Locke's Island,	18 00		
Sandy Cove,	0 22½		
Shelburne,	0 10		
Weymouth,	0 37		
Yarmouth,	2 81		
			43 02½
June Quarter, 1861.			
Halifax,	28 67½		
Bridgewater,	0 05		
Liverpool,	2 67½		
Locke's Island,	8 28		
Sandy Cove,	0 02½		
Weymouth,	0 25		
Yarmouth,	7 90		
			47 85½
September Quarter, 1861.			
Halifax,	24 72		
Liverpool,	0 75		
Locke's Island,	1 88		
Sandy Cove,	0 22½		
Shelburne,	0 20		
Westport,	0 05		
Weymouth,	0 35		
Yarmouth,	6 96½		
			35 14
Total for the year,			\$180 21

VOUCHER E.—TRADESMEN'S BILLS.

December Quarter, 1860.		
C. Williamson, making portmanteaus and mail bags,	\$58 75	
W. Symonds & Co., tin boxes and putting up stove pipes, &c., &c.	37 48	
Esson & Co., sundries for P. O. Department,	6 24½	
John Brander, carpenter's work at ditto,	6 00	
Donald & Watson, gas fittings and new burners,	3 43	
J. & E. Longard, zinc cases for P. O. stamps,	3 00	
Thomas Walsh, glazing at Halifax office,	1 65	
		116 55½

March Quarter, 1861.

C. Williamson, paid for repairing portmanteaus and making leather mail bags,	25 25	
John Patterson, paid for lettering mail bags for P. O.	4 50	
	<u> </u>	29 75

June Quarter, 1861.

John Lanigan, making canvas bags for P. O.,	51 12	
John Patterson, labelling canvas bags,	6 45	
William Crawford, for regulating P. O. clock,	5 00	
	<u> </u>	62 57

September Quarter, 1861.

Nil.

Total in the year,	<u> </u>	<u>\$208 87½</u>
--------------------	-------------------	------------------

VOUCHER F.—RENTS.

Amount paid to James Thompson, Esq., Secretary to the Governors of Dalhousie College, being for rent of apartments in the College occupied as the Post Office, for the year ended 30th September, 1861,	800 00
	<u> </u>
	<u>\$800 00</u>

VOUCHER G.—LAW EXPENSES.

Paid the hon. the Attorney General, for engrossing, &c., bond for J. S. Thompson, Superintendent Money Order Office, and for writing letters to Postmaster of Port Mulgrave, and his sureties,	15 00
	<u> </u>
	<u>\$15 00</u>

VOUCHER H.—PRINTING, ADVERTISING, AND STATIONERY.

December Quarter, 1860.

Stationery—A. & H. Creighton, Halifax,	\$70 60	
Printing—J. Bowes & Son, printed forms,	\$253 75	
Do. do. M. O. Office,	9 00	
	<u> </u>	262 75
Advertising—Halifax,	341 92½	
“ Pictou,	6 00	
“ Yarmouth,	1 50	
	<u> </u>	682 77½

March Quarter, 1861.

Printing—J. Bowes & Sons, printed forms,	277 25	
Do. do. M. O. Office,	11 00	
	<u> </u>	288 25
Advertising—Pictou,	6 00	
Yarmouth,	1 50	
	<u> </u>	7 50
		<u>295 75</u>

June Quarter, 1861.		
Printing—J. Bowes & Sons, printed forms,	221 50	
Do. do. M. O. Office,	9 25	
	<u> </u>	230 75
Advertising—Halifax,	17 75	
Bridgetown,	7 20	
Pictou,	6 00	
Yarmouth,	1 50	
	<u> </u>	32 45
		<u> </u> 263 25
September Quarter, 1861.		
Printing—J. Bowes & Sons, Official forms,	158 00	
Do. do. M. O. forms,	11 50	
	<u> </u>	169 50
Pictou—"Standard" newspaper,	3 00	
Do. "Eastern Chronicle,"	3 00	
Yarmouth—"Yarmouth Tribune,"	1 50	
	<u> </u>	7 50
		<u> </u> 177 00
Total in the year,		<u> </u> \$1,418 72½

VOUCHER L.—COALS, WOOD, GAS.

December Quarter, 1860.		
Paid Halifax Gas Company for gas supplied for Post Office, Halifax,	\$57 30	
	<u> </u>	\$57 30
March Quarter, 1861.		
Paid Halifax Gas Company for gas supplied for Post Office, Halifax,	67 80	
	<u> </u>	67 80
June Quarter, 1861.		
Paid Halifax Gas Company for gas supplied for Post Office, Halifax,	48 90	
	<u> </u>	48 90
September Quarter, 1861.		
Paid Halifax Gas Company for gas supplied for Post Office, Halifax,	41 10	
Paid Daniel Smart, Truckman, for coals and wood, truck- age, and labour, for the Post Office, Halifax,	107 80	
	<u> </u>	148 90
		<u> </u> \$322 90

VOUCHER K.—MISCELLANIES.

December Quarter, 1860.		
Petty disbursement made by Postmaster General,	\$36 48	
Paid Mr. Sutherland, Clerk in the Post Office, for extra duty during Mr. Hamilton's suspension from office,	117 57	
Paid late Postmaster of English Town, C. B., overcharge on stamps,	11 08	
Paid Mrs. McPherson, for accommodation to Couriers in C. B.,	5 00	
	<u> </u>	170 13

March Quarter, 1861

Paid H. Conlon for extra service in carrying mails between Newport and Walton,	\$40 00	
Loss on 8½ cent postage-stamps sold at Halifax office,	9 33	
Mrs. McPherson, for accommodation to Couriers,	5 00	
Old postage-stamps redeemed,	2 55	
Petty disbursements by Postmaster General,	25 65	
		81 53

June Quarter, 1861.

Petty disbursements by Postmaster General,	30 26	
Mrs. C. McPherson, for accommodation to Couriers at Grandance,	5 00	
C. Dwyer, for conveying a mail from Pictou to Magdalen Islands in April, 1860,	40 00	
E. C. Gourlie, for carrying a mail from W. O. Brookfield to Railway Depot,	4 00	
H. Conlon, for extra travel in consequence of the bridge being carried away by freshets,	40 00	
H. M. Lawlor, Courier, for crossing the Big Bras d'Or Ferry—recommended by the Post Office committee,	30 00	
Paid E. Dalhanty, being fine exacted for non-fulfilment of mail contract,	20 00	
Paid R. Martin, Postmaster, Sydney, being portion of M. O. balance stolen by his assistant,	100 00	
Mrs. Grace Rice, stated contents of a letter posted at Wey- mouth, and addressed to W. B. Brown, care of T. Bolton, Esq., Halifax, not received,	140 00	
W. A. Hendry, Crown Land Department, for preparing a portfolio, containing a Post Office map of each coun- ty in the Province, showing P. O. and W. O., &c.,	136 00	
		545 26

September Quarter, 1861.

Paid for bringing H. M. S. Nile's letters to P. O. Sydney,	0 25	
D. S. Berri, London, for Post Office stamps,	24 25	
Mrs. McPherson, for affording accommodation to Couriers,	5 00	
J. W. James, Express,	1 00	
A. Murphy, for repairing mail-bag,	0 40	
E. D. Tremain, for padlock for leather bag,	0 40	
Redeemed stamps,	0 90	
McMurray & Co., carpet,	14 78	
For conveying Postmaster of Guysboro' to Port Mulgrave and back, on Post Office duty,	2 00	
Loss on 31 sheets of 8½ cent stamps, being 10d. on each sheet of 100 stamps,	5 16	
Petty disbursements by Postmaster General,	28 44½	
		82 58½
		\$879 50½

A. WOODGATE, P. M. G.

F. Passow, Exam. Acct. Branch

REPORT No. 8.

Report of New Post and Way Offices established in Nova Scotia during the year ended 30th September, 1861.

Name of Office.	Whether Post or Way Office.	County.	Name of Officer.	Date when Duties commenced.
Spry Bay,	Way Office.	Halifax,	Annie Green,	1st October, 1860,
Two Islands,	"	Cumberland,	James Fraser,	1st Nov'r. "
Upper Cross Roads, St. Mary's,	"	Guysboro',	Angus Cameron,	" "
Maccan Mountain,	"	Cumberland,	William Lodge,	" "
Tusket Wedge,	"	Shelburne,	Moultre White,	1st Dec'r. "
Brookville,	"	Digby,	Enos Patten,	" "
Fouchie,	"	Richmond,	Josiah Hooper,	1st January, 1861,
Rockwell,	"	Cumberland,	Charles D. Rockwell,	1st April, "
Tidnish Cross Roads,	"	Do.	Oliver King,	1st Feb'y. "
Souvier Wharf,	"	Digby,	E. T. Potter,	" "
Indian Harbour,	"	Halifax,	Jas. Lanty,	" "
Waterville,	"	King's,	Amos B. Jacques,	1st March, "
Lochabar (West side)	"	Sydney,	Alex. Stewart,	1st April, "
Mount Thom,	"	Pictou,	George McKay,	" "
South McLellan's Mountain,	"	Do.	D. Webster,	" "
Harbour Road,	"	Sydney,	Francis S. Cunningham,	" "
Pabnico Beach,	"	Yarmouth,	Jas. McCormack,	" "
Roseway,	"	Shelburne,	Elijah Hagar,	" "
Five Mile River,	"	Hants,	James McDougall,	" "
Head of St. Mary's Bay,	"	Digby,	William Young,	" "
Victoria,	"	Cumberland,	Isaac Henry,	" "
George's River,	"	Cape Breton,	Alex. Moore,	1st June, "
Coxheath,	"	Do.	P. T. Clarke,	" "
Tangier.	"	Halifax,	William Anderson,	15th "
Cross Roads, Mid. Medford,	"	Guysboro',	William Sawyers,	1st July, "
Still Water, St. Mary's,	"	Do.	Wm. W. H. O. Elliott,	" "

Name of Office.	Whether Post or Way Office.	County.	Name of Officer.	Date when Duties commenced.
Piedmont Valley,	Way Office.	Pictou,	James McDonald,	1st July, 1861,
Carriboo Cove,	"	Richmond,	Jno. Malcolm, Senr.,	" "
Lower River Inhabitant,	"	Do.	Pat'k. McCarthy,	" "
Knoydair,	"	Sydney,	Jno. McGilloroy,	" "
Springfield,	"	Annapolis,	Christian Green,	" "
West Gore, (Douglas)	"	Hants,	Michael Wallace,	" "
Mid. Kennetcook, (Douglas)	"	Do.	Jas. Mosher,	" "
Lakeville,	"	King's,	John Kinsman,	" "
Upper Settlement of Barney's River,	"	Pictou,	Robert Bannerman,	" "
Plymouth,	"	Shelburne,	Wm. Hatfield,	" "
Brooklyn,	"	Queen's,	John Hall,	" "
Ovens,	"	Lunenburg,	Casper Metzler,	1st Sept., "

F. M. PASSOW, Exam. Acct. Branch.

A. WOODGATE, P. M. G.

REPORT No. 9.

Report of New Post Routes established during the year ended 30th September, 1861.

NAME OF ROUTE.		When Established.	No. of trips per week.	Distance in Miles.
From	To			
Maccan, Goose River, Annapolis, West Cornwallis, Merigonish W. O. Barney's River, Bailey's Brook, W. O. Ship Harbor, Wallace River, W. O. Kennetcook.	Five Islands, Bay Verte, Lequille, North Mountain, Piedmont Valley, Head Settlement of Barney's River, Back Settlement of Knoydart, Carriboo Cove and Lower River Inhabitant, West Chester W. O. The Goro, &c.	1st December, 1860. 1st February, 1861. 1st May, 1861. 1st July, 1861. Ditto. Ditto. Ditto. Ditto. Ditto. Ditto.	Once. Threo. Twice. Once. " " " Twice. Once. Threo.	14 22½ 2 10 5 7 5 20 14 17

F. M. PASSOW, Exam. Acct. Branch.

A. WOODGATE, P. M. G.

REPORT No. 10.

Report of all allowances made Mail Contractors in Nova Scotia beyond the sums originally stipulated in their respective contracts during the year ended 30th September, 1861, with the reason for the same; specifying the route, the name of the contractor, the original service provided by the contract, the original price, the date of commencement of additional service and additional allowance therefore.

ROUTE.		Name of Contractor.	Original service provided by contract.	Original Price.	Additional service required.	Date of commencement of additional service.	Additional allowance per annum.
From.	To.						
Port Mulgrave,	Forristall's,	E. May,	{ To convey a semi-weekly mail between Port Mulgrave and Forristall's, }	56 00	{ Increased to a tri-weekly mail, }	1st Oct., 1860,	28 00
Liverpool,	Milton,	James Murray,	{ To convey a tri-weekly mail between Liverpool and Milton, }	36 00	Increased to a daily mail, { Route changed, to start from Shubenacadie to the Gore, via India Road, thence to Nine Mile River, Elmsdale and Welsford, increase of travel 5 miles, } Route extended from Spry Bay to Sheet Harbour,	12th Oct. "	36 00
Shubenacadie,	{ The Gore and } Welsford, }	Wm. Walker,	{ To convey a weekly mail from Shubenacadie, through Hard Wood Land and Nine Mile River, }	120 00		1st April, 1861	20 00
Musquodoboit Harbour,	Sheet Harbour,	Jacob Tracey,	{ To convey a weekly mail from Musquodoboit Harbour to Ship, Pope's Harbour and Spry Bay, }	172 00		1st April, "	8 00
Walton,	Newport,	H. Conlon,	{ To convey a semi-weekly mail between Walton and Newport P. O. }	128 00	{ Increase of travel by removal of P. O. from Newport to Brooklyn, }	1st April, "	20 00

Report of allowances to Mail Contractors—(Continued.)

ROUTE.		Name of Contractor.	Original service provided by contract.	Original Price.	Additional service required.	Date of commencement of additional service.	Additional allowance per annum.
From.	To.						
Port Mulgrave,	{ Steep Creek and Sand Point, }	James McKay,	{ To convey a semi-weekly mail between Port Mulgrave and Steep Creek, }	24 00	{ Route extended from Steep Creek to Sand Point, and additional mail given to Steep Creek, }	1st April, "	32 00
Liverpool,	Port Medway,	Spencer Cahoon,	{ To convey a tri-weekly mail between Liverpool & Port Medway, }	160 00	{ The Courier to carry one mail, via the Shore route, }	1st July, "	40 00
Musquodoboit,	{ Tangier and Sheet Harbour, }	Jacob Tracey,	{ To convey a weekly mail from Musquodoboit Harbour to Tangier and Sheet Harbour. }	180 00	{ The Courier desired to remain 4 hours at Tangier. }	1st July, "	52 00

A. WOODGATE, P. M. G.

F. M. Passow, Exam. Acct. Branch.

REPORT No. 11.

Report of Post and Way Offices discontinued and closed within the year ended 30th September, 1861, shewing in the case of each office discontinued or closed, the reason of the proceeding.

Post or Way Office.	Name of Office.	County.	When closed.	Reasons for closing.
Way Office,	Wellington Dyke, Corn.	Kings,	1st July, 1861.	{ The Mail service between Wolfville and Canning, and Kentville and East Cornwallis having been amalgamated, by which the route of the Courier was changed, the continuance of the office at Wellington Dyke was rendered unnecessary.

Report of Post Routes discontinued within the year ended 30th September, 1861, shewing in the case of each route discontinued, the reason of the proceeding.

Post Route.		Distance.	Times per week.	Date of discontinuance.	Reasons for discontinuance.
From	To				
Sheffield Mills,	North Mountain,	3	Once,	1st April, 1861.	{ On death of foot Messenger it was not deemed expedient to renew the service, the correspondence being so insignificant.
Lower Stewiacke, P. O.	Lower Stewiacke } Station,	1	Three	1st July, 1861.	

F. M. PASSOW, Exam. Acct. Branch.

A. WOODGATE, P. M. G.

REPORT No. 12.

Report of curtailment of expenses effected by the Post Office Department within the year ended 30th September, 1861, specifying in each case, the route to which the curtailment relates, the name of the Contractor, the original service provided by the contract, the original price, the reasons of the curtailment, the amount of reduction of price and the date from which the curtailment took place.

Name of Route.		Name of Original Contractor.	Original service performed by contract.	Original price.	Reasons for curtailment.	Reduction made in price per annum.	Date of curtailment of reduction.
From	To						
Musquodoboit Harbor,	Spry Bay,	Jacob Tracey,	To convey a weekly mail from Musquodoboit to Ship Harbor, Spry Bay and Sheet Harbor	\$180 00	The service was recommended to stop short at Spry Bay and not proceed to Sheet Harbor in consequence of that settlement being sufficient for Upper Musquodoboit.	\$8 00	1st Oct. 1860.
Head of Saint Margaret's Bay, }	P. O. Margaret's Bay, Lower Ward and Peggy's Cove. }	J. P. Inglis,	To convey a semi-weekly mail from Forks to St. Margaret's Bay, & weekly mail to Lower Ward and Peggy's Cove.	150 00	In consequence of changing starting point from the Forks to Head of St. Margaret's, an additional weekly is given to Head of St. Margaret's Bay, and one to settlement of Lower Ward, the Courier also consenting to reduce the annual grant \$10.	10 00	1st Nov. 1860.

REPORT No. 13.

Report of all cases occurring within the year ended 30th September, 1861, of the abstraction or loss of letters containing money, sent through the Post Office in Nova Scotia,—shewing the particulars of each case, and stating the result of the proceedings instituted by the department.

By whom mailed.	When mailed.	Where mailed.	Stated contents of Letters.	Address.		Evidence of loss or abstraction.	Result of the proceeding instituted in each case by the department
				Name.	Place.		
Donald McLean,	2nd Nov., 1860.	Whycocomagh,	\$24 00	Wm. Kandick,	Halifax,	{ Not received at destination, }	No trace, for want of registration.
Rev. Wm. Allan,	31st Jan., 1861.	Moncton, N. B.	44 00	Steph'n Fulton, Esq.	Wallace.	"	{ Letter mis-sent from Sackville to Liverpool, England, returned to Halifax, and delivered to Mr. Fulton.
James Tracey,	20th Jan., 1861.	Halifax,	10 00	Thos. Furrel.	New York,	"	{ Traced as far as Calais (Maine), the Postmaster of which place referred the matter to the Postal authorities at Washington, from whom no further information has been received.
Mrs. Eddy Tupper,	Some time in } Dec'r, 1860, }	Halifax,	4 00	Mrs. Parker,	Upper Musquododit,	"	{ Not having been Registered, no further trace of the letter can be had.
James Kozel,	31st Jan., 1861.	Bridgewater,	300 00	Messrs. Fisson & Co.,	Halifax,	"	{ The evidence elicited during the investigation having fixed the abstraction upon the Postmaster at Bridgewater, the Post Office, viz., accordingly, at once removed, and requested to, and did at once make good the amount, viz., \$800.

Report of abstraction of Money Letters, &c.—(Continued.)

By whom mailed.	When mailed.	Where mailed.	Stated contents of Letters.	Address.		Evidence of loss or abstraction.	Result of the proceeding instituted in each case by the department
				Name.	Place.		
W. C. Bill,	2nd May, 1861,	Delivered to the Courier <i>en route</i> to Kentville,	\$40 00	Alfred D. Dodge,	Willnot,	"	Letter stated to have been delivered to the Courier, who, though he has some recollection of the circumstance, is uncertain whether he deposited it in the W. O. at Cornwallis or P. O. at Kentville. The letter was not Registered, and the enquiry has been unsuccessful.
L. Harding,	6th June, 1861,	Halifax,	52 00	Mrs. Isaac Baynes,	Barrington,	"	
L. Harding,	6th June, "	Halifax,	20 00	Mrs. L. Harding,	Barrington,	"	No trace of these two letters. The information obtained leaving, however, the impression that the letters in question had never been posted.

A. WOODGATE, P. M. G.

F. M. PASSOW, Exam. Acct. Branch.

REPORT No. 14.

Report of all fines imposed and deductions made from the pay of Mail Contractors for failing to deliver the Mails, or for any other cause; shewing the name of the Contractor, the nature of the offence, the route on which it occurred, the amount of fine, the time when it was imposed, and whether the fine has been remitted and for what reason, during the year ended 30th September, 1861.

Name of Route.		Contractor.	Nature of Offence.	Date of Fine.	Amount.	Whether remitted and for what reason.
From.	To.					
			Nil.			

F. M. PASSOW, Exam. Acct. Branch.

A. WOODGATE, P. M. G.

REPORT No. 15.

Return shewing the number of Letters received at, and despatched from the Dead Letter Office, Halifax, Nova Scotia, during the year ended 30th September, 1861.

RECEIVED FROM THE UNDERMENTIONED PLACES.		No.
From Great Britain,	598	
United States,	1986	
Canada,	254	
New Brunswick,	878	
Prince Edward Island,	97	
Provincial Post Offices,	4052	
	<hr/>	7865
DESPATCHED TO THE UNDERMENTIONED PLACES.		
To Great Britain,	935	
United States,	1606	
Canada,	104	
New Brunswick,	327	
Prince Edward Island,	84	
Writers in Nova Scotia,	3038	
Destroyed for want of sufficient address and writers refusing to pay postage for returned letters.	1771	
	<hr/>	7865
		<hr/>
Total		15,730

A. WOODGATE, P. M. G.

T. SOUTHALL,
Inspector of Dead Letters.

REPORT No. 16.

Return of Letters of value received at the Dead Letter Office Halifax, Nova-Scotia, during the year ended 30th September, 1861, and how disposed of.

Name and address of writer.	To whom addressed.	Contents.	How disposed of.
S. N. Binney, Halifax,	P. B. Curry, & Co., Philadelphia,	A draft for \$750 00	Returned to writer, 2nd Oct., 1860.
Patrick Monaghan, Halifax,	Wm. Morris, Esq., New York,	A bill \$3 00	Ditto 8th "
A. Fraser, McNair's Cove,	Capt. C. C. Poole, Rockport, Mo.	A draft for \$10 00	Ditto 13th "
Lewis Martin, Halifax,	Peter Labogue, Quebec,	Registered letter.	Ditto 29th "
Alice Warren, Quoddy,	Susan Nanan, Halifax,	A British sixpence.	Ditto 2nd Nov. "
Messrs. Israel Nash, Boston,	Mr. E. Power,	A British shilling.	Ditto 6th "
J. M. Chamberlain, Halifax,	J. C. Henderson, New York,	A bill of exchange for \$48 50	Ditto 2nd Oct. "
Lysander Patterson, Aylesford,	A. Patterson, Granville st., Hx.,	Province Note, value 20s.	Ditto 6th Nov. "
John H. Johnston, Halifax,	Andrew McCulloch, Boston,	Bank Note, value \$5 00	Ditto 17th "
A. A. Grant, Liverpool,	Mrs. Jane Grant, Aberdeen,	One Sovereign.	Ditto 28th "
Ellen Mahoney, Pictou,	Mrs. Maloney, Co. Cork,	A Photograph.	Ditto 28th "
Miss G. Netherby, St. John, NB.	Mrs. M. Mitchell, Digby,	A Photograph.	Returned to Postmaster St. John, Dec. 11, '60.
Alexander Fraser, Lunenburg,	D. & H. Cameron, Australia,	A British shilling	Returned to writer, 27th Dec. 1860.
Ellen McKenzie, Pictou,	Mr. M. McKenzie, Australia,	A Registered letter.	Ditto 27th "
Angus Morrison, Fox Harbor,	W. Morrison, Cape of Good Hope,	A Registered letter.	Ditto 27th "
Samuel Vickers, Yarmouth,	William Vickers, Georgia,	A Photograph.	Ditto 24th Jan., 1861.
Wm. Stocks, Halifax,	Thomas Reed, Australia,	Registered letter.	Ditto 8th Feb. "
George Roop, Digby,	Michael Slattery, Tipperary,	Photograph & Registered letter,	Ditto 8th Feb. "
Wm. Wright, Albion Mines,	John Potter, Halifax,	A Bank of N. Scotia note for £7	Ditto 26th March, 1861.
Donald McLachlan, New York,	D. McLachlan, New York,	Two Bank notes for \$7 00	Ditto 7th April, 1861.
Brenton H. Collins, Halifax,	Miss Smith, Halifax,	An order for £3 2s. 6d.	Ditto 5th "
Patience Coole, Liverpool,	W. D. Crouse, Gloster, Mass	A Photograph.	Ditto 9th "
John M. Blackie, Londonderry,	M. Larance, Esq., St. John, N.B.,	Three Bank notes \$5 00	Ditto 9th "

REPORT No. 17.

Return of Money Order Offices in operation during the year ending 30th September, 1861—the County in which each Office is situated—the number and amount of Orders issued and paid—the commissions accruing thereon at each Office, respectively, distinguishing the proportion of commission allowed to Postmasters, and the proportion accruing to the Revenue in each case.

Names of Money Order Offices.	Counties.	No. of Orders issued.	Amount of Orders issued.	No. of Orders paid.	Amount of Orders paid.	Commission to Revenue.	Commission to Postmasters.	Balances at Post Offices on Sept. 30, 1861.
Amherst,	Cumberland,	3	\$48 00	2	\$5 60	\$0 15	\$0 15	\$95 46
Annapolis,	Annapolis,	109	1850 29	32	368 82	6 30	6 30	71 82½
Antigonish,	Sydney,	80	2820 73½	48	912 68½	7 47½	7 47½	156 72½
Ariohat,	Richmond,	885	19581 20	40	780 87	52 04	52 04	99 41½
Baddeck,	Victoria,	343	9026 26	50	288 67	24 13	24 13	46 60½
Digby,	Digby,	49	1192 28	9	104 94	3 17½	3 17½	75 76½
Guysboro',	Guysboro',	212	4802 26	20	324 77½	13 07½	13 07½	97 63½
Halifax,	Halifax,	167	3494 12	2477	56295 10	21 50	21 50	487 09½
Kentville,	King's,	50	1147 08½	25	490 14	3 33½	3 33½	98 21½
Liverpool,	Queen's,	176	2974 97	19	332 39	9 47½	9 47½	94 73½
Lunenburg,	Lunenburg,	11	190 75½	20	392 57	0 65	0 65	30 08½
Pictou,	Pictou,	95	1512 17	81	2054 68	5 12½	5 12½	99 50
Port Hood,	Inverness,	152	3234 08	19	429 32	9 15	9 15	16 98
Port Mulgrave,	Guysboro',	32	1884 33	2	125 23	4 92½	4 92½	90 77½
Shelburne,	Shelburne,	20	196 87	2	16 10	0 90	0 90	114 58½
Sydney,	Cape Breton,	387	8545 02	53	831 72	23 17½	23 17½	86 88
Truro,	Colchester,	39	1262 36	64	1713 33	3 32½	3 32½	99 16
Windsor,	Hants,	83	1493 11	28	383 54	4 45	4 45	138 25½
Yarmouth,	Yarmouth,	83	1956 52	50	580 60	5 97½	5 97½	
		2976	\$67212 41½	3006	\$67081 09	\$198 33	\$176 83	\$1999 54½
								\$41 51

Or.
41 51

To Bank of Nova Scotia, drawn from—\$18,480 02 }
 By " " deposited— 18,233 03 }

J. S. THOMPSON, Superintendent Money Order Office.



APPENDIX No. 12.

BOARD OF WORKS REPORT.

*Office of Board of Works,
Halifax, January 6th, 1862.*

SIR,—

I beg respectfully to submit, for the information of his Excellency, the Lieut. Governor, the report of the Board of Works, for the year ending December 31st, 1861, with respect to the different establishments under its management.

PROVINCIAL BUILDING.

The expenditure incurred in keeping this building in repair, and effecting important improvements and alterations in several of the public offices, viz :—The preparing for and fitting up the court room as a public library, repairing and painting the office lately occupied by the Prothonotary—painting the Provincial Secretary's office ; also, certain alterations made in the offices of the Receiver General and Board of Works, has considerably increased the outlay of this service for the past year.

The sum paid on account of the building for the year, amounts to \$5269 05, deducting from this sum the balance due for 1860, of \$2036 54, leaves the ordinary expenditure for the year at \$3232 51.

GOVERNMENT HOUSE.

The outbuildings connected with service, have, for several years, been represented to be in such decayed condition as to render any outlay in repairs a perfect waste of the public money. The Board, therefore, has been obliged to remove two of the old buildings and construct new ones in their stead—the one for coal, wood, and other offices, has been built of brick, and the small stable of wood, (both under tender and contract) together with several other indispensable improvements and repairs.

The sum paid for this service for the past year, amounts to \$4935 14, deducting from this amount the sum of \$1055 55, being the balance due for 1860, leaves the expenditure for the year at \$3879 59, against which is a credit of \$74 29, derived from the commissioners for the court house, as their moiety of the cost of construction of a fence between government house property and that of court house.

LIGHT HOUSES.

During the past year, two new light houses have been erected—one on Cape St. George, in the County of Sydney, and the other on Cape Sable Island, in the County of Shelburne. The former was lighted on the first of November, and exhibited a bright, revolving light. The latter was lighted on the 12th of the same month, and shows a bright red, fixed light ; and on the 20th, Pubnico light was changed from red to white.

Several of the light houses have undergone repairs during the past season ; and by the Superintendent's report, (which is herewith submitted) a large amount will be required for repairs during the present year—besides four of the light houses will require to be supplied with new lanterns.

The amount paid during the past year for this service, was \$40,949 16, of the above sum, there was a balance due for 1860, amounting to \$5,609 23, which being deducted, gives the outlay for the year at \$35,339 93, against which is a credit of \$681 82, arising from sale of condemned stores from the humane establishment of St. Paul's Island, refuse oil and casks.

SABLE ISLAND.

The Board have had several communications with the superintendant of this establishment during the past season, and matters connected therewith were in a satisfactory state. No wrecks had occurred on the island up to the date on which the *Daring* visited it in December last. Some cattle, and a stud horse, of improved breed, were purchased and shipped per *Daring* to the island, in the early part of October. The severe weather experienced by the *Daring* on her two last trips to the island, has been such, that no cranberries, or any other article which might be for shipment, could be put on board.

The disbursements of this establishment for the year, amounts to \$4,422 96—this sum includes the balance paid on account of 1860, amounting to \$1,042 99, giving the expenditure for 1861 at \$3,379 97, against which there is a credit of \$440 26, derived from the sale of copper, composition, and seal skins.

GOVERNMENT SCHOONER DARING.

The *Daring* carried all the oil and stores to the different light houses, both on the eastern and western coast—conveyed his Excellency the Lieut. Governor to the eastern part of the province and Cape Breton, on a tour of inspection of Volunteer Companies—made two trips to the gold fields, on the eastern shore, and six to Sable Island.

The amount paid on account of her disbursements during the year, was \$4,871 99. In this sum is included the balance due for 1860, of \$902 50, which being deducted, leaves her outlay for the year at \$3,969 49, against which there is a credit, arising from moiety paid by Canada, New Brunswick, and Prince Edward's Island, for freight of oil and stores to St. Paul's and Scatterie humane establishments, and sale of old rope, amounting to \$181 59.

HOSPITAL FOR INSANE.

The new wing of the building, intended for the more violent patients, was completed in the latter part of Spring, and has since May been fully occupied.

The number of patients under treatment on the 31st December last, was one hundred and seventeen. Sixty have been admitted during the year, and thirty-eight discharged, of whom, twenty are recovered, eight, more or less improved, and ten have died.

The average attendance of patients during the past year was one hundred and five, and that of the previous, in 1860, was seventy; and upon examination of the Schedule, (herewith accompanied) it will be found that the outlay for provisions, labours, and salaries, for 1861, is less than that of 1860 by \$387 81.

The sum paid on account of the institution for the past year amounts to \$31,354 66. This amount included the balance paid for 1860, of \$2,841 13, which being deducted leaves the expenditure for the year at \$28,513 53; against which there is a credit of \$4,175 67, being the amount received for maintenance and clothing of patients during the year.

The balance due from patients on the 31st December amounts to \$11,231 67. This large item has been annually accumulating from the period the institution has been in operation.

Since the books have been handed over to this office, the amounts have been regularly furnished to the several parties in arrears, up to the 31st December last, with very urgent requests for immediate payment; but in many cases, no notice whatever has been taken of these demands.

The Board, therefore, was constrained to hand to the hon. Attorney General accounts amounting to \$10,698 83 for immediate collection. And it is to be hoped that this will have the effect, in future, of securing greater punctuality, on the part of both individuals and counties, in paying for the maintenance and clothing of the patients, quarterly, in advance, in accordance with the regulations of the institution.

The Board would respectfully recommend the perusal of Dr. DeWolfe's report (herewith submitted), for a full account of matters connected with the hospital.

PROVINCIAL PENITENTIARY.

The number of convicts in this establishment on the 31st December, 1861, was thirty-seven males and four females, in all forty-one. The number admitted during the year was fifty-one. Forty-two have been discharged. Three have broken prison, one of whom has been recaptured.

There has been a much larger number of convicts under confinement during the year than at any previous period since the institution has been in operation. Average of convicts in prison during the past year was forty-five and one-half.

The committee appointed by the Legislature last session on the subject of the penitentiary, recommended in their report the removal of four of the convicts to the hospital for insane. Their recommendation has been carried into effect.

The convicts are employed at the following occupations, viz.: ten at stone cutting, ten at shoe making, three in blacksmith's forge, two at carpenter work, and two in cooperage. The remaining portion are engaged at different occupations about the building. The want of larger accommodation in the workshops prevents the employment of a greater number of convicts at trades.

From the opening of the penitentiary, all the coal and wood for its consumption were heaped in the open yard, without any covering to protect them from the inclemency of the weather, which caused, annually, a considerable waste in the article of coal. It was, therefore, found necessary to erect (during the past season) a large shed, extending from the south-eastern end of the main building, having separate apartments for coal, wood, cooperage, and wash-house; also partition off a portion of the old shed for a shoe shop; enlarge blacksmith's forge, and cut a drain from the building through the yard to the outside of the wall. These improvements, being of a permanent nature, will be found of indispensable advantage to the institution.

Had the Board been obliged to make these additions by hired labour, the cost would have been not less than \$1500. Made as they have been by the labour of convicts, this item should fairly be considered as a credit to the penitentiary, the province receiving in necessary and permanent improvements the amount which it would have cost to make them.

The expenditure of the establishment, during 1861, was \$6,650 26. In addition to this, there was paid on account of charges due on the 31st December, 1860, \$521 65,—making the entire payments in 1861 \$7,171 91; against which there is a credit of \$185 93, derived from sale of manufactured articles and maintenance of naval prisoners.

It has been the effort of the Board during the year to employ the convicts as fully as the circumstances of the institution would admit, in various branches of industry. The Board are desirous not only that the institution should be self-sustaining, but that the unfortunate inmates should, during the term of their confinement, be trained to some useful trade or occupation, so that when the period of their discharge arrives, they shall not be thrown on society without, at least, having learned the means of supporting themselves by honest industry.

A large portion of the work performed, is done for the institution. The labour so expended reduces the cost of maintenance of this service.

Besides this labour, it will be seen by reference to the schedule herewith annexed, that there is on hand, available for sale, articles manufactured at the institution, and also work done for other public departments under the charge of the Board, which is a legitimate credit to the penitentiary.

For further particulars the Board would respectfully beg to refer to the schedule annexed to the report.

I have the honor to be,

Sir,

Your most obedient servant,

HUGH MUNRO,
Chairman.

The hon. the Provincial Secretary, &c. &c.

PROVINCIAL HOSPITAL FOR INSANE.

Income and Expenditure for the Year 1861.

INCOME

Meads of Income.	Quarter Ending				Year ending December 31.	TOTAL.
	31st March.	30th June.	30th Sept.	31st Dec.		
Cash received on account of maintenance, 1861, " from other sources,	\$597 72	591 35	2450 81	504 14	4144 02 31 65	4175 67 2025 41
Due from private Patients, Commissioners of Poor, Halifax, Halifax county, Annapolis ditto, Cumberland ditto, Colchester ditto, Cape Breton ditto, Inverness ditto, Pictou ditto, Queens ditto, Richmond ditto, Sydney ditto, Yarmouth ditto, Hants,					1549 49 4437 97 47 39 465 01 352 42 79 18 19 44 1046 75 266 22 513 03 308 50 9 47 111 39	9206 26 2836 25
Due for transient poor maintenance, 1861.						\$17743 59

EXPENDITURE.

Food,	599 57	1430 73	1389 86	2138 94	5559 04
Clothing,	524 26	164 88	273 70	305 92	1368 76
Furniture and furnishing,	204 10	72 00	25 40		301 50
Salaries,	531 50	1335 32	1748 60	1103 36	4719 28
Fuel,			1721 92	8 77	1730 69
Farm expenses,	269 80	158 27	175 51	202 92	806 50
Incidental,	13 95	144 00	392 14	406 22	956 31
Printing, stationery, and advertising,	65 00	1 00	39 19	19 25	124 44
Medicines,	56 00	4 89	42 83		103 72
					\$15070 24
FABRIC ACCOUNT.					
Building new Wing,	3544 10	65 24	598 65	1042 33	5250 50
Repairs and refitting Hospital,	71 07	253 72	643 85	200 49	1169 13
Fire Insurance,			200 00	150 00	350 00
Water Works,	4536 50	349 50	1187 66		6073 66
					12843 29
					\$28513 53

Expenditure for Provisions, Labour, and Salaries for 1860 and 1861.

1860.	1861.	Difference.
Food, - - - - 4455 88	Food, - - - - 5465 22	Increase, - - - - 1009 34
Labor and Salaries, - - - - 6969 45	Labor and Salaries, - - - - 5572 30	Decrease, - - - - 1397 15
\$11425 33	\$11037 52	Net decrease, - - - - \$387 81
Average number of patients, - - - - 70	Average number of patients, 105	
Allow for 10 officers and servants, half-year, 5	Being for each, per annum, \$105 12 for the above items.	
75		
Being for each, per annum \$152 34 for the above items.		

The above statement includes labor and salaries, paid and unpaid, but embraces only the expenditure for provisions actually consumed.

LIGHT HOUSES.

Halifax, December 31st, 1861.

SIR,—

I beg leave to submit the following report of matters in connection with the light house service of Nova Scotia.

During the present year I have visited all the light houses eastward of this place, and the greater number of those westward, and would have visited them all, but my time was occupied at putting in operation the new light houses on Cape St. George and on Cape Sable, till the season became too far advanced for efficiently performing such duties. Some of the lighthouses I visited more than once.

The lighthouse and dwelling, built last summer on Cape St. George, is a good substantial building, was lighted on the 1st of November, and shows a bright, *revolving* light, from six catoptric lamps, with reflectors. There is an out-building for storing oil, &c., at this establishment.

The lighthouse and the dwelling house erected last summer on Cape Sable Island, are likewise good substantial buildings. The lighthouse was lighted on the 12th of November, and shows a bright *red fixed* light, from sixteen catoptric lamps, with reflectors, and three argand lamps, with reflectors.

I proceeded to Pubnico lighthouse on the 20th of November, for the purpose of removing the red glass in that building, and substituting white in its stead; but the keeper had made the alteration on the 18th, and since that date it shows a plain, bright light.

A new store has been erected at Sand Point, and some repairs made to the lighthouse there during the past summer; and I have arranged for an addition to be built to the lighthouse at Port Hood.

The lights in the lighthouse on McNutt's Island, Shelburne, being too close together, I made arrangements for having the lower one placed still lower; and the work is now being done. I would advise that a similar alteration be made at Cross Island as early as possible.

There has been some finish made to the inside of the lighthouses at Port Williams, and at Margaretville.

During the past season a spar buoy was placed on the "Budget," at the eastern entrance of Cape Negro harbor, and a buoy was placed on "Bear Island Shoal," in Digby Basin.

Several buoys having gone adrift from Barrington Passage, Cockawit Passage, and Pubnico harbor, I ordered them all to be replaced, and the greater number of them had been replaced when I visited these localities in November last.

A heavy gun, placed on or near to Cape Canso, and discharged at stated intervals, in thick weather, would be of great service to vessels intending to pass through the Strait of Canso, bound Northward; and if a heavy gun be placed near to the lighthouse on Cape Sable, and discharged hourly in thick weather, it would be of essential service to the marine trade of this province.

Many of the lighthouses and keepers dwellings, require a very considerable amount of repair, particularly those at Low Point, Scatterie, Cranberry Island, White Head, Cross Island, Coffins Island, Seal Island, Brier Island, and Digby Gut. Those light houses at Low Point, Seal Island, Brier Island, and Digby Gut, require new lanterns.

Titles to the lands on which some of the lighthouses stand, and right of way thereto, have been secured, others remain unsettled.

I am, Sir,

Your most obedient servant,

M. D. MCKENNA.

Hugh Munro, Esq., Chairman Board of Works.

PROVINCIAL PENITENTIARY.

ABSTRACT.

Convicts in charge January 1st, 1861—Received and Discharged during the Year, and Labour performed in the various departments.

January 1st.	In charge,	Males 32,	Females 2 — 34
	Received during the year,	“ 49,	“ 2 — 51
		—	—
			Total, 85
	Escaped,	“ 2	“ 0
	Discharged, term expired	“ 40	“ 0
	Ditto by Executive clemency,	“ 2	“ 0
		—	—
Decr. 31.	Remaining in charge, 37 males and 4 females,		41
	Making average for the year, 45½.		

Labour performed in Stone cutting and Mason work.

In granite there has been 1728 feet of fine, and 3342 feet of coarse cutting, making in all, 5070 superficial feet, average price per foot at 27½ cents, \$1394 25

Of this cutting there has been built—

In western wall,	634 yards	
In wall of coal shed,	396 “	
In drain of yard,	10 “	
	— = 1040 or 3120 feet.	
And remaining on hand,		1950 “ a 27½c.
		5070 “

Value of Wall erected.

Western wall and coal shed, 1030 yards at 82½ cents,	\$849 75	
237 tons of granite, at \$1 98,	469 26	
278 days (convict) mason labour at 50 cents,	139 00	
	—	\$1458 01

Drain.

2 tons granite at \$1 98,	3 96	
Cutting 10 yards at 82½ cents,	8 25	
600 feet of rubble wall laid in mortar, (including labor) at 40 cents per foot,	240 00	
	—	252 21

\$1710 22

Deduct 239 tons of granite at \$1 98 473 22

\$1337 00

To credit of Penitentiary, \$1337 00

From the Blacksmith's department,

There has been furnished for Provincial Hospital for Insane, sundries as per account rendered Board of Works,	\$38 06	
Province Building, \$4 60; Government House, \$12 90	17 50	
Benjamin Pitts settled in account do,	2 95	
Various persons, for which Mr. Fish is liable,	29 90	
	—	\$88 41

From the Cooper's Shop

There has been furnished—for Sable Island as per account rendered to Board of Works, 45 fish bbls. at 35c.		\$15 75
Penitentiary, two harness and two water casks,	\$6 00	
2 swill bbls. 80c., 3 buckets, 90c., 49 swill tubs, \$7 35,	9 05	
5 wash tubs, \$1 50, 1 bucket, 30c.	1 80	
	<hr/>	16 85
Remaining on hand, 26 fish barrels,	9 10	
And 4½ M. hoops,	13 50	
	<hr/>	\$22 60

Carpenters

Were employed in erection of coal and wood shed, 194 days, at 50c.		\$97 00
In erection to addition of blacksmith's shop, 55 days, at 30c.		27 50
		<hr/>
		\$124 50

Shoemaking, &c.

This department has furnished for Provincial Hospital for Insane, as per account rendered to Board of Works :		
26 pairs of shoes, various prices,	\$56 00	
6 " boots, " "	19 60	
	<hr/>	75 60
Benjamin Pitts, settled in account with Board of Works,	28 85	
Sold to various persons, amount not yet collected,	85 75	
Mended for " " "	29 20	
	<hr/>	143 80
		<hr/>
Remaining on hand :		\$219 41
48 pairs fishermen's boots, say		\$120 00
With a large quantity of work cut out and fitted, ready for making up.		

Tailoring.

The work performed under this head consists of :		
71 pairs of pants, made, at 30c.		\$21 30
95 cotton shirts, at 12d½.—\$11 87; 79 woolen shirts, at 15c.—\$11 85,		23 72
27 caps, at 10d.—\$2 70; 15 pairs drawers, at 25c.—\$3 75,		6 45
9 jackets, at 40c.		3 60
		<hr/>
		\$55 07
Remaining on hand :		
3 jackets, 4 pairs pants, 4 cotton and 11 woolen shirts, and 4 caps,		\$4 90

The female convicts have made—

129 pairs of socks, at (including spinning yarn) 20c.		\$25 80
24 " mittens, at 17c.		4 08
52 pillow ticks, at 5c.		2 60
51 towels, at 3c.		1 53
		<hr/>
		\$34 01
Remaining on hand :		
10 pairs socks, 3 pillow ticks, and 24 towels,		\$2 87

Besides making as above shown, they have made their own clothing and kept it in repair.

Cost of permanent additions, during 1861, to the penitentiary, by the labor of convicts :

Wall drain, &c.,	\$1710 22	
Less for granite,	473 22	
	<hr/>	1337 00
Carpenters work in wood shed and blacksmith's shop,		124 50
		<hr/>
		\$1461 50

Credits to the establishment, during 1861, by materials sold and on hand for sale :—

Blacksmiths shop,		\$88 41
Coopers “		15 75
Shoemakers “ sold	\$219 41	
“ “ on hand	120 00	
	<hr/>	339 41
		<hr/>
		\$443 57

The hon. Provincial Secretary.

REPORT OF MEDICAL OFFICER.

To the Chairman of Board of Works :

SIR,—

I beg to report that during the past year, notwithstanding the increased number of prisoners, there was rather less than the average amount of sickness. The whole number under treatment was eighty-seven ; of this number ten were inmates of the hospital for a longer or shorter period.

The prison was not visited during the year by epidemic or endemic disease ; nor was there any case of death.

The small-pox, which was alluded to in my last annual report as having prevailed in the city during the months of November and December—continuing to spread both in the city and suburbs, during the earlier months of the past year, it was deemed proper to vaccinate all prisoners admitted at this time ; and fortunately no case of this loathsome disease presented itself.

The prisoners, Nos. 193, 205, 218, and 290, have since last report been removed to the Provincial Asylum for the Insane.

I have pleasure in stating, that many times during the past year, I have been present when the meals of the prisoners have been served, and I can testify to the wholesome nature of the food, and the cleanly manner in which it was prepared.

Another year's experience serves to show, that the system of diet and discipline carried out in the establishment, is conducive to the mental and bodily health of the prisoners.

I have the honor to be,

Your obedient servant,

R. S. BLACK.

December 31, 1861.

APPENDIX NO. 13.

ANNUAL RETURNS
OF
REVENUE AND EXPENDITURE
OF THE
PROVINCE OF NOVA SCOTIA.
FOR THE YEAR 1861.

GENERAL ABSTRACT

Of the Returns of Impost and Excise Duties collected at the different Ports of this Province, during the year ended 31st December, 1861.

PORTS.	Brandy.	Beef and Pork.	Bacon & Hams.	Butter.	Cordials.
	Gins. @ 80c.	Bbls. @ \$1.	Lbs. @ 2c.	Lbs. at 1½c.	Gins. @ 80c.
Halifax	2166		277	60	32
Advocate Harbor					
Amherst					13
Annapolis	41				
Antigonish	15				
Arichat					
Baddeck	33				
Barrington					
Bear River					
Beaver River					
Bridgetown					
Canada Creek					
Clementsport					
Canso (Cape)					
Cheverie					
Church Point					
Cornwallis					
Digby	18				
French Cross					
Five Islands					
Guysborough					
Great Bras d'Or					
Hantsport					
Harborville	1				
Harbor au Bouche					
Horton					
Joggins					
LaHave					
Liverpool					
Little River					
Londonderry					
Louisburg					
Lingan					
Lunenburg					
Maitland					
Margaree					
Mahone Bay					
Margaretsville					
Parrsborough	89				
Pictou	202				
Port Hood					
Port Medway					
Port Mulgrave					
Port Williams					
Pugwash					
Pubnico					
Port Hawksbury					
Ragged Islands					
Shelburne					
Sandy Cove					
Sherbrooke			1		
St. Ann's					
Sydney, C. B.	7				
Sydney, (North)	94				
Thorne's Cove					
Truro					
Tusket					
Tatamagouche					
Wallace					
Walton					
Westport					
Weymouth	21				
Wilmot					
Windsor	30				
Yarmouth	26				
Total.....	22243	1	277	60	45

GENERAL ABSTRACT—Continued.

PORTS.	Cheese.	Candles.		Coffee.	
	Ds. a 1c.	Ds. a 3c.	Ds. a 8c.	Ds. a 3c.	Ds. a 5c.
Halifax	2886	1483	3803	139094	10348
Advocate Harbor.....					
Amherst	22	160	12	220	202
Annapolis		1205		361	168
Antigonish					120
Arichat		1592	23	1647	774
Baddeck.....					
Barrington.....		3227		121	905
Bear River.....		450			120
Beaver River.....		175		80	
Bridgetown.....		734		66	391
Canada Creek.....		130			
Clementsport.....		520			96
Cape Canso.....					120
Cheverie.....					
Church Point.....		352	36	10	
Cornwallis.....		1170		134	344
Digby.....		1188		511	327
French Cross.....					54
Five Islands.....					
Guysborough.....					
Great Bras d'Or.....					
Hantsport.....	45	335			80
Harborville.....		224			50
Harbor au Bouche.....					
Horton.....		40		55	45
Joggins.....	417	40			145
LaHave.....		150			60
Liverpool.....		806	6	1586	1449
Little River.....					
Londonderry.....					180
Louisburg.....					
Lingan.....		11		72	
Lunenburg.....		40		50	
Maitland.....		320			
Margaree.....					
Mahone Bay.....					
Margaretsville.....					30
Parrsborough.....		53		10	64
Pictou.....		480	60	1530	1193
Port Hood.....	61				145
Port Medway.....		160			160
Port Mulgrave.....		5		54	35
Port Williams.....					
Pugwash.....		120		112	168
Pubnico.....		33			120
Port Hawkesbury.....					60
Ragged Islands.....				2534	
Shelburne.....					60
Sandy Cove.....					
Sherbrooke.....					
St. Ann's.....					
Sydney, C. B.....		200	12		180
Sydney (North).....		368	144	51	166
Thorne's Cove.....		101			12
Truro.....		230			420
Tusket.....		160		81	
Tatamagouche.....					
Wallace.....					
Walton.....		60			
Westport.....		320			120
Weymouth.....		623		228	
Wilmot.....		40			50
Windsor.....		839	12		300
Yarmouth.....		3155	6	5482	4181
Total.....	3431	21299	4114	154089	23442

GENERAL ABSTRACT—Continued.

PORTS.	Cinnamon.	Chocolate.	Crackers.	Flour.	Ginger, &c.
	Ds. @ 5c.	Ds. @ 3c.	Ds. @ 1c.	Bbls. @ 25c.	Ds. @ 1c.
Halifax.....	593	60	31959		1481
Advocate Harbor.....					
Amherst.....	77		499		598
Annapolis.....	52	20	768		346
Antigonish.....			152		125
Arichat.....		27	479		30
Baddeck.....					
Barrington.....	27	75	669		261
Bear River.....	37		210		198
Beaver River.....		15			25
Bridgetown.....	6	42	881		251
Canada Creek.....			100		
Clementsport.....	25		360		150
Cape Canso.....					
Cheverie.....					
Church Point.....			826		30
Cornwallis.....	5		2032		397
Digby.....	58	33	1976		471
French Cross.....	89		149		140
Five Islands.....					25
Guysborough.....					
Great Bras d'Or.....					
Hantsport.....	15		82		12
Harborville.....					50
Harbor au Bouche.....					
Horton.....		24	310		278
Joggins.....					108
LaHave.....					25
Liverpool.....	89		516		406
Little River.....					
Londonderry.....					25
Louisburg.....					
Lingan.....					
Lunenburg.....					
Maitland.....					
Margaree.....				89	
Mahone Bay.....					
Margaretsville.....			75		
Parrsborough.....		5			28
Pictou.....	61	37	1270		920
Port Hood.....					
Port Medway.....					
Port Mulgrave.....	20				40
Port Williams.....					
Pugwash.....					98
Pubnico.....					35
Port Hawkesbury.....			117		
Ragged Islands.....		7	29		37
Shelburne.....					
Sandy Cove.....					
Sherbrooke.....					
St. Ann's.....					
Sydney, C. B.....					37
Sydney (North).....					
Thorne's Cove.....					
Truro.....	12		473		215
Tusket.....		25	187		150
Tatamagouche.....					
Wallace.....					
Walton.....					
Westport.....	50	29			
Weymouth.....			145		175
Wilmot.....					50
Windsor.....			3678		56
Yarmouth.....	359	413	4679		1618
Total.....	1576	812	52621	89	8891

GENERAL ABSTRACT—Continued.

PORTS.	Genera.	Leather.	Molasses.	Onions.
	Glns. @ 60c.	Lbs. @ 3c.	Glns. @ 5c.	Lbs. @ ½c.
Halifax.....	39633	157884	721488	33546
Advocate Harbor.....		41	183	
Amherst.....	6	4621	4737	
Annapolis.....	80	1500	7016	
Antigonish.....		1140		
Arichat.....	359	1283	2845	
Baddeck.....	80		677	
Barrington.....		2395	8061	
Bear River.....		480	2347	
Beaver River.....		2717	1083	
Bridgetown.....	275	2390	1258	
Canada Creek.....		2218	2827	
Clementsport.....		117	1125	
Canso (Cape).....		349	41	
Cheverie.....		17	226	
Church Point.....		1078	4884	
Cornwallis.....		5781	6371	
Digby.....	144	1491	4290	
French Cross.....		871	3368	
Five Islands.....		578	581	
Guysborough.....				
Great Bras d'Or.....				
Hantsport.....		1896	255	
Harborville.....	40	587	3067	
Harbor au Bouche.....		22		
Horton.....		2673	2806	
Joggins.....	181	814	2383	
LaHave.....			10673	
Liverpool.....	157		24293	
Little River.....		677	34	
Londonderry.....		4878	2657	
Louisburg.....				
Lingan.....				
Lunenburg.....				
Maitland.....		670	1497	
Margaree.....	41		6	
Mahone Bay.....			1049	
Margaretsville.....		394	1778	
Parrsborough.....		564	820	
Pictou.....	494	9772	2501	
Port Hood.....			141	
Port Medway.....			3606	
Port Mulgrave.....		285	288	
Port Williams.....		48	921	
Pugwash.....		486	123	
Pubnico.....		315	808	
Port Hawkesbury.....		357		
Ragged Islands.....		1371	21536	
Shelburne.....		45	1843	
Sandy Cove.....		68	820	
Sherbrooke.....				
St. Ann's.....			53	
Sydney, C. B.....		1215		
Sydney (North).....	141	2918	9437	
Thorne's Cove.....		212	1638	
Truro.....		4290	1585	
Tusket.....		810	5021	
Tatamagouche.....				
Wallace.....				
Walton.....		42	64	
Westport.....		463	2145	
Weymouth.....	24	1016	4273	
Wilmot.....		160	2585	
Windsor.....	175	4431	12	
Yarmouth.....	65	8931	58339	
Total.....	41895	237367	942466	33546

GENERAL ABSTRACT—Continued.

PORTS.	Raisins.	Rum.	Sugar.	
	Lbs. a 2c.	Gins. a 35c.	Lbs. a 1½c.	Lbs. a 2c.
Halifax	145015	225615	2728104	280237
Advocate Harbor			506	
Amherst	1317		40774	3626
Annapolis	321	546	11100	436
Antigonish	372		278	198
Arichat	824	40	5528	704
Baddeck		461	1170	
Barrington	2095		8190	1284
Bear River	436		115119	25
Beaver River	176		200	
Bridgetown	312		2585	1645
Canada Creek	150	32	825	
Clementsport	364		2167	160
Cape Canso			50	
Cheverie			629	25
Church Point	337	230	16294	
Cornwallis	1219	40	16604	2781
Digby	1019	232	13790	423
French Cross	116	265	1889	
Five Islands			3862	
Guysborough	42			182
Great Bras d'Or				
Hantsport	287		2084	300
Harborville	220	142	1170	
Harbor au Bouche				
Horton	468		9039	
Joggins	303	125	9404	229
LaHave			8288	
Liverpool	2102	1155	44890	1381
Little River			50	
Londonderry	127		1620	
Louisburg				
Lingan				197
Dunenburg			861	
Maitland			25	
Margaree		40	2620	
Mahone Bay			1200	63
Margaretsville	150	66	1290	241
Parrsborough	70		16887	14046
Pictou	4097	3205	240	
Port Hood	14		3997	
Port Medway	150		871	
Port Mulgrave	172	452	148	
Port Williams			234	212
Pugwash	250		40	
Pubnico	175			178
Port Hawksbury	670			73
Ragged Islands		53	11188	195
Shelburne			774	
Sandy Cove	24		5080	
Sherbrooke				
St. Ann's				450
Sydney, C. B.	150	151		
Sydney (North)		1324	23893	
Thorn's Cove	100	160	1645	
Truro	171		16205	358
Tusket	1132		14086	154
Tatamagouche				
Wallace			200	
Walton	31		484	
Westport	284		2750	459
Weymouth	578	80	5839	
Wilmot	215	5	2620	
Windsor	565		270	2453
Yarmouth	14572		210564	10452
Total	181191	234419	3266620	323167

GENERAL ABSTRACT—Continued.

PORTS.	Tea.		Tobacco.	Whiskey.
	Lbs. a 5s.	Lbs. a 10s.	Lbs. a 4s.	Glns. a 60s.
Halifax.....	798064	965	287530	4825
Advocate Harbor.....	547		344	
Amherst.....	5652		2471	
Annapolis.....	2141		1888	
Antigonish.....			60	
Arichat.....	7494		4053	
Baddeck.....	3520			
Barrington.....	3426		3147	
Bear River.....	1115		634	
Beaver River.....	384		720	
Bridgetown.....	3235		2162	
Canada Creek.....	1049		1132	
Clementsport.....	1456		1199	
Cape Canso.....	462		545	
Cheverie.....	40		9	
Church Point.....	429		752	
Cornwallis.....	5377	29	3200	
Digby.....	3124	8	2771	
French Cross.....	1794		1027	
Five Islands.....	556		671	
Guysborough.....	157			
Great Bras d'Or.....	173		301	
Hantsport.....	596		615	
Harborville.....	1094		742	10
Harbor au Bouche.....				
Horton.....	2305		1413	
Joggins.....	2878	52	1724	
LaHave.....	48		113	
Liverpool.....	12212		10413	
Little River.....	550		20	
Londonderry.....	3269		3539	
Louisburg.....	10		10	
Lingan.....		28		
Lunenburg.....	172		182	
Maitland.....	514		1237	
Margaree.....	69		113	
Mahone Bay.....	83			
Margaretsville.....	1563		810	
Parrsborough.....	436		617	
Pictou.....	54252	11	3100	123
Port Hood.....	4480		359	
Port Medway.....	397		237	
Port Mulgrave.....	1232		989	
Port Williams.....	597		70	
Pugwash.....	1245		1047	
Pubnico.....	404		589	
Port Hawkesbury.....	1417		1857	
Ragged Islands.....	2125		2479	
Shelburne.....	430		403	
Sandy Cove.....	227		85	
Sherbrooke.....	679			
St. Ann's.....	36			
Sydney, C. B.....	2574		869	
Sydney (North).....	1800		2085	62
Thorne's Cove.....	626		129	
Truro.....	1204		1384	
Tusket.....	2252		2225	
Tatamagouche.....				
Wallace.....	88			
Walton.....	9		114	
Westport.....	821	14	386	
Weymouth.....	2388		1361	
Wilmot.....	1915		1045	
Windsor.....	3384		1108	
Yarmouth.....	21239		15196	
Total.....	971815	1108	373282	5020

GENERAL ABSTRACT—Continued.

PORTS.	Wine.					
	Gins. a 30c.	Value a 15 p. c.	Gins. a 30c.	Value a 15 p. c.	Gins. a 30c.	Value a 15 p. c.
Halifax.....	16921	14904 40	3604	6860 60	672	2223 80
Advocate Harbor.....						
Amherst.....	2	3 00	3	7 00		
Annapolis.....				52 50		
Antigonish.....			15			
Arichat.....	43	48 25				
Baddeck.....						
Barrington.....						
Bear River.....						
Beaver River.....						
Bridgetown.....						
Canada Creek.....						
Clementsport.....						
Cape Canso.....						
Cheverie.....						
Church Point.....						
Cornwallis.....						
Digby.....						
French Cross.....						
Five Islands.....						
Guysborough.....						
Great Bras d'Or.....						
Hantsport.....						
Harborville.....			1	80		
Harbor au Bouche.....	30	9 00				
Horton.....						
Joggins.....			1	4 00		
LaHave.....						
Liverpool.....						
Little River.....						
Londonderry.....						
Louisburg.....						
Lingan.....						
Lunenburg.....						
Maitland.....						
Margaree.....						
Mahone Bay.....						
Margaretsville.....						
Parrsborough.....						
Pictou.....	66	72 50	138	301 00		
Port Hood.....						
Port Medway.....						
Port Mulgrave.....			7	19 85		
Port Williams.....						
Pugwash.....						
Pubnico.....						
Port Hawkesbury.....						
Ragged Islands.....						
Shelburne.....						
Sandy Cove.....						
Sherbrooke.....						
St. Ann's.....						
Sydney, C. B.....	59	107 00	2	6 25	5	20 00
Sydney (North).....			58	105 00		
Thorne's Cove.....						
Truro.....						
Tusket.....						
Tatamagouche.....						
Wallace.....						
Walton.....						
Westport.....						
Weymouth.....	50	62 00				
Wilmot.....						
Windsor.....			2	4 00	37	123 00
Yarmouth.....						
Total.....	17171	15206 15	3832	7361 00	714	2366 80

GENERAL ABSTRACT—Continued.

PORTS.	Value of Goods paying Advalorem Duty.			Amount of Duty.	
	Five per cent.	Ten per cent.	Twenty per cent.	Dollars.	Cents.
Halifax	310472 80	1816965 30	4657 50	480703	57
Advocate Harbor.....	1294 00	641 00		187	88
Amherst	1902 66	32909 29	52 75	4938	23
Annapolis.....	2735 90	24204 40	24 30	3674	30
Antigonish.....	525 28	6417 70	75 00	779	62
Arichat.....	7902 13	16611 68	90 34	3299	48
Baddeck	1052 96	2739 72		789	77
Barrington	430 37	9607 84	125 20	2136	34
Bear River	2449 19	6688 05	139 72	1245	50
Beaver River.....	1954 32	1517 01		448	69
Bridgetown.....	1634 80	18731 16	94 96	2663	55
Canada Creek.....	4299 00	2026 40	7 00	756	08
Clementsport.....	487 21	5235 56	21 15	806	90
Cape Canso.....	123 96	435 04		113	88
Cheverie.....	102 00	143 30		43	53
Church Point	3854 30	4574 33	15 75	1336	21
Cornwallis.....	4049 30	22843 71	117 50	3337	94
Digby.....	1923 15	22614 85	76 85	3427	58
French Cross.....	514 59	3027 73	31 18	800	98
Five Islands	165 00	987 11		266	94
Guysborough.....		747 40		87	07
Great Bras d'Or.....		45 45		25	59
Hantsport.....	3155 15	1628 28	232 25	550	63
Harborville.....	4176 85	2597 34	13 75	841	25
Harbor au Bouche.....		15 30		12	54
Horton		6747 84	50 43	1242	03
Joggins.....	1512 75	6654 05	6 45	1426	35
LaHave.....	8 40	1129 44	3 98	787	55
Liverpool.....	1939 16	16702 15	164 36	5453	81
Little River.....		843 40		135	39
Londonderry.....	1131 40	6202 30	75 65	1312	97
Louisburg.....		16 00		2	50
Lingan	33 00			6	94
Lunenburg.....		559 58		78	47
Maitland.....	2143 18	1365 32	18 05	439	98
Margaree.....				69	49
Mahone Bay.....		390 80	9 00	136	80
Margaretsville.....	307 00	5170 56		791	28
Parrsborough.....	1455 46	2152 95		495	59
Pictou.....	47152 88	99072 70	776 29	18310	84
Port Hood.....	42 87	1760 49	11 50	437	64
Port Medway.....	494 08	1062 60		413	15
Port Mulgrave.....	300 54	3559 00	86 25	702	03
Port Williams.....	79 55	1082 10		194	54
Pugwash.....	48 94	1416 38		300	99
Pubnico.....	72 00	728 30	4 50	183	43
Port Hawkesbury		1609 20	73 00	352	49
Ragged Islands.....	396 12	1838 04	17 16	1796	20
Shelburne.....	286 60	1881 44	29 94	358	22
Sandy Cove.....	476 00	759 00		234	17
Sherbrooke.....	6170 90		2 00	343	89
St. Ann's.....	46 20	5 60		7	32
Sydney, C. B.....	695 04	12585 62	161 85	1658	07
Sydney (North).....	12008 00	16436 50	112 00	4072	57
Thorne's Cove.....	991 16	971 79		357	76
Truro.....	515 28	14111 95	42 20	2064	37
Tusket.....	1872 69	3358 11		1159	26
Tatamagouche.....	455 99	843 99		107	15
Wallace.....	8 00			7	80
Walton	42 50	127 26		34	00
Westport.....	340 29	2016 47	27 75	478	34
Weymouth.....	4322 00	7258 00	25 00	1581	49
Wilmot.....	1401 00	3588 00		751	50
Windsor.....	19014 44	23345 90	395 89	4039	45
Yarmouth.....	34929 32	111210 07	998 58	22251	13
Total.....	\$495897 66	\$2362117 85	\$8867 05	\$588351	00

WILLIAM ANNAND, Fin. Sec'y.

Comparative Statement of the amount of Excise Duties collected at the different Ports of this Province, for the years 1860 and 1861.

PORTS.	1860.	1861.	Increase.	Decrease.	Tot'l Decrease.
Halifax	555505 72	480703 57		74802 15	
Advocate Harbor	167 01	187 88	20 87		
Annapolis	4863 49	3674 30		1189 19	
Amherst	5377 39	4938 23		439 16	
Antigonish	884 05	779 62		104 43	
Arichat	4055 74	3299 48		756 26	
Barrington	6035 27	2136 34		3898 93	
Baddeck	107 23	789 77	682 54		
Bear River	1307 43	1245 50		61 93	
Beaver River	279 78	448 69	168 91		
Bridgetown	3072 65	2663 55		409 10	
Cape Canso	424 60	113 88		310 72	
Cornwallis	3979 89	3837 94		141 95	
Clementsport	1279 94	806 90		473 04	
Canada Creek	1168 63	756 08		412 55	
Chester	44 40			44 40	
Church Point	976 43	1336 21	359 78		
Cheverie		43 53	43 53		
Digby	4231 10	3427 58		803 52	
French Cross	438 47	800 98	362 51		
Five Islands		266 94	266 94		
Guysborough		87 07	87 07		
Great Bras d'Or	379 48	25 59		353 89	
Harborville	22 66	841 25	818 59		
Hantsport	433 78	550 63	116 85		
Horton	1627 92	1242 03		385 89	
Harbor au Bouche	65 86	12 54		53 32	
Joggins	1628 58	1426 35		202 23	
LaHave	244 54	787 55	543 01		
Liverpool	5994 39	5453 81		540 58	
Lunenburg	32 58	78 47	45 89		
Londonderry	2975 81	1312 97		1662 84	
Louisburg	2 10	2 50	40		
Little River	426 00	135 39		290 61	
Lingan		6 94	6 94		
Maitland	709 75	439 98		269 77	
Margaree	41 17	69 49			
Margaretsville		791 28	791 28		
Mahone Bay		136 80	136 80		
Parrsborough	925 88	495 59		430 29	
Pictou	18629 75	18310 84		318 91	
Pugwash	326 49	300 99		25 50	
Pubnico	257 32	183 43		73 89	
Port Hood	80 67	437 64	356 97		
Port Medway	165 74	413 15	247 41		
Port Mulgrave	1196 98	702 03		494 95	
Port Williams	197 02	194 54		2 48	
Port Hawkesbury	244 85	352 49	107 64		
Ragged Islands	911 08	1796 20	885 12		
Sydney, C. B.	2025 47	1658 07		367 40	
Sydney (North)	3609 94	4072 57	462 63		
Shelburne	1416 27	358 22		1058 05	
St. Ann's	11 40	7 32		4 08	
St. Mary's River	275 94	343 89	67 95		
Sandy Cove	188 71	234 17	45 46		
Tatamagouche	36 81	107 15	70 34		
Truro	2039 65	2064 37	24 72		
Tusket	857 86	1159 26	301 40		
Thorne's Cove	241 87	357 76	115 89		
Wallace	18 35	7 80		10 55	
Walton	79 53	34 00		45 53	
Westport	880 98	478 34		402 64	
Weymouth	1421 04	1581 49	160 45		
Wilmot	1822 41	751 50		1070 91	
Windsor	3593 27	4039 45	446 18		
Yarmouth	21182 08	22251 13	1069 05		
Total	\$671421 20	\$588351 00	8841 44	91911 64	83070 20

Comparative Statement of the amount of Excise Duties collected on Articles imported into this Province in 1860 and 1861.

Articles.	Duty on Imports of 1860.	Duty on Imports of 1861.	Increase.	Decrease.	Total Decrease.
Brandy.....	19657 60	17794 96		1862 64	
Bacon and Hams.....	8 14	5 54		2 60	
Beef and Pork.....	1 00	1 00			
Butter.....		1 05	1 05		
Cordials.....	111 20	36 00		75 20	
Cheese.....	26 06	34 31	8 25		
Candles.....	1100 32	638 97		461 35	
“	562 52	329 16		233 36	
Coffee.....	4574 59	4622 67	48 08		
“	1309 02	1172 10		136 92	
Chocolate.....	23 28	24 36	1 08		
Crackers.....	607 87	526 21		81 66	
Cinnamon.....	84 60	78 81		5 79	
Flour.....	17 00	22 25	5 25		
Ginger and Pepper.....	445 36	355 64		89 72	
Geneva and Whiskey.....	28148 80	25137 42		3011 38	
Leather.....	8531 45	7121 02		1410 43	
Molasses.....	47266 40	47123 40		143 00	
Onions.....	63 87	167 73	103 86		
Fruit, viz.: Raisins.....	4416 07	3623 83		792 24	
Rum.....	93895 30	82046 96		11848 34	
Sugar.....	48713 34	48999 30	285 96		
“	8091 22	6463 35		1627 87	
Tea.....	49543 95	48590 77		953 18	
“	114 60	110 80		3 80	
Tobacco.....	19346 40	14931 31		4415 09	
Whiskey.....	2649 00	3012 00	363 00		
Wine.....	9152 70	7432 20		1720 50	
“	4438 47	4170 19		268 28	
“	1983 35	997 62		985 73	
Am't on Goods at 5 per cent..	25499 76	24794 88		704 88	
“ 10 per cent..	288998 66	236211 78		52786 88	
“ 20 per cent..	2039 30	1773 41		265 89	
	\$671421 20	\$588351 00	816 53	83886 73	83070 20

WILLIAM ANNAND, *Fin. Sec'y.*

Comparative Statement of the quantities of Articles subject to duty, imported into this Province for the years 1860 and 1861.

Articles.	Imported 1860.	Imported 1861.	Increase.	Decrease.
Brandy.....Gallons	24572	22244		2328
Beef and Pork .....Bbls.	1	1		
Bacon and Hams..... Lbs.	407	277		130
Butter.....Lbs.		60	60	
Cordials.....Gallons	139	45		94
Cheese.....Lbs.	2606	3431	825	
Candles (Tallow).....Lbs.	37268	21299		15969
Do. (Others).....Lbs.	7232	4114		3118
Coffee (Green).....Lbs.	157182	154089		3093
Do. (Roasted).....Lbs.	26486	23442		3044
Chocolate.....Lbs.	784	812	28	
Crackers.....Lbs.	60787	52622		8165
Cinnamon .....Lbs.	1692	1576		116
Flour.....Bbls.	68	89	21	
Ginger and Pepper.....Lbs.	11282	8891		2391
Geneva.....Gallons	45164	41896		3268
Leather.....Lbs.	292220	237367		54853
Molasses.....Gallons	945328	942468		2860
Onions.....Lbs.	12774	33546	20772	
Raisins.....Lbs.	232000	181191		50809
Rum.....Gallons	259916	234420		25496
Sugar.....Lbs.	3247556	3266620	19064	
Do. ....Lbs.	404561	323167		81394
Tea.....Lbs.	990879	971815		19064
Do.....Lbs.	1146	1108		38
Tobacco.....Lbs.	481764	373283		108481
Whiskey.....Gallons	4246	5020	774	
Wine.....do.	21632	17171		4461
Do. ....do.	4796	3833		963
Do. ....do.	1626	714		912
Goods at 5 per cent.....	\$509995 18	\$495897 66		\$14097 52
“ 10 per cent.....	\$2889986 63	\$2362117 85		\$527868 78
“ 20 per cent.....	\$10196 50	\$8867 05		\$1328 45

WILLIAM ANNAND, *Fin. Sec'y.*

Comparative Statement of the gross amount of Light Duty at the different Ports of this Province for the years 1860 and 1861.

PORTS.	1860.	1861.	Increase.	Decrease.	Total Increase.
Halifax	\$8852 90	8328 35		524 55	
Advocate Harbor.....	62 00	85 50	23 50		
Amherst.....	35 80	47 40	11 60		
Annapolis.....	236 50	226 90		9 60	
Antigonish.....	47 20	101 70	54 50		
Arichat.....	1076 00	1337 80	261 80		
Baddeck.....	20 10	3 30		16 80	
Barrington.....	201 95	180 40		21 55	
Bear River.....	74 25	155 15	80 90		
Bridgetown.....	12 40	46 90	34 50		
Beaver River.....	9 30	10 05	75		
Canada Creek.....	160 10	102 50		57 60	
Canso Strait.....	5165 40	6088 60	923 20		
Canso Cape (Norris).....	8 80	12 80	4 00		
Do. (Bigelow).....	1588 40	1135 90		452 50	
Chester	91 40	65 60		25 80	
Church Point.....	105 25	111 60	6 35		
Cheverie.....		96 90	96 90		
Clementsport.....	55 50	68 10	12 60		
Cornwallis.....	157 25	235 45	78 20		
Cow Bay.....		182 00	182 00		
Digby.....	147 40	108 70		38 70	
French Cross.....	31 20	24 80		6 40	
Five Islands.....		75 20	75 20		
Great Bras d'Or.....	40 50	50 91	10 40		
Guysborough.....	43 10	48 10	5 00		
Harborville.....	2 00	85 30	83 30		
Harbor au Bouche	22 00	27 60	5 60		
Hantsport.....	312 05	225 30		86 75	
Horton	89 30	26 90		62 40	
Joggins.....	191 00	434 30	243 30		
Liverpool.....	900 60	634 85		265 75	
Lunenburg.....	148 05	91 50		56 55	
La Have	180 40	92 90		87 50	
Londonderry.....	113 65	37 70		75 95	
Little River.....	79 40	78 20		1 20	
Lingan.....	385 30	1269 60	884 30		
Louisburg.....	105 10	92 30		12 80	
Margaree.....	5 30	20 30	15 00		
Main-a-Dieu.....	8 00	25 70	17 70		
Mahone Bay.....	5 00	47 70	42 70		
Maitland.....	208 55	161 35		47 20	
Margaretsville.....		10 50	10 50		
North Sydney.....	2361 00	2434 25	73 25		
Pictou.....	1633 70	1409 50		224 20	
Parrsborough.....	86 80	153 60	66 80		
Pugwash	440 30	1042 70	602 40		
Pubnico.....	155 40	207 80	52 40		
Do.	78 90	116 50	37 60		
Port Hood.....	4 20	9 60	5 40		
Port Mulgrave.....	50 70	66 20	15 50		
Port Medway.....	436 20	379 50		56 70	
Port Williams.....		22 60	22 60		
Port Hawkesbury.....	87 70	42 10		45 60	
Ragged Islands.....	230 50	233 70	3 20		
Sydney, C. B.....	76 10	112 90	36 80		
Shelburne.....	121 60	185 40	63 80		
Do. (entrance of harbor)	222 50	120 00		102 50	

Comparative Statement of the amount of Light Duties, &c.—Continued.

PORTS.	1860.	1861.	Increase.	Decrease.	Total Increase.
Sheet Harbor.....	56 30	45 10	.....	11 20	.....
St. Mary's.....	95 80	62 95	.....	32 85	.....
St. Ann's.....	6 90	45 50	38 60	.....	.....
Sandy Cove.....	104 30	100 80	.....	3 50	.....
Tatamagouche.....	86 60	297 10	210 50	.....	.....
Truro.....	15 30	22 45	7 15	.....	.....
Thorne's Cove.....	165 00	125 90	.....	39 10	.....
Tusket.....	100 65	174 00	73 35	.....	.....
Do.....	.....	20 60	20 60	.....	.....
Wallace.....	93 70	92 00	.....	1 70	.....
Walton.....	170 50	99 95	.....	70 55	.....
Westport.....	320 20	302 00	.....	18 20	.....
Weymouth.....	112 10	183 15	71 05	.....	.....
Wilmot.....	77 70	67 60	.....	10 10	.....
Windsor.....	1420 65	465 40	.....	955 25	.....
White Head.....	22 80	29 40	6 60	.....	.....
Yarmouth.....	901 40	1122 85	221 45	.....	.....
Total.....	\$30713 90	\$32065 70	\$4792 85	\$3431 05	\$1361 80

WILLIAM ANNAND, *Fin. Sec'y.*

Financial Secretary's Office, 31st December, 1861.

Abstract of Articles imported into this Province on which duty was collected in the year 1861.

Articles.	Quantities.	Rate.	Amount.	
			Dollars.	Cts.
Brandy.....	Gallons 22243	80c. per gall.....	17794	96
Beef and Pork.....	Barrels 1	\$1 per bbl.....	1	00
Bacon, Hams, &c.....	Lbs. 277	\$2 per 100 lbs.....	5	54
Butter.....	Lbs. 60	\$1 75 per 100 lbs.....	1	05
Cordials.....	Gallons 45	80c. per gall.....	36	00
Cheese.....	Lbs. 3431	\$1 per 100 lbs.....	34	31
Candles (Tallow).....	Lbs. 21299	3c. per lb.....	638	97
Do. other kinds.....	Lbs. 4114	3c. ".....	329	16
Coffee (Green).....	Lbs. 154089	3c. ".....	4622	67
Coffee (Roasted).....	Lbs. 23442	5c. ".....	1172	10
Chocolate.....	Lbs. 812	3c. ".....	24	36
Cinnamon.....	Lbs. 1576	5c. ".....	78	81
Crackers.....	Lbs. 52621	\$1 per 100 lbs.....	526	21
Flour.....	Bls. 89	25c. per bbl.....	22	25
Geneva.....	Gallons 41895	60c. per gall.....	25137	42
Ginger and Pepper.....	Lbs. 8891	4c. per lb.....	355	64
Leather (Sole).....	Lbs. 237367	3c. per lb.....	7121	02
Molasses.....	Gallons 942468	5c. per gall.....	47123	40
Onions.....	Lbs. 33546	50c. per 100 lbs.....	167	73
Raisins.....	Lbs. 181191	2c. per lb.....	3623	83
Rum.....	Gallons 234419	35c. per gall.....	82046	96
Sugar (Raw).....	Lbs. 3266620	\$1 50 per 100 lbs.....	48999	30
Sugar (Refined).....	Lbs. 323167	\$2 per 100 lbs.....	6463	35
Tea (Black).....	Lbs. 971815	5c. per lb.....	48590	77
Tea (Green).....	Lbs. 1108	10c. per lb.....	110	80
Tobacco.....	Lbs. 373282	4c. per lb.....	14931	31
Whiskey.....	Gallons 5020	60c. per gall.....	3012	00
Wine.....	Gallons 17171	30c. per gall.....	\$5151 30	
Invoice value of above, \$15206 15	.....	15 per cent.....	2280 90	
Do.....	Gallons 3832	80c. per gall.....	3066 04	
Invoice value of above, \$7361 00	.....	15 per cent.....	1104 15	
Do.....	Gallons 714	90c. per gall.....	642 60	
Invoice value of above, \$2366 80	.....	15 per cent.....	355 02	
Value of Goods, \$495897 66	.....	5 per cent.....	24794 88	
Do.....	\$2362117 85	10 per cent.....	236211 78	
Do.....	\$8867 05	20 per cent.....	1773 41	
Total Currency.....	.....	.....	\$588351 00	

WILLIAM ANNAND, *Fin. Sec'y.*

Financial Secretary's Office, 31st December, 1861.

GENERAL STATEMENT OF WARRANTS

Drawn on the Receiver General by the Financial Secretary, for Payment, on account of the different Public Services of the Province, during the year ended 31st December, 1861.

To whom Paid.	Service.	Drawn on account of Services.		
		Previous to Incl.	For 1861.	Total Amount.
CIVIL LIST.				
His Excellency	Salary as Lieut. Governor for one			
The Earl of Mulgrave...	year to 30th September, 1861..	\$3750 00	11250 00	.....
Honble. William Young...	“ Chief Justice.....“	800 00	2400 00	.....
W. B. Bliss.....	“ Assistant Judge.....“	812 50	2437 50	.....
E. M. Dodd.....	“ “ “.....“	700 00	2100 00	.....
W. F. DesBarres.....	“ “ “.....“	700 00	2100 00	.....
L. M. Wilkins.....	“ “ “.....“	700 00	2100 00	.....
Joseph Howe.....	“ Provincial Secretary.....“	700 00	2100 00	.....
John H. Anderson.....	“ Receiver General.....“	600 00	1800 00	.....
William Annand.....	“ Financial Secretary.....“	600 00	1800 00	.....
Adams G. Archibald.....	“ Attorney General.....“	500 00	1500 00	.....
Samuel P. Fairbanks.....	“ Commissioner Crown			
	Lands.....“	500 00	1500 00	.....
James McKeagney.....	“ Inspector of Mines.....“	300 00	349 31	.....
William H. Keating.....	“ Clerk to Provincial Sec-			
	retary.....“	350 00	1050 00	.....
Thomas A. Gregor.....	“ Assistant Clerk “.....“	112 50	337 50	.....
Frederick Howe.....	“ “ “ for nine			
	months to 30th June, 1861..	112 50	225 00	.....
Sydenham Howe.....	“ “ “ for three			
	months to 30th Sept., 1861..		112 50	.....
Edward Duckett.....	“ Clerk to Receiver General for			
	9½ months, to 30th Sept.,			
	1861.....	32 88	900 00	.....
John R. Wallace.....	“ “ “ for one			
	year, to 30th Sept., 1861..	250 00	750 00	.....
Thomas R. Dewolf.....	“ Clerk to Financial Secretary,			
	for one year to 30th Sept.,			
	1861.....	250 00	750 00	.....
William A. Henry.....	“ Clerk to Commissioner of			
	Crown Lands for one year,			
	to 30th Sept., 1861.....	250 00	750 00	.....
Frederick LeBlanc.....	“ “ “ “	200 00	600 00	.....
Edward Morris.....	“ “ “ “	120 00	360 00	.....
Charles Carman.....	“ Clerk to Comm. of Crown			
	Lands, for nine months, to			
	30th Sept., 1861.....		375 00	.....
Peter Doyle.....	“ “ “ “		300 00	.....
F. G. Stapleton.....	“ Private Secretary to Lieut.			
	Governor for one year.....	312 50	937 50	.....
J. W. Nutting.....	“ Clerk of the Crown “.....	100 00	300 00	.....
James Venables.....	“ Keeper of the Provincial			
	Building three months, to			
	31st December, 1860.....	80 00		.....
Joseph Skallish.....	“ Messenger of Council for one			
	year to 30th Sept., 1861..	40 00	120 00	.....
Alexander Stewart, C. B.	Pension as late Master of the Rolls			
	for one year, to 30th Sept., '61	400 00	1200 00	.....
W. Q. Sawers.....	“ Judge of the Court of Com-			
	mon Pleas “.....	300 00	900 00	.....
J. G. Marshall.....	“ “ “ “.....	300 00	900 00	.....
W. H. Crawley.....	“ Com. of Crown Lands for one			
	year, to 30th Sept., 1861..	300 00	900 00	.....
John S. Morris.....	“ “ “ “.....	300 00	900 00	.....
Miss Cox.....	“ for three and a-half months to			
	February, 1861.....	125 00	15 13	.....
Provincial Secretary.....	Contingencies of his office for one			
	year, to 30th Sept., 1861..	125 00	375 00	.....
Receiver General.....	“ “ nine months “.....		150 00	.....
Financial Secretary.....	“ “ “ “.....		225 00	.....
Commiss'r Crown Lands...	“ “ one year “.....	50 00	150 00	.....
		14772 88	45019 44	.....
	Carried forward.....			59792 32

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>				\$59792 32
	AGRICULTURE.			
President and Secretary.	Annapolis Co., East Annapolis Soc.	40 00		
" "	Cape Breton County, Mira Society	40 00		
" "	Cape Breton do., Sydney "	40 00		
" "	Colchester do., L. Stewiacke "	30 00		
" "	Cumberland do., Parrsborough "		60 00	
" "	Digby do., Clare "	40 00		
" "	Digby do., Central "		50 00	
" "	Guysborough do., Guysborough "	60 00		
" "	Halifax do., Dartmouth "	40 00	40 00	
" "	Halifax, do. Musquodoboit "	40 00		
" "	Hants, do. Nine Mile River "	60 00		
" "	Hants do., East Rawdon "	30 00	30 00	
" "	Hants do., Newport "	30 00		
" "	Hants do., Hants "		40 00	
" "	King's do., King's "	40 00		
" "	King's do., West Cornwallis "		40 00	
" "	Lunenburg, do., Lunenburg "	40 00		
" "	Pictou, do., Pictou "	40 00		
" "	Pictou, do., Maxwelton "		40 00	
" "	Pictou, do., Hopewell "		40 00	
" "	Queen's do., Caledonia & Kempt "		120 00	
" "	Sydney do., Central "		120 00	
" "	Victoria do., Middle River "		120 00	
" "	Yarmouth do., Yarmouth "		80 00	
Rev. Dr. Forrester.....	For his services.....		200 00	
		570 00	980 00	1550 00
	ADVANCES.			
William Anderson.....	Survey of Gold Diggings at Tangier	69 50		
William Sutherland.....	Services connected with Railway Interest from city of Halifax.....	68 60		
James R. Smith.....	Services connected with Haliburton's claim for Pension.....	60 00		
John A. Bell.....	On account reception of H. R. H. the Prince of Wales.....	80 00		
E. M. McDonald.....	On account Public Printing.....	800 00	1000 00	
Thomas B. Akin.....	" " Record Commission...	143 24	202 75	
John H. Harvie.....	" " Services connected with Consul's Fees in American Ports...	160 00		
Do.	" " Services connected with Money Order Department.....		50 00	
G. A. Blanchard.....	" " Services investigating charge against Elias Grimes, J. P.....		62 63	
Nathan Tupper.....	Expenses of burial—a Pauper Indian.....		16 00	
Thomas A. Smith.....	Supplies furnished destitute Indians.....		42 00	
Overseers Poor.....	Maintenance Mary Ann Flinn at Barrington.....	28 00		
A. F. Comeau.....	Aid to Breakwater at Church Point, Co. Digby.....	80 00		
Perkins, Bacon & Co.....	For £25,000 Province Notes, Nos. 105,001 to 130,000.....		353 73	
	<i>Carried forward</i>	\$4189 34	\$1727 11	\$61342 32

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$1489 34	\$1727 11	\$61342 32
	ADVANCES—Continued.			
Hon. Prov. Secretary.....	To defray Expenses of Delegates to Canada		400 00	
Hon. J. McCully.....	" " " Proceeding to New Brunswick.....		40 00	
Esson & Co.....	Supplies furnished destitute families at Chczetcook, afflicted with Small-pox		151 76	
Hon. Prov. Secretary.....	Expenses to England		1500 00	
C. Boltenhouse	Aid to Gulf Steamboat		400 00	
W. H. Keating.....	For Records procured in London, giving history of this Province.....		393 45	
Do.	" " " "		183 33	
Commissioner of Railway	On account of Construction		7000 00	
John A. Bell.....	On account of Expenses procuring articles for Inter-national Exhibition		1932 29	
Michael S. Brown.....	For Nova Scotia Gold to be forwarded to Inter-national Exhibition		2539 67	
George S. Bolton	For Nova Scotia Gold and Quartz to be forwarded to do.....		2184 24	
Joseph Jacobs.....	" " " "		544 75	
Charles Hayden	" " " "		64 00	
E. A. Taylor.....	" " " "		80 00	
Edward Crowell.....	" " " "		30 00	
Peter Ross.....	" " " "		140 00	
John Cumminger	" " " "		345 25	
John Hewitt.....	" " " "		1254 86	
William Cunard	" " " "		1154 70	
Joseph Fairbanks.....	For Premium Insurance on Gold per steamer to England.....		14 88	
Professor How	For expenses collecting minerals for Inter-national Exhibition		40 00	
S. Cunard & Co	For freight of Gold per steamer to England.....		37 27	
J. Cornelius.....	For specimens of Gold-bearing Quartz for Inter-national Exhibition		315 00	
A. G. Archibald.....	For professional services, as per account		179 92	
James Kerr.....	On account of expenses conveying Despatches to the Governor-General		160 00	
		1489 34	22812 48	24301 82
	BOARD OF WORKS.			
Chairman of Board	On account of expenditure of 1861, including balance for 1860	14269 41	84243 76	
Hugh Munro	Salary as Chairman for 9 months ended 30th September, 1861.....		1200 00	
Matthew D. McKenna.....	Salary as Superintendent of Light Houses for 9 months, to 30th September, 1861.....		750 00	
		\$14269 41	86193 76	100463 17
	<i>Carried forward</i>			\$186107 31

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>				\$186107 31
	BOARD OF STATISTICS.			
Secretary of Board	On account of expenses of taking the Census of Nova		12500 00	12500 00
	CROWN LAND DEPARTMENT.			
Com. of Crown Lands	To pay Surveyors' and Registrars' Accounts, and return purchase monies, &c., to 31st Dec., 1861..	2985 00	11415 00	14400 00
	CORONERS' INQUESTS.			
G. F. Ditmars.....	Annapolis County—Coroners' fees on Inquisitions held		10 00	
Stephen Crosscup.....	"		20 00	
Alexander J. Babbington..	Cape Breton County	10 00		
Lauchlan Robertson.....	"	10 00	40 00	
Donald McQueen.....	"	10 00		
John Irvin, J. P.....	Colchester County		10 00	
John Smith.....	"		10 00	
F. R. Parker.....	"		10 00	
Samuel Muir.....	"		10 00	
Archibald Patterson.....	"		10 00	
Thomas Page.....	Cumberland County	10 00		
Henry A. Davidson.....	"		20 00	
Charles Ward.....	"		10 00	
Joseph Clark.....	"		10 00	
Charles Jones.....	Digby County		10 00	
William Pride.....	Guysborough County	10 00		
E. J. Cunningham.....	"		10 00	
James B. Hadley.....	"		60 00	
William G. Scott.....	"		10 00	
Edward Jennings.....	Halifax County	10 00	150 00	
Samuel Gray.....	"	20 00	200 00	
William Harrison.....	"	10 00	20 00	
George Munro.....	"		10 00	
William H. Weeks.....	"		20 00	
Thomas Tobin.....	"		10 00	
William Pearson.....	"		10 00	
John A. Jenkins.....	Hants County		30 00	
John McKeen.....	Inverness County		10 00	
J. D. Tremain.....	"		20 00	
Charles C. Hamilton.....	King's County		20 00	
William Ross.....	Lunenburg County		40 00	
W. A. C. Randall.....	"	10 00		
Charles Gray.....	"		10 00	
Daniel Dimock.....	"		10 00	
William H. Harris.....	Pictou County	30 00	40 00	
John Mitchell.....	"		20 00	
Lewis Johnston.....	"		10 00	
James Forbes.....	Queen's County		50 00	
Freeman Tupper.....	"	10 00		
George E. Jean.....	Richmond County		40 00	
James G. McKeen.....	"		10 00	
David Eisenhaur.....	Shelburne County		10 00	
William Curry.....	Sydney County		30 00	
Joseph Symonds.....	"	10 00	10 00	
James C. Farish.....	Yarmouth County	10 00		
<i>Carried forward</i>		\$160 00	\$1030 00	\$213007 31

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$160 00	\$1030 00	\$213007 31
Thomas D. Chipman	Yarmouth County—Coroners' fees.....		20 00	
George Bingay	“ “		30 00	
Forman Hatfield.....	“ “		10 00	
Matthew Jeffery.....	“ “		10 00	
		160 00	1100 00	1260 00
CRIMINAL PROSECUTIONS.				
W. Fisher and J. Killam.....	Witnesses in cause Queen vs. M. Bruce.....	14 20		
John Creighton.....	Conducting criminal prosecutions, Shore Circuit, Spring and Fall Term		250 53	
Stephen H. Moore	Do. at Kentville, June Term		58 00	
Martin I. Wilkins	Do. Pictou and Truro, Spring and Fall Term		179 73	
Stewart Campbell.....	Do. Cape Breton Circuit, do.....		338 61	
J. W. Johnston.....	Do. Amherst, June Term		119 70	
W. A. Henry	Do. Cape Breton Circuit, Spring and Fall Term		326 80	
John C. Wade.....	Do. Digby, July Term.....		115 20	
James A. Denison	Do. Digby, July Term.....		29 63	
Charles W. H. Harris.....	Do. Kentville		96 56	
Charles F. Harrington.....	Do. Arichat		28 90	
J. W. Johnston	Do. Amherst		74 10	
“	To pay witnesses fees and expenses.....		44 20	
		14 20	1661 96	1676 16
CAPE RACE LIGHT DUTY.				
Dep. Provincial Secretary.....	Amount paid into the Treasury for this service	100 24		
		100 24		100 24
COPY RIGHT.				
W. H. Keating.....	Amount paid into the Treasury on this account.....	39 45		
		39 45		39 45
DISTRESSED SEAMEN.				
H. B. Paulin.....	Expenses relieving distressed British seamen in 1861.....		1466 95	
“	For his services connected with distressed seamen in 1860.....	200 00		
		200 00	1466 95	1666 95
DRAWBACKS.				
E. Albro & Co., et. al.....	For return of duties paid at Hx., allowed by Board of Revenue... ..	1675 80	9944 17	
J. S. May, et. al.....	Do. Outposts do	12 00	262 36	
		1687 80	10206 53	11894 33
	<i>Carried forward</i>			\$229644 44

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>				\$229644 44
	EDUCATION.			
The Governors	Grant to King's College for one year, ended 30th Sept. 1861	250 00	750 00	
The Trustees.....	" St. Mary's College	250 00	750 00	
Do.	" Horton Academy	250 00	750 00	
Do.	" Sackville Academy	250 00	750 00	
Do.	" Presbyt'n Church Academy.	250 00	750 00	
Do.	" Pictou	250 00	750 00	
Do.	" St. Francis Xavier's.....	250 00	750 00	
Do.	" Halifax Grammar School....	150 00	450 00	
Rev. Dr. Forrester.....	Salary as Superintendent of Normal School for one year, to 31st October, 1861.....	200 00	1000 00	
W. Mulholland.....	Salary as Teacher.....	133 34	666 66	
— Rand	"	133 34	666 66	
Rev. Dr. Forrester.....	To pay Teachers in the Model School	133 34	666 66	
Do.	For Books.....		2400 00	
Do.	Fuel, Repairs, &c.....		400 00	
Do.	Teachers of Music for Normal School		100 00	
Do.	Contingent Expenses		400 00	
Do.	Postage for the year ended May, 1861.....	87 00		
Comm'rs Normal School..	Repairs of Building	50 00		
Trustees Union School....	Aid to Union School at Halifax.....		120 00	
Managers of Infant School	Aid to Infant School		200 00	
Commissioners	County Annapolis, for Common and Grammar Schools, Eastern District.....	258 66	1293 34	
Do.	" " Western do.....	224 00	1170 00	
Do.	Cape Breton "	486 66	2433 34	
Do.	Colchester North	94 66	473 34	
Do.	" South.....	319 33	1596 67	
Do.	Cumberland East.....	350 30	1715 20	
Do.	" " West	72 00	360 00	
Do.	Digby " Clare	114 00	570 00	
Do.	" " Digby.....	272 44	1362 22	
Do.	Guysborough " Guysborough	245 84	1162 15	
Do.	" " St. Mary's....	102 22	511 11	
Do.	Halifax " City.....	466 66	2333 34	
Do.	" " Rural.....	163 00	799 62	
Do.	" " Shore.....	129 66	648 34	
Do.	" " Western.....	292 66	1463 34	
Do.	Hants " Rawdon.....	176 89	884 45	
Do.	" " Windsor.....	280 22	1442 10	
Do.	Inverness " North.....	187 48	959 63	
Do.	" " South.....	388 06	1945 48	
Do.	King's "	516 66	2333 34	
Do.	Lunenburg " Lunenburg... ..	250 66	1253 34	
Do.	" " Chester	125 33	626 67	
Do.	" " New Dublin.	125 33	601 67	
Do.	Pictou " North.....	374 00	1954 62	
Do.	" " South.....	396 22	2047 77	
Do.	Queen's "	326 66	1583 34	
Do.	Richmond "	355 33	1776 67	
Do.	Shelburne " Barrington ..	163 33	816 67	
Do.	" " Shelburne ...	163 33	816 67	
Do.	Sydney "	466 66	2333 34	
	<i>Carried forward</i>	\$10525 27	\$51587 75	\$229644 44

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$10525 27	\$51587 75	\$220644 44
	EDUCATION—Continued.			
Commissioners	County Victoria, for Common and Grammar Schools.....	533 33	1666 67	.....
“	Yarmouth “ Argyle.....	165 56	827 78	.....
“	“ “ Yarmouth.....	210 44	1202 22	.....
		11464 60	55284 42	.....
	INTEREST.			66749 02
Cashier of Savings' Bank.....	To pay interest on deposits to 31st December, 1861		20000 00	.....
Cashier of Bank of N. S.	To pay interest on amount of Advances to 31st December, 1861.....		4093 53	.....
			24093 53	.....
	INDIANS.			24093 53
Comm'r of Indian Affairs.....	Grant 1861, for relief of destitute Indians		1200 00	.....
Overseers of Poor.....	“ “ “ at Clare.....	45 07		.....
“	“ “ “ Truro.....	17 87		.....
William Pearson.....	“ “ “		101 25	.....
G. H. and W. Lesley.....	“ “ “		185 16	.....
William Hall	“ “ “		68 00	.....
H. G. Farish.....	“ “ “		40 00	.....
Charles Aitkins	“ “ “		5 25	.....
J. G. A. McKeen.....	“ “ “		12 00	.....
		62 94	1611 66	.....
	JUDICIARY EXPENSES.			1674 60
E. M. Dodd.....	Travelling fees Shore Circuit, Spring Term.....		158 66	.....
“	“ Cape Breton Circuit, Fall Term		228 66	.....
L. M. Wilkins.....	“ Eastern Circuit, June Term		144 67	.....
W. F. DesBarres	“ Western Circuit, June and July Terms		182 00	.....
“	“ Eastern Circuit, Fall Term.....		149 33	.....
Hon. Wm. Young.....	“ “ Spring Term		238 00	.....
“	“ Shore Circuit, Fall Term.....		191 33	.....
W. B. Bliss.....	“ C. Breton Circuit, Fall Term		140 00	.....
			1432 65	.....
	LEGISLATIVE EXPENSES.			1432 65
The President, <i>et. al.</i>	Pay and travelling allowance as members, session 1861.....		6263 00	.....
John C. Halliburton.....	Contingencies of L. Council		1189 63	.....
“	Clerk of Council.....		800 00	.....
John W. Ritchie	Law Clerk.....		600 00	.....
John J. Sawyer.....	Gentleman Usher Black Rod		300 00	.....
Rev. R. Willis	Chaplain		100 00	.....
Henry Oldright	Reporting Debates of Legislative Council		500 00	.....
Joseph Skallish.....	Attendance on Committee Public Accounts		10 00	.....
“	Messenger Legislative Council.....		180 00	.....
James Venables	Assistant do. “		80 00	.....
Postmaster General	Postage of members “		692 66	.....
The Speaker, <i>et. al.</i>	Pay and travelling allowance as members of Assembly, do. 1861.....		19643 00	.....
	<i>Carried forward</i>		\$30268 29	\$323594 24

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>			\$30268 29	\$323594 24
	LEGISLATIVE EXPENSES— <i>Cont'd.</i>			
A. James.....	Pay as Clerk of Assembly, session 1861		1200 00	
"	Contingencies of do		1414 95	
H. C. D. Twining.....	Pay as Clerk Assistant		800 00	
J. C. Cochran.....	" Chaplain		100 00	
Edward Joyce.....	" Seargeant-at-Arms		300 00	
John H. Hefler.....	" Assistant do		180 00	
John Fitzgerald.....	" Messenger of Assembly.....		160 00	
Samuel Chipman.....	" Chairman of Committee of Supply.....		80 00	
Henry Martell.....	" " Bills.....		80 00	
A. C. McDonald.....	" Speaker of Assembly.....		800 00	
A. & W. McKinlay.....	For Books, Binding Laws and Journals of Assembly, &c.....	1443 75		
Postmaster General.....	For postage of Members of Assembly, session 1861		2229 14	
J. G. Bourinot.....	For Reporting Debates of Assembly, session 1861.....		2200 00	
		1443 75	39902 38	41346 13
	MISCELLANEOUS.			
Judge of Vice Admiralty	Fuel and Crier of Court	50 00		
Joseph Skallish.....	Attendance on office of Receiver General and Financial Secretary	20 00		
"	Purchase Fuel for office of Attorney General		16 45	
John Bowes & Son.....	Binding Books for Financial Secretary's office and Revenue Department	48 35		
Thomas D. Archibald.....	Placing Buoys at Sydney, C. B....	40 00		
A. & W. McKinlay.....	Stationery, Books, &c., for Financial Secretary and Receiver General's offices.....	280 84		
A. & H. Creighton.....	Books for Revenue Department, and Stationery for Financial Secretary	137 15		
"	Ledger furnished Receiver General's office	25 00		
James McKeagney.....	On account of travelling expenses	100 00	150 60	
Jacob S. Ingraham.....	Return of two members to Assembly from County Victoria	6 00	6 00	
J. M. Caldwell.....	Do. one " King's		6 00	
R. McLean.....	Do. one " Cumberland... ..	6 00		
Commissioners.....	For signing and cancelling Province Notes.....		360 00	
John Goudge.....	Services in Financial Secretary's office	10 00	90 00	
Fitzgerald Cochran.....	Reporting Decisions of Sup. Court	200 00		
James Venables.....	Keeper of Provincial Build'g		240 00	
Hon. Colin Campbell.....	Attendance in Halifax as Executive Councillor.....		105 00	
Hon. John Locke.....	Do. do. do.		80 00	
Angus McDonald.....	As per Report of Committee on Education	94 35		
B. Huntington.....	Balance of acc't for Public Print'g	7 25		
	<i>Carried forward</i>	\$1024 94	\$1054 05	\$364940 37

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$1024 94	\$1054 05	\$364940 37
	MISCELLANEOUS—Continued.			
R. G. Fraser.....	For specimens of Gold sent to the Duke of Newcastle.....		57 50	
C. E. Hewett.....		100 00		
Bauld, Gibson & Co.....	Supplies furnished County Guysborough.....		193 35	
Esson & Co.....	Do. Do.....		193 50	
Directors Deaf and Dumb Asylum.....	Aid to that Institution.....		2000 00	
C. B. Archibald.....	For extra Mail Service.....	696 80		
Hiram Hyde.....	Do. do.....	665 60		
A. & W. McKinlay.....	Stationery furnished Inspect. Mines.....	78 18		
James Fogo.....	Expenses of inquiring into causes of death of Peter Ferguson, of Cape Breton.....		141 00	
Charles Blanchard.....	Grant 1861.....		34 57	
Edward Wallace.....	Services as Adjutant General of Militia, from 1st Jan'y to 9th May, 1860.....	113 97		
W. A. Calnack.....	Balance of Account for Public Printing.....	10 00		
Robert Bacon.....	Pursuant to Report of Railway Committee.....	400 00		
M. McLean.....	Expenses attending Election in County Victoria.....		94 50	
James Bowes & Son.....	800 copies Railway Report.....		133 36	
Thomas B. Aikin.....	On account Record commission.....		417 93	
G. C. Lawrence.....	Expenses attending election Co. Victoria.....		75 00	
Isaac McCurdy.....	Pursuant to Report of Railway Committee.....	11 75		
King & Bro's.....	Expenses of H. R. H. Prince Alfred at Windsor.....		220 00	
Chas. G. Donkin.....	Expenses laying out road from Advocate Harbor to Sand River Road.....	161 20		
Crosskill & Bourinot.....	Printing 1000 copies Official Correspondence.....		30 00	
Thomas Annand.....	Do. do.....		30 00	
George W. Day.....	Printing and advertising for Wharf at Digby.....		6 50	
E. G. Fuller.....	Expenses on boxes from Boston to Halifax.....		8 62	
William Marshall.....	Expenses examining Bridges in Cumberland & Hants Counties.....	48 50		
William Goodwin.....	Keeping an Establishment at Mud Islands for relief of distressed Seamen.....		80 00	
Edward Crowell.....	Keeping an Establishment at Seal Islands to aid vessels in distress.....		120 00	
W. B. Smellie.....	Examining road between Halifax and Lunenburg County line.....		15 90	
		3310 94	4905 68	8216 62
	MILITIA.			
R. B. Sinclair.....	On account of Militia Service.....	896 00	8000 00	
		\$896 00	\$8000 00	8896 00
	<i>Carried forward</i>			\$382052 19

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>				382052 99
	NAVIGATION SECURITIES.			
Ira Raymond	Aid to Breakwater at Pleasant Cove, Co. Digby	200 00		
Abram Thurston	Do. Cranberry Head, Co. Digby ..	80 00		
James Cox.....	Do. Buoy at Cape Negro Co. Shelburne	80 00		
John Harris	Do. Clearing out Birtown Creek, Co. Shelburne.....		30 00	
H. M. Adams & J. M. Innis	Do. Arisaig Pier, Co. Sydney.....		400 00	
Stephen Macumber.....	Do. Breakwater at Cheverie, Co. Hants		100 00	
Reuben Doucette	Do. do. Montegan Co. Digby		260 00	
Peter F. Comeau	Do. do. Comeau's Brook ".....		100 00	
Thomas Sonia	Do. do. Soniar Creek ".....		120 00	
Charles Budd <i>et. al.</i>	Do. Wharf at Digby		2500 00	
		360 00	3510 00	3870 00
	NEW COURT HOUSE.			
Andrew McKinlay.....	On account of grant for New Court House		9280 00	9280 00
	POST COMMUNICATION.			
Postmaster-General.....	Postage of the Public Departments for one year, ended 30th Sept. 1861, viz. His Excellency the Lieutenant Governor	95 63	288 14	
	The Honble. Prov. Secretary	135 15	725 00	
	Honble. Receiver General ...	75 13	207 42	
	Honble. Financial Secretary	124 72	299 12	
	Honble. Attorney General... ..	49 24	117 96	
	Revenue Department.....	14 65	34 86	
	Military Department.....	157 87	500 16	
	To pay current expenses	8000 00	32000 00	
	Do. Packet postage.....	2884 15	3702 67	
W. H. Wiswell.....	For telegrams to and from Provincial Secretary's Office.....	34 43	395 18	
		11570 96	38270 51	49841 47
	POOR ASTLUM.			
The Commissioners.....	For aid in maintaining Transient Poor		6000 00	6000 00
	PUBLIC PRINTING.			
Alpin Grant	Amount of his Account for Printing, to 31st December, 1860	1237 36		
J. W. Compton.....	Do.....do.....	1395 87		
	<i>Carried forward</i>	\$2633 23		\$451044 46

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		2633 23		451044 46
	PUBLIC PRINTING—Continued.			
E. M. McDonald.....	Amount of his Account for Printing.....	921 08		
W. H. Blackadar.....	Do.....do.....	40 50		
Dodge & Gidney.....	Do.....do.....	17 55		
William Cunnabell.....	Do.....do.....	5 00		
John Boyd.....	Do.....do.....	11 25		
R. Huntington.....	Do.....do.....	8 00		
James Barnes.....	Do.....do.....	7 00		
Thomas Annard.....	Do.....do.....	37 75		
W. A. Penny.....	Do.....do.....	16 62		
James P. Ward.....	Do.....do.....	13 50		
Abstainer Office.....	Do.....do.....	2 00		
Christian Messenger Office.....	Do.....do.....	9 50		
Church Record Office.....	Do.....do.....	7 50		
John Bowes & Son.....	Do.....do.....	13 75		
James Bowes & Son.....	Do.....do.....	30 00		
Ritchie and Bulger.....	Do.....do.....	38 25		
Noah Thomas.....	Do.....do.....	32 75		
A. Lawson.....	Do.....do.....	6 75		
S. J. M. Allen.....	Do.....do.....	19 00		
Wesleyan Office.....	Do.....do.....	7 40		
Crosskill & Bourinot.....	Do.....do.....	1 00		
Simon H. Holmes.....	Do.....do.....	5 75		
Young & Ahorn.....	Do.....do.....	12 00		
Queen's Printer.....	On account of Printing for 1861 from Vote of Credit.....		1400 00	
William Compton.....	Do.....do.....		1000 00	
		3897 13	2400 00	6297 13
	REVENUE EXPENSES.			
Edward Binney.....	Salary as acting Collector at Halifax for 12 months.....	300 00	900 00	
Henry B. Paulin.....	" Controller.....	250 00	750 00	
William G. Fife.....	" Warehouse Keeper.....	250 00	750 00	
John U. Ross.....	" Landing Waiter.....	250 00	750 00	
James M. Tidmarsh.....	" ".....	200 00	600 00	
James Kerr.....	" ".....	200 00	600 00	
Peter Donaldson.....	" Clerk.....	160 00	480 00	
Joseph Austen.....	" Guager.....	150 00	450 00	
Joseph Quinman.....	" " 9 months.....	150 00	300 00	
William T. Townsend.....	" " 3 ".....		150 00	
James Fitzgerald.....	" Clerk 12 ".....	150 00	450 00	
Thomas P. Ryan.....	" " 12 ".....	150 00	450 00	
Bowden B. Oxley.....	" " 12 ".....	150 00	450 00	
James S. Morris.....	" " 12 ".....	125 00	375 00	
Frederick D. Corbet.....	" " 12 ".....	75 00	275 00	
Edward Binney.....	To pay one Tide Surveyor at Halifax, for 14 months, to 30th November, 1861.....	156 40	572 90	
".....	" Three Shipping Officers.....	418 50	1503 00	
".....	" Eleven Lockers.....	1327 50	4801 00	
".....	" Three Weighers.....	415 25	1513 75	
".....	" Thirteen Tide Waiters.....	1355 00	4315 50	
".....	" Two Boatmen.....	258 75	852 50	
".....	" Truckman, Office Keepers, and Messengers.....	97 50	387 82	
	<i>Carried forward</i>	\$6588 90	\$21676 47	\$457341 59

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		6588 90	21676 47	457341 59
	<i>REVENUE EXPENSES—Continued.</i>			
Edward Binney.....	To pay incidental expenses for 12 months	780 92		
Henry B. Paulin.....	Commission on Light Duty collected at Halifax	444 74	416 36	
Joseph Browner	Salary as Collector at Sheet Harbor, and Commission for 1860...	82 80		
		7897 36	22092 83	
	<i>Annapolis County.</i>			
T. C. Tobias	Salary as Controller at Annapolis, and Commission.....	276 95	243 75	
James H. Thorne	" Controller at Bridgetown, and Commission	221 89	149 91	
Gilbert F. Ditmars.....	" Controller at Clementsport, and Commission.....	149 77	56 72	
John Starritt.....	" Controller at Port Williams for 6 months	40 00		
Arod Grant.....	" Controller at Port Williams for 6 months.....	55 31		
A. B. Thorne	" Controller at Thorne's Cove..	112 43		
Robert Stone.....	" Controller at Wilmot.....	265 98	53 85	
John L. Rice & T. Brooks	" Seizing Officers at Wilmot for 1860.....	100 00		
Samuel Stone	" Seizing Officers at Wilmot for 1860.....	60 00		
John Clark	" Seizing Officers at Wilmot for 1860, and Commission.	60 00	53 71	
		1342 33	557 94	
	<i>Cape Breton County.</i>			
E. M. Dodd, Jr.....	Salary as Controller at Lingan for 1860, and Commission.....	80 00		
Thomas S. Bown.....	" Controller at North Sydney for 1860, and Commission.	150 23	424 08	
C. E. Leonard.....	" Controller and Registrar at Sydney for 1860, and Commission.....	406 34		
Thomas Phoran	Wages as Boatman at North Sydney for 9 months	60 00	110 00	
John Saunders	Wages as Boatman at North Sydney for 9 months.....	60 00	110 00	
Thomas S. Bown.....	Repairs of Revenue Boat at North Sydney.....	7 00		
		763 57	644 08	
	<i>Colchester County.</i>			
Andrew Y. Corbett	Commission on Duties collected at Five Islands for six months.....		25 67	
A. D. Morison.....	Salary as Controller at London-derry for 1860, and Commission.....	383 26		
William Campbell	" Tatamagouche, do.....	88 07		
Thomas M. Crow.....	" Truro; do.....	194 64	91 34	
	<i>Carried forward</i>	\$665 97	\$117 01	\$457341 59

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>				457341 51
	REVENUE EXPENSES— <i>Continued.</i>			
	<i>Cumberland County.</i>			
Charles Ward.....	Salary as Controller at Advocate Harbor, and Commission.....	99 80		
R. McCully.....	" Amherst for 1859 & 1860, do.....	1162 71	353 69	
George Seaman.....	" Joggins, do.....	233 87	107 42	
James Hatchford.....	" Parrsborough, do.....	67 89	257 18	
David Rogers.....	" Pugwash, do.....	60 95	33 12	
Nicol Nicolson.....	" Wallace, do.....	86 60		
		1711 82	751 41	
	<i>Digby County.</i>			
John Barr.....	Salary as Controller at Bear River, and Commission.....	214 45		
Ambrose Bourneuf.....	" Church Point, do.....	182 90	24 66	
Botsford Viets.....	" Digby for 1859 & 1860, do.....	744 31	293 39	
B. H. Ruggles.....	" Westport, do.....	184 10		
H. D. Ruggles.....	" Weymouth, do.....	22 70		
Calvin Gidney.....	" Sandy Cove, do.....	42 71		
		1596 17	318 05	
	<i>Guysborough County.</i>			
George Norris.....	Salary as Controller at Cape Canso, and Commission.....	80 37	10 57	
Thomas McColl.....	" Guysborough, do.....	102 15	58 70	
William Hart.....	" Do. do.....		102 39	
David Power.....	" Port Mulgrave, do.....	202 22		
Alexander McDonald.....	" St. Mary's, do.....	80 00		
John McDonald.....	" Do. do.....	41 56		
Isaac J. Wyld.....	Commission on Duties collected at Port Mulgrave for 6 months.....		72 45	
Alexander Fraser.....	Salary as Collector of Light Duty, Strait of Canso, 12 months.....	600 00		
".....	Wages of Boatmen, do.....	840 00		
".....	Repairs of Revenue Boat, do.....	49 82		
W. J. Bigelow.....	Commission on Light Duty collected at Cape Canso, 1859 & '60.....	512 95		
James H. Feltmate.....	Do. do. at White Haven.....	3 10		
		2512 17	244 11	
	<i>Hants County.</i>			
Nathan T. Harris.....	Salary as Controller at Hantsport for 1860, and Commission.....	138 97		
Adam Roy.....	" Maitland.....	161 34		
Charles R. Allison.....	" Walton.....	96 47		
R. B. Porter.....	" and Registrar, Windsor.....	336 26	250 10	
John Sterling.....	" Landing Waiter, &c., do.....	150 00	225 00	
		883 04	475 10	
	<i>Inverness County.</i>			
John McRae.....	Salary as Controller at Margaree for 1860, and Commission.....	86 56		
E. D. Tremain.....	" Port Hood.....	88 26	24 40	
P. J. Brouard.....	" Port Hawkesbury.....	80 00		
N. C. McKeen.....	" Seiz'g Officer, Margaree I'ld.....	60 00		
Walter Lawrence.....	" do. Cheticamp.....	40 00		
	<i>Carried forward</i>	\$354 82	\$24 40	\$457341 59

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>				457341 59
	REVENUE EXPENSES— <i>Continued.</i>			
	<i>King's County.</i>			
C. V. Rawding.....	Salary as Controller at Canada Creek for 1860.....	99 22	63 29	
E. Rand.....	“ Corwallis.....	64 51		
Edward Lockwood.....	“ Do.....	210 81	309 48	
Thomas Lovett.....	“ Seizing Officer, do.....	40 00		
John Orpin.....	“ Controller at French Cross..	125 40	63 02	
		539 94	435 79	
	<i>Lunenburg County.</i>			
D. Dimock.....	Salary as Controller at Lunenburg in 1859, and Commission..	46 62		
Charles Lordley.....	“ Chester, do.....	121 73		
John Harley.....	“ LaHave, do., 1860.....	113 47		
H. M. Moyle.....	“ and Registrar at Lunenburg	100 42	309 39	
Louis Knaut.....	“ Mahone Bay.....	13 32		
		395 56	309 39	
	<i>Queen's County.</i>			
John H. Freeman.....	Salary as Controller and Registrar at Liverpool for 1860, and Commission.....	308 75	650 42	
William Bryden.....	“ Surveyor and Searcher, do..	90 00	270 00	
Joseph J. Letson.....	“ Do. do. do.....	118 38		
		517 13	920 42	
	<i>Richmond County.</i>			
Simon Donovan.....	Salary as Registrar at Arichat for 1860, and Commission.....	659 70		
James Hearne.....	“ Seizing Officer at do.....	60 00		
Joseph Martell.....	“ Do. do., 3 months.....	15 00		
		734 70		
	<i>Shelburne County.</i>			
Winthrop Sargent.....	Salary as Controller at Barrington for 1860, and Commission..	184 16	136 12	
William Stalker.....	“ Ragged Islands.....	83 89	88 95	
James Muir, Jr.....	“ Shelburne.....	80 00	31 27	
Joseph Trefry.....	“ Seizing Officer, Barrington..	60 00		
Watson Nickerson.....	“ Do. do. do.....	60 00		
Nathan Snow.....	“ Do. do. do.....	60 00		
James F. Demings.....	Commission on Light Duty collected six months.....		5 99	
		528 05	262 33	
	<i>Sydney County.</i>			
Allan McDonald.....	Salary as Controller at Antigonish for 1860, and Commission for 1859 and 1860.....	223 41		
James Randall.....	“ Little River.....	126 57	13 45	
Edward Corbett.....	“ Seizing Officer Harbor au Bouche.....	67 44		
		\$417 42	\$13 45	\$457341 59
	<i>Carried forward</i>			

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>				457341 59
	REVENUE EXPENSES— <i>Continued.</i>			
	<i>Pictou County.</i>			
D. McCulloch	Salary as Controller and Registrar at Pictou for 12 months, and commission on Light Duty.....	254 90	750 00	.....
"	" Commission on Light Duty collected for 6 months.....		60 77	.....
George Hattie.....	" Warehouse Keeper, Clerk, &c., 12 months.....	80 00	240 00	.....
Benjamin McLeod	" Boatman, S'g Officer, &c., do.	65 00	195 00	.....
Alexander McPherson.....	" Do. do. do. do.	55 00	165 00	.....
John Gunn	" Do. do. do. do.	55 00	165 00	.....
D. McCulloch	Expenses of Revenue Boat.....	7 10		.....
		517 00	1575 77	.....
	<i>Victoria County.</i>			
A. F. Haliburton	Salary as Controller at Baddeck for 1860, and commission.	82 07		.....
Alexr. Munro	" Great Bras d'Or.....	119 96		.....
John McAuley	" St. Ann's.....	61 48		.....
Evans Campbell	" Seizing Officer.....	60 00		.....
Angus Morrison	" Do.	40 00		.....
John Bain	" Do.	40 00		.....
Alexr. Munro	Wages of Boatman, G. Bras d'Or..	60 00		.....
		463 51		.....
	<i>Yarmouth County.</i>			
T. E. Moberly.....	Salary and commissions for 12 months, to 30th Sept.....	257 10	786 08	.....
Abraham Lent	" Do. do.....	170 81	83 96	.....
Reuben Perry.....	" Do. do.....	80 00	39 04	.....
Alexr. Hood	" Do. do.....	80 00	240 00	.....
Lyman Durkee.....	" Do. do.....	100 00	300 00	.....
Symon D'Entremont	" Do. do.....	113 50		.....
Whitman Spinney	" Seizing Officer, do.....	60 00		.....
Robert Wilson	Extra Landing Waiter	23 94		.....
T. E. Moberly.....	Incidental expenses for 1861.....		23 15	.....
		885 35	1472 21	.....
A. & W. McKinlay	Blank Books for Collectors of Excise, per Account.....	662 00		.....
Thos. R. DeWolf.....	Making Trade Returns for the year 1860	200 00		.....
Thomas Fenerty.....	Warehouse Locks.....		90 25	.....
		23587 91	30304 56	53892 47
	RAILWAY CONSTRUCTION.			
Commissioner	On account of expenses of Construction		27196 92	27196 92
	<i>Carried forward</i>			\$538430 98

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>				538430 98
	RAILWAY INTEREST.			
Hon. Receiver General	To pay Interest due in London to holders of Debentures		209550 00	
Bond Holders.....	“ Nova Scotia, do		32550 00	
			242100 00	242100 00
	RAILWAY REVENUE.			
Commissioner	To pay Revenue expenses		95500 00	95500 00
	RATIONS TO TROOPS.			
Lieut. Jones	Marching and Lodging allowance of detachments R. A.....		6 90	
Lieut. Deroon	Do. do., R. E.....		10 80	
Quarter Master Gamble.....	Do. do., 62nd Regt. Foot.....		7 20	
Quarter Master Linford.....	Do. do., 63rd do.....		8 70	
			33 60	33 60
	ROAD ADVANCES.			
	<i>Annapolis County.</i>			
William Pigott.....	Repairs to Bruce bridge.....		115 19	
Charles B. Whitman.....	“ bridge at Clark's ferry.....		101 24	
	<i>Cape Breton County.</i>			
Malcolm McDougall.....	Repairs from Christmas Island to Shenacadie.....		30 00	
Hugh McLellan	“ to R. Brack's bridge.....		108 23	
John McDougall.....	“ from Ingraham's to Mrs. Kelley's.....		41 60	
Do.	“ to bridge near Sydney.....		95 82	
	<i>Colchester County.</i>			
James Urquhart.....	Repairs to bridge at Waugh's Riv.	100 00		
William Dickson.....	“ do. Onslow Marsh.....	13 05		
Samuel Frame	“ Gay's River Road.....	27 00		
Archibald McKenzie	“ to breakwater near Portapique bridge	50 95		
George Johnston.....	“ road from Hx. co. line to Truro		30 75	
David Dickey	“ bridge over St. Andrew's Riv.		65 00	
Thomas Miller	“ do. Broad Landing.....		115 32	
James Barnhill.....	“ do. near Barnhill's.....		22 57	
Thomas Archibald	“ road from J. Fenton's to Earl-town road.....		20 00	
Barnabas McNutt	“ bridge over Green's Creek.....		20 00	
John Dickson	“ road from Truro to Pictou co. line.....		100 00	
	<i>Cumberland County.</i>			
Benjamin Fullerton.....	Repairs to bridge at River Philip.	18 50		
Randolph Morris	“ Advocate bridge.....	65 70		
	<i>Carried forward</i>	\$275 20	\$865 72	\$876064 58

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$275 20	\$865 71	\$876064 58
	<i>ROAD ADVANCES—Continued.</i>			
Albert Fullerton	Repairs to Halfway River bridge		100 00	
James H. Chapman	" bridge at Portertown		39 35	
Charles Lawrence	" East Brook bridge		84 20	
Thomas Bacon	" new road past Frank Smith's		40 00	
John Davison	" road from Gabriel's to Jeffers'		36 00	
Jacob Spicer	" bridge near Fitzgerald's		30 00	
James R. Moore	" examining Maccan and Pugwash bridges		301 50	
Amos Thompson	" Tidnish bridge		40 00	
Matthew Smith	" C. Hatfield's to Ratchford's Riv.	20 00		
Ralph Parsons	" road past Wilkinson's		12 00	
	<i>Digby County.</i>			
John Westlake	Repairs to Symond's bridge	181 28		
Joseph Francis	" bridge between J. Bacon's and the Joggins		92 23	
John Journey	" Taylor's Mill bridge		16 22	
Edward John	" Weymouth bridge		21 47	
John Corsett	" bridge crossing Grand Joggins		223 61	
Matthew Sonia	" Com. 137	28 00		
David Harris	" Sissaboo bridge		186 63	
Abraham L. Gavel	" Lee's & Hollen's Head bridges		12 80	
John Journey	" Weymouth bridge		44 02	
	<i>Guysborough County.</i>			
William McKenzie	Repairs to road from Port Mulgrave to Pirate Cove	100 00		
E. H. Francheville	" Goose Harbor bridge		1165 00	
John Feltmate	" Feltmate's bridge, Whitehead		27 40	
John Hattie	" Wine Harbor road		200 00	
Daniel Lawlor	" bridges between Halifax and Guysborough		75 88	
	<i>Halifax County.</i>			
John Parker	Repairs between Rutherford's and Guysborough co. line	77 67		
"	" bridge south branch St. Mary's River		105 00	
Edward Logan	" between Bryson's and Fraser's		100 00	
David Annand	" No. 83		84 55	
Peter Moser	" bridge on Cow Bay road		46 20	
John Parker	" between Ship Harbor, Tangier, and Pope's Harbor		2251 00	
Isaac Isenor	" between Dartmouth and Shubenacadie bridge		41 80	
Christopher Allen	" on St. Margaret's Bay road		270 40	
Michael Burns	" bridges between Hammond's Plains and St. Margaret's Bay		18 57	
William Shannahan	" Kearney road		21 10	
John Parker	" Head of Taylor's Bay to Pope's Harbor		265 40	
William Day	" bridge near Jeddore		249 80	
	<i>Carried forward</i>	\$682 15	\$7067 84	\$876064 58

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1867.	For 1867.	Total amount.
<i>Brought forward</i>		\$682 15	\$7067 84	\$876064 58
	ROAD ADVANCES—Continued.			
	<i>Hants County.</i>			
Andrew Wallace.....	Repairs to bridge near William Wilson's.....	31 30		
Harris Martin.....	" road from Samuel Dickey's to post road.....	20 00		
C. Jamieson & W. Parker.....	" Whale Creek bridge.....	130 35	80 00	
Daniel Cochran.....	" for Return of bridges.....	60 00		
Josiah Parker.....	" bridges near Parker's Mill.....	16 00		
J. & J. B. Sanford.....	" Cockmagun bridge.....		209 99	
Robert Faulkner.....	" Burnt Coat bridge.....		155 37	
J. P. Pellow.....	" road near Avon bridge.....		165 50	
Donald McDougall.....	" between Maitland and Shubenacadie.....		250 63	
Samuel Smith.....	" Muddy Marsh bridge.....		100 60	
Samuel Meek.....	" bridge at Bond's Mill.....		143 34	
Robert Carter.....	" Carter's bridge.....		40 00	
N. E. Davison.....	" between Songster's bridge and co. line.....		60 30	
Constant Church.....	" between Windsor and King's co. line.....		31 00	
Thomas Manning.....	" bridges between T. Manning's and D. Bishop's.....		80 12	
C. B. Bowman.....	" Spa Spring bridge.....		61 69	
Terrance Canty.....	" bridge near McPhee's.....		47 75	
	<i>Inverness County.</i>			
A. McDonald and J. McKinnon.....	Repairs to upper bridge River Inhabitants.....	314 84		
F. W. McKenzie.....	" road from Cape Porcupine and Auld's Cove.....	55 00		
Geo. C. Lawrence.....	" road damaged by freshets.....		302 38	
".....	" bridge at south-east Mabou.....		60 00	
	<i>King's County.</i>			
John Orpin.....	Repairs to road near Bay Shore.....	37 80		
John Beckwith.....	" London bridge.....	27 30		
J. Eagles and W. Reed.....	" bridge near Bishop's Mills.....		40 00	
Abraham Spinney.....	" Spinney bridge.....		63 15	
John Lawrence.....	" Martin's bridge.....		29 60	
John Eagles.....	" bridge at Bishop's.....		5 40	
Abner Kennie.....	" from A. Kennie's to J. Gettridge's.....	25 30		
Kinsman Fuller.....	" Gaspereaux bridge.....		1040 14	
Lawrence Creamer.....	" bridge between Jackson's and Cameron's.....		60 77	
George A. Allison.....	" embankment at Town Plot.....		20 00	
	<i>Lunenburg County.</i>			
Morton Wheelock.....	Repairs to bridge at Vance's Mill.....		149 40	
William H. Reeves.....	" Town bridge, Chester.....		74 09	
Edward Church.....	" bridges between Chester and Windsor.....		20 90	
	<i>Carried forward</i>	\$1400 04	\$10359 91	\$876064 58

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$1400 04	\$10359 91	\$876064 58
	ROAD ADVANCES— <i>Continued.</i>			
	<i>Pictou County.</i>			
G. W. A. Lowden.....	Repairs New Glasgow to Pictou co. line.....	268 00	200 00	
W. Campbell.....	" No. 16.....	97 83		
David A. Ross.....	" between West River and Mt. Thom.....	5 20		
Angus Murray.....	" Meadow bridge.....		200 00	
G. W. A. Lowden.....	" from New Glasgow to Strait of Canso.....	154 29		
Alexander Crookshank.....	" from N. Glasgow to W. River.....		75 00	
".....	" West River to Egerton township line.....		46 52	
G. W. A. Lowden.....	" from Pictou to Colchester co. line.....		376 44	
Alexander Crookshank.....	" from New Glasgow to Green Hill.....		358 10	
	<i>Queen's County.</i>			
Hugh McLearn.....	Repairs to Broad River bridge.....		122 18	
W. F. F. Waterman.....	" road round Cameron's Hill.....		556 70	
John Minard.....	" bridge across Liverpool River.....		149 17	
	<i>Richmond County.</i>			
David Murphy.....	Repairs to bridge between Sydney and St. Peter's.....		52 27	
George T. Handley.....	" bridge across River Tear.....		13 07	
Francis W. McKenzie.....	" do. do.....		870 56	
Donald McLaughlan.....	" bridge across Riv. Inhabitants.....		27 20	
Lewis Forrest.....	" do. at Little Arichat.....		125 50	
Angus McDonald.....	" road from Salmon River to McNab's.....		56 00	
Maurice Hearn.....	" road between St. Peter's and R. McKinnon's.....		30 20	
Duncan Langley.....	" bridge over Salmon River.....		11 05	
	<i>Shelburne County.</i>			
James Muir.....	Repairs to bridge on main post road.....		679 20	
	<i>Sydney County.</i>			
G. W. A. Lowden.....	Repairs to great eastern road.....		773 34	
".....	" and exam'g road and bridges.....		64 50	
	<i>Victoria County.</i>			
Peter Ross & Donald Ross.....	Repairs to Hume's bridge.....	162 27		
Donald Ross.....	" from Plaster Cove to main post road.....		39 95	
".....	" road near Angus McDonald's.....		80 00	
".....	" do. Ross's and Big Hill.....		80 00	
	<i>Carried forward</i>	\$2087 63	\$15346 86	\$876064 58

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$2087 63	\$15345 87	\$876064 58
	ROAD ADVANCES—Continued.			
	Yarmouth County.			
D. Randall.....	Repairs to Kempt bridge.....		94 15	
Nelson Gray.....	“ do. do.		96 71	
John Durkee.....	“ Bridge at Carlton.....		80 00	
		2087 63	15617 73	17705 36
	ROAD COMPENSATION.			
Robert Harris.....	Colchester County, for fencing.....	24 00		
John D. Kinnear.....	Cumberland “ for soil & fenc'g	20 35		
J. P. Fullerton.....	“ “ “	15 40		
Alexander Fullerton.....	“ “ “	50 00		
Gaius Lewis.....	“ “ “	16 00		
William Chisholm, et. al....	Sydney “ “	10 20		
Dougald Robertson.....	“ “ “	4 00		
J. V. Tupper & Co.....	Halifax “		15 00	
Hopestill Crittenden.....	Guysborough “		3 00	
William Reeves, et. al....	“ “ “		103 21	
H. Peeples & J. Hartley..	“ “ “		7 70	
E. H. Francheville.....	“ “ Appraiser.....		3 00	
William McKenzie.....	Victoria “ “		26 10	
Kenneth McKenzie.....	“ “ “		15 00	
Charles McKenzie.....	“ “ “		10 50	
		139 95	183 51	323 46
	ROADS AND BRIDGES.			
County of Annapolis.....	Paid on account of this Service ...	32 00	6048 52	
“ Cape Breton.....	“ “ “		5726 17	
“ Colchester.....	“ “ “	261 62	6504 00	
“ Cumberland.....	“ “ “	42 75	4008 53	
“ Digby.....	“ “ “	56 00	5118 90	
“ Guysborough.....	“ “ “	559 10	5085 09	
“ Halifax.....	“ “ “	24 86	6578 88	
“ Hants.....	“ “ “	24 00	4606 09	
“ Inverness.....	“ “ “	418 00	6566 17	
“ King's.....	“ “ “	54 00	4917 92	
“ Lunenburg.....	“ “ “	5 52	8700 05	
“ Pictou.....	“ “ “		5258 01	
“ Queen's.....	“ “ “	65 05	4572 60	
“ Richmond.....	“ “ “	54 20	4931 95	
“ Shelburne.....	“ “ “	12 00	5410 80	
“ Sydney.....	“ “ “	88 53	3973 17	
“ Victoria.....	“ “ “	80 00	4686 00	
“ Yarmouth.....	“ “ “		5870 86	
		1777 63	98563 71	100341 34
	STEAMBOATS, PACKETS & FERRIES.			
	Cape Breton County.			
Duncan McPhee.....	Aid to ferry between Low Point and Sydney Mines.....	40 00		
Kenneth McLennan.....	“ across Sydney River.....	10 00		
	<i>Carried forward</i>	\$50 00		\$994484 74

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$50 00.....		\$994434 74
	STEAMBOATS, PACKETS & FERRIES, <i>Continued.</i>			
T. D. Archibald.....	Aid to steamer between Sydney and Whycocomagh.....	1000 00.....		
Thomas Warren.....	" ferry at Sydney River.....	10 00.....		
Angus McDonald.....	" Mira River.....	20 00.....		
Neil McIntosh.....	" between N. Bar & Sydney.....	20 00.....		
Alexander McNeil.....	" at Grand Narrows.....	16 00.....		
John Young.....	" betw'n Lingan & Bridge- port.....	60 00.....		
	<i>Digby County.</i>			
William Morrell.....	Aid to ferry at Grand Passage.....	40 00.....		
J. Blackford & J. Outhouse.....	" Petite Passage.....	60 00.....		
Charles Winchester.....	" Bear River.....	20 00.....		
Dennis Sullivan.....	" between Westport and Montegan.....	100 00.....		
Bazil Amero.....	" between Weymouth bridge and Sandy Cove.....	80 00.....		
	<i>Colchester County.</i>			
Job Dart.....	Aid to ferry at mouth of Shuben- acadie River.....	40 00.....		
	<i>Guysborough County.</i>			
W. Pride and J. Naufts.....	Aid to ferry at St. Mary's River.....	40 00.....		
Thomas Penny.....	" between Guysboro' and Arichat.....	200 00.....		
Alexander McGuire.....	" Carter's Id'g & A. McPherson's.....	40 00.....		
John Stapleton.....	" Port Mulgrave & Ship Harbor.....	40 00.....		
John Jack.....	" at Clay Head.....	30 00.....		
George W. Young.....	" Liscomb's Harbor.....	40 00.....		
Daniel Lang.....	" " ".....		20 00.....	
	<i>Halifax County.</i>			
John Leary.....	Aid to ferry at Sambro Basin.....	20 00.....		
Patrick O'Brien.....	" Ship Harbor.....	40 00.....		
Joseph Purcell.....	" North West Arm.....	40 00.....		
Charles Smith.....	" Necum Teuch.....	40 00.....		
David Lowe.....	" Sheet Harbor.....	50 00.....		
S. Cunard & Co.....	" steamer between Halifax and St. John's.....	1500 00.....		
Geo. Killam, et. al.....	" steamer between Halifax and Boston.....	1000 00.....		
	<i>Hants County.</i>			
Joseph Musgrove.....	Aid to ferry between Hantsport and Kempt.....	30 00.....		
Alexander C. McDougall.....	" Maitland and Londonderry.....	80 00.....		
King & Brothers.....	" steamer between Windsor and St. John.....	1000 00.....	3000 00.....	
	<i>Carried forward</i>	\$5706 00.....	\$3020 00.....	\$994434 74

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$5706 00	\$3020 00	\$994434 74
	STEAMBOATS, PACKETS & FERRIES, <i>Continued.</i>			
	<i>Inverness County.</i>			
Edmund Forrestall.....	Aid to ferry from McMillan's P'nt to Auld's Cove	80 00		
Josiah Embree	" Ship Harbor to Port Mulgrave	40 00		
James Thompson.....	" at Margaree	20 00	20 00	
	<i>Colchester County.</i>			
Alexander C. McDougall..	" Mouth of Shubenacadie River.	40 00		
	<i>Lunenburg County.</i>			
Charles R. Purnett.....	" LaHave River	50 00		
Joseph Purnett.....	" " "	50 00		
	<i>Cumberland County.</i>			
Frank Beaton.....	Aid to ferry at Wallace Harbor...	40 00		
James Doncaster.....	" between Amherst and Minudie	60 00		
Maurice Walsh.....	" across Pugwash Harbor.....	20 00		
	<i>Pictou County.</i>			
William H. Pope.....	Aid to steamer between Pictou and P. E. Island.....	800 00		
C. Boltenhouse	" " " "		800 00	
"	" in Gulf.....		2400 00	
J. McPherson & J. McNair	" ferry across Pictou harbor.....	30 00		
	<i>Queen's County.</i>			
William McDonald.....	Aid to ferry at Port LeHerbert...	40 00		
	<i>Richmond County.</i>			
John McPherson.....	Ferry at Strait of Canso.....	40 00		
H. Campbell and P. & D. Fraser	" at mouth of Grandique River..	120 00		
	<i>Sydney County.</i>			
Malcolm McDonald	Aid to ferry between Auld's Cove and McMillan's Point	80 00		
	<i>Shelburne County.</i>			
Cornelius Craig.....	Aid to ferry at entrance Shelburne River	40 00		
W. Cunningham and L. Knowles	" between Sable Island and the Main	80 00		
William Nickerson.....	" over Jordan River	20 00		
John R. Morrison.....	" at do	20 00		
John McDonald	" at mouth of Port LeHerbert...	40 00		
	<i>Victoria County.</i>			
Donald Ross	Aid to ferry at Big Harbor.....	60 00		
Grdfrey Hyndes	" Ingonish	30 00		
	<i>Carried forward</i>	\$7506 00	\$6240 00	\$994434 74

STATEMENT OF WARRANTS—Continued.

To whom paid.	Service.	Drawn on account of Services.		
		Previous to 1861.	For 1861.	Total amount.
<i>Brought forward</i>		\$7506 00	\$6240 00	\$994434 74
	STEAMBOATS, PACKETS & FERRIES, <i>Continued.</i>			
Donald McLean	Aid to ferry at St. Ann's	30 00		
Patrick Harley.....	" Little Bras d'Or.....	80 00		
Malcolm McLean	" Washabok to Baddeck	20 00		
John S. McNeil	" Grand Narrows	16 00		
Roderick McLeod.....	" Great Bras d'Or.....	30 00		
John McNeil.....	" " "	30 00		
Kenneth Matheson.....	" Big Harbor.....	60 00		
John Ross	" Little Narrows	10 00		
	<i>Yarmouth County.</i>			
Ryerson Moses & Co	Aid to steamer between Halifax & Boston		1000 00	
J. Boutie & B. Boutong...	" ferry at Tusket.....	24 00		
		\$7806 00	\$7240 00	
	SIGNAL STATION.			15046 00
William Palmer, A. C. G.	Support Signal Station at Halifax		1250 00	
				1250 00
	TRANSIENT POOR.			
Board of Health.....	Pictou..... Grant 1861.....		177 44	
Overseers of Poor.....	" first section..... "		230 20	
"	" second "		30 75	
"	Wilmot..... "		58 00	
"	Annapolis..... "		61 45	
"	Amherst..... "		48 65	
"	Liverpool..... "		27 00	
"	Clements..... "		41 60	
"	Aylesford..... "		192 62	
"	Clare..... "		49 40	
Samuel Gray.....	Aid to Halifax Visiting Dispensary		200 00	
Dr. Slayter	" " " Grant 1861.		30 75	
Donald McQuarrie	" " " " "		78 00	
			1225 86	1225 86
				1011956 60

WILLIAM ANNAND,
Financial Secretary.

Financial Secretary's Office,
Halifax, 31st December, 1861.



RECEIVER GENERAL'S

DR.

The Province of Nova Scotia, in Account Current with the

To Cash paid Advances, per Abstract	\$24301 82	
“ Chairman Board of Works, do.....	100463 17	
“ Criminal Prosecutions, do.....	1676 16	
“ Coroners' Inquests, do.....	1260 00	
“ Drawback of Duties, do.....	11894 33	
“ General Education, do.....	66749 02	
“ Judiciary Expenses, do.....	1432 65	
“ Legislative Expenses, do.....	41346 13	
“ Miscellaneous Expenses, do	8216 62	
“ Militia Expenses, do.....	8896 00	
“ Piers and Breakwaters, do.....	3870 00	
“ Post Communication, do.....	49841 47	
“ Poor Asylum, do.....	6000 00	
“ Provincial Railway, do., Construction.....	27196 92	
“ Public Printing, do.....	6297 13	
“ Revenue Expenses, do	53892 47	
“ Rations to Troops, do.....	33 60	
“ Support of Indians, do.....	1674 60	
“ Support of Agriculture, do.....	1550 00	
“ Support of Transient Poor, do.....	1225 86	
“ Support of Packets, Steamboats, and Ferries, do.....	15046 00	
“ Salaries to Officers of Government, do	59792 32	
“ Copy Right	39 45	
“ Interest	24093 53	
“ Casual Revenue.....		
“ Wrecks		
“ Savings' Bank		
“ Prothonotaries		
“ Signal Station	1250 00	
“ Crown Land Department	14400 00	
“ Railway Damages, Halifax.....	2719 58	
“ “ “ Colchester	658 71	
“ “ “ Hants.....	2167 84	
“ Post Money Orders		
“ Cape Race Light Duty	100 24	
“ Board of Statistics.....	12500 00	
“ New Court House	9280 00	
“ Railway Revenue	95500 00	
“ Railway Interest.....	242100 00	
“ Distressed Scamen.....	1666 95	
		\$899132 57

ROAD SERVICE.

To Cash paid for Road Advances.....	17705 36	
“ Road Compensation.....	323 46	
“ Old Road Votes.....	1777 63	
“ Annapolis.....	6048 52	
“ Colchester	6504 00	
“ Cumberland	4008 53	
“ Cape Breton.....	5726 17	
“ Digby	5118 90	
“ Guvshorough	5085 09	
“ Halifax.....	6578 88	
“ Hants	4606 09	
“ Inverness	6566 17	
“ King's.....	4917 92	
“ Lunenburg	8700 05	
“ Pictou.....	5258 01	
“ Queen's.....	4572 60	
“ Richmond	4931 95	
		\$98429 33
<i>Carried forward.....</i>		\$899132 57

ACCOUNT FOR 1861.

Receiver General, from the 1st January to 31st December, 1861.

CR.

	<i>By balance at this date</i>	\$44123 50
Cash received for Colonial Duties, viz:		
From	Halifax.....	\$480800 00
"	Advocate Harbor.....	355 50
"	Annapolis.....	4945 68
"	Amherst.....	7133 63
"	Antigonish.....	929 41
"	Arichat.....	4158 72
"	Barrington.....	2380 34
"	Baddeck.....	210 81
"	Beaver River.....	398 90
"	Bridgetown.....	2972 39
"	Bear River.....	1455 87
"	Cornwallis.....	4852 41
"	Cow Bay.....	106 63
"	Cape Canso.....	115 84
"	Canada Creek.....	879 28
"	Chester.....	168 35
"	Cheverie.....	104 31
"	Clementsport.....	1296 48
"	Church Point.....	1244 89
"	Digby.....	4143 29
"	French Cross.....	866 53
"	Five Islands.....	294 30
"	Guysborough.....	135 17
"	Great Bras d'Or.....	181 63
"	Horton.....	960 00
"	Hantsport.....	844 97
"	Harbor au Bouche.....	67 44
"	Harborville.....	554 50
"	Joggins.....	2174 56
"	Lunenburg.....	146 00
"	Liverpool.....	6879 47
"	Londonderry.....	1950 38
"	Little River.....	706 82
"	LaHave.....	972 43
"	Lingan.....	990 00
"	Maitland.....	791 11
"	Mainadieu.....	28 00
"	Margaree.....	58 23
"	Margaretsville.....	542 43
"	North Sydney.....	6463 60
"	Pictou.....	18278 54
"	Pugwash.....	1337 73
"	Port Hood.....	368 86
"	Port Williams.....	261 10
"	Parrsborough.....	551 05
"	Pubnico.....	552 53
"	Port Madway.....	604 72
"	Port Mulgrave.....	1658 73
"	Ragged Islands.....	1667 43
"	Sydney C. B.....	2252 23
"	Shelburne.....	768 22
"	Louisburg.....	63 55
"	Mahone Bay.....	117 03
"	St. Mary's River.....	564 79
"	Ship Harbor.....	136 00
"	Sheet Harbor.....	56 30
"	Sandy Cove.....	318 71
"	St. Ann's.....	61 44
"	Truro.....	1684 10
"	Tatamagouche.....	192 65
"	Thorne's Cove.....	517 70
	<i>Carried forward</i>	\$576273 71
		\$44123 00

RECEIVER GENERAL'S

DR.

The Province of Nova Scotia, in Account Current with the

	<i>Brought forward</i>	\$98429 33	\$899132 57
To Cash paid Sydney.....		3973 17	
“ Shelburne.....		5410 80	
“ Victoria		4686 00	
“ Yarmouth.....		5870 86	
			118370 16

 \$1017502 73

 To Balance brought down \$125177 90

Receiver General's Office,
Halifax, 31st December, 1861.

ACCOUNT FOR 1861.

Receiver General, from the 1st January to 31st December, 1861—Continued.

CR.

<i>Brought forward</i>	\$576273 71	\$44123 00
From Tusket	1415 96	
“ Windsor	3209 92	
“ Westport	1140 10	
“ Weymouth.....	1914 28	
“ Wilmot.....	1589 11	
“ Wallace	93 80	
“ Walton	153 01	
“ Yarmouth.....	23149 93	
		608939 82
Light Duty:		
From Halifax	8773 09	
“ Canso (Bigelow)	1501 97	
“ Strait of Canso (Fraser)	5103 91	
“ Shelburne.....	120 11	
“ Whitehaven	25 90	
“ Pubnico	162 00	
“ Tusket	20 00	
		15706 98
“ Canada, for their proportion of expense of St. Paul's and Scattarie Light Houses.....		2561 05
“ New Brunswick, for their proportion of expense of St. Paul's and Scattarie Light Houses		1613 43
“ Prince Edward's Island, for their proportion of expense of St. Paul's and Scattarie Light Houses		153 66
“ Casual Revenue.....	27947 47	
“ Fees from the Secretary's Office	3820 00	
		31767 47
“ Mines		670 00
“ Crown Land Department, for Land sold.....		16598 73
“ Trespasses on Crown Land.....		66 90
“ Board of Revenue.....		2067 41
“ The Lords of the Treasury, towards support of Sable Island		2000 00
“ Sable Island.....		287 85
“ Post Communication.....		25836 00
“ Miscellaneous		61 35
By Cash received for Copy Right		39 45
“ Hospital of Insane		4230 07
“ Board of Works		1023 52
“ Signal Station.....		516 80
“ Railway Damages, Colchester.....		1164 50
“ “ Hants		622 00
“ Cape Race Light Duty.....		46 17
“ Railway Revenue		116166 03
“ Distressed Seamen		1403 27
“ Indian Reserves		318 48
“ Gold Fields.....		13869 80
“ St. Peter's Canal.....		470 59
		\$892324 83
Balance.....		125177 90
		\$1017502 73

JOHN H. ANDERSON,
Receiver General.

Examined—
WILLIAM ANNAND,
Financial Secretary.

UNDRAWN ROAD MONIES, DECEMBER 31, 1861.

ANNAPOLIS.

No. 11.	John Whitman	\$2 00	.....
18.	Elias Phinney	1 05	.....
84.	A. Cashman	16 00	.....
144.	Jacob Bogart	00 10	.....
	Special Grant	8 07	.....
	Unappropriated	48 08	.....
			75 30

CAPE BRETON.

1.	Donald McDonald	00 20	.....
21.	J. McDougall	10 75	.....
31.	John Flemming	00 40	.....
51.	Duffus McGuish	00 20	.....
81.	Thomas Lee	00 22	.....
112.	Thomas Martell	1 30	.....
119.	Neil McNeil	30 00	.....
	Unappropriated	1 21	.....
			44 28

COLCHESTER.

13.	Alexander McKenzie	40 00	.....
61.	.....	40 00	.....
63.	Benjamin Sibley	10 00	.....
65.	.....	15 00	.....
66.	Alexander Archibald	20 00	.....
67.	Duncan McPhee	20 00	.....
74.	.....	33 04	.....
79.	James Campbell	00 20	.....
89.	William Murray	5 00	.....
98.	.....	16 00	.....
99.	.....	15 00	.....
100.	A. McKay	20 00	.....
127.	Thomas Cotton	00 10	.....
138.	.....	20 00	.....
165.	William Jackson	00 10	.....
			254 44

CUMBERLAND.

	Richard Thompson	00 90	.....
2.	Joseph A. B. Kerr	8 52	.....
10.	Josiah Eagles	1 65	.....
31.	Richard Thompson	40 00	.....
34.	James Grant	60 00	.....
39.	George Bergman, Jr.	24 00	.....
40 a.	.....	164 00	.....
43.	Ezra Black	00 80	.....
55.	Isaac L. Forrest	60 00	.....
67.	Joseph Hannah	00 20	.....
68.	George Moffatt and James Shifley	1000 00	.....
85.	Alexander Graham	00 25	.....
91.	John Crossman	00 20	.....
101.	C. Hatfield	1 00	.....
			1361 52

DIGBY.

2.	James Amero	20 00	.....
12.	Henry S. White	28 00	.....
37.	John Walsh	00 23	.....
39.	.....	24 00	.....

Carried forward..... \$72 23 \$735 54

	<i>Brought forward</i>	\$72 23	\$1735 54
No. 47.	Robert Seabins.....	00 15	.....
72.	Israel Dunn.....	00 35	.....
106.	Gilbert Lent.....	3 55	.....
138.	Anselm McColla.....	24 00	.....
142.	Francis LeBlanc.....	00 60	.....
155.	George McAlpine.....	00 30	.....
164.	.....	24 00	.....
	Mande Comeau.....	00 01	.....
		<hr/>	125 19

GUYSBOROUGH.

6.	George Norris.....	12 05	.....
7.	John Jamieson.....	12 00	.....
12.	Angus Kirk.....	00 13	.....
24.	William Rude.....	20 00	.....
	Special Grant.....	00 90	.....
		<hr/>	45 08

HALIFAX.

30.	Thomas Tobin.....	40 00	.....
45.	William Anderson.....	400 00	.....
48.	Samuel Crowell.....	00 10	.....
51.	George Brown.....	00 20	.....
66.	William Anderson.....	60 00	.....
76.	.....	40 00	.....
79.	John McLeod.....	40 00	.....
93.	.....	42 71	.....
		<hr/>	623 01

HANTS.

1.	John E. Taylor.....	200 00	.....
19.	John Murphy.....	00 20	.....
69 b.	.....	00 87	.....
75.	Jacob O'Brien.....	30 00	.....
79.	Edward Smith.....	00 35	.....
106.	John Allison.....	00 10	.....
		<hr/>	231 52

INVERNESS.

29.	.....	16 00	.....
38.	John McMillan.....	36 00	.....
41.	Samuel McKeen.....	16 00	.....
42.	Archibald Cameron.....	40 00	.....
59.	A. McIsaac and J. Kennedy.....	1 00	.....
61.	Rev. J. Grant.....	00 20	.....
66.	A. Beaton.....	00 22	.....
88.	D. McLellan.....	16 00	.....
112.	.....	16 00	.....
117.	John McLean.....	30 00	.....
118.	John McLean.....	40 00	.....
125.	.....	16 00	.....
130.	James Murphy.....	16 00	.....
140.	J. G. Crowdis and Jacob Ross.....	10 40	.....
148.	G. C. Lawrence.....	194 04	.....
13.	Donald McLean.....	10 10	.....
15.	D. Cameron.....	2 50	.....
	Special Grant.....	4 59	.....
		<hr/>	465 05

KING'S.

25.	Churchill Skinner.....	00 10	.....
64.	John Bishop.....	00 45	.....
71.	Banks Winsby.....	40 00	.....
104.	Israel Benjamin.....	150 00	.....
110 b.	.....	4 95	.....
		<hr/>	195 50

Carried forward..... \$3420 89

	<i>Brought forward</i>		\$3420 89
LUNENBURG.			
	John P. Lawson.....	\$25 50	.....
No. 34.	E. Veinot and Joseph Young.....	80 00	.....
53.	Benjamin Ham.....	00 72	.....
80.	Henry Lohnas.....	14 60	.....
97.	Henry Lantz.....	10 00	.....
112.	Peter Mason.....	40 00	.....
182.	Elisha Dolliver.....	00 30	.....
	Unappropriated.....	15 97	.....
	Special Grant.....	22 20	.....
			209 29
PICTOU.			
	Bank of Nova Scotia.....	909 90	.....
	John Davis.....	1 74	.....
20.	Alexander Campbell.....	20 00	.....
59.	.....	00 18	.....
69.	Alexander McIntosh.....	16 00	.....
	Unappropriated.....	13 60	.....
			961 42
QUEEN'S.			
37.	Henry Wagner.....	1 25	.....
39.	Angus McIntosh.....	00 77	.....
41.	Thomas Loid.....	40 00	.....
57.	Benjamin Whorton.....	20 00	.....
64.	Charles Lathrop.....	3 10	.....
			65 12
RICHMOND.			
2.	Angus McDonald.....	00 09	.....
53.	John Gillis.....	00 70	.....
63.	Findlay Chisholm.....	00 93	.....
71.	Allan Morrison.....	00 36	.....
	Unappropriated.....	7 61	.....
			9 69
SHELBURNE.			
23.	Duncan Thomas.....	16 00	.....
60.	Gavin Lyle.....	00 36	.....
71.	Samuel Snow.....	1 70	.....
103.	James McKay.....	00 45	.....
	Special Grant.....	500 00	.....
			518 51
SYDNEY.			
3.	Hugh McMillan.....	1 00	.....
7.	James Burnside.....	2 40	.....
8.	Charles Cameron.....	1 50	.....
9.	Adam McKenzie.....	8 65	.....
13.	Urban Landry.....	00 13	.....
17.	Archibald McDonald.....	00 70	.....
29.	Alexander Cameron.....	00 73	.....
50.	Donald Chisholm.....	1 28	.....
	Unappropriated.....	23 33	.....
	Do.....	138 00	.....
			177 72
VICTORIA.			
	.....	40 00	.....
	Peter Ross.....	3 63	.....
	Peter and Donald Ross.....	9 00	.....
28.	.....	16 00	.....
			68 63
	<i>Carried forward</i>	\$68 63	\$5362 64

	<i>Brought forward</i>	\$68 63	\$5362 64
No. 43.	.....	20 00	.....
65.	.....	40 00	.....
	Contingencies	40 00	.....
		168 63	

YARMOUTH.

1.	Wallace Crosby.....	1 24	.....
17.	Elias Hatfield	00 25	.....
36.	Robert Task	00 31	.....
45.	— Earl	00 10	.....
51.	Richard Churchill	20 00	.....
52.	William Thurston	00 10	.....
86.	Capt. James Hatfield	1 59	.....
110.	John Forbes	00 70	.....
	Unappropriated	45 29	.....
		69 58	
			\$5600 85

WILLIAM ANNAND,
Financial Secretary.

Financial Secretary's Office,
Halifax, 31st December, 1861.



APPENDIX No. 14.

CROWN LAND REPORT.

*Department of Crown Lands,
1st January, 1862.*

SIR,—

The termination of another year presents the opportunity of again submitting, for the information of his Excellency, the Lieutenant Governor, a report upon the Crown Lands.

Although the receipts do not evidence so large a contribution to the revenue as in some former years, still, I trust, the good which has been effected, will outweigh any consideration of immediate pecuniary advantage.

A comparison between the number of grants issued in 1860 and 1861, shows an increase of 42 in favor of the latter.

The ordinary expenses of the department will also compare favorably with those of a similar period, whilst it is known to the Government that the increased duties and responsibilities have been much greater than usual.

The Legislature, at its last session, transferred the office of Inspector of Mines to the land department, I presume as a measure of economy; had the duties connected with it, been limited to the coal mines only, the task of fulfilling them would not have been onerous, aided, as I hoped to have been by the Deputy Surveyors in the various mining districts, but the further addition, of the gold fields has been the source of great anxiety, as well as unremitting labor.

The varied services in which I have thus been engaged, have, no doubt, protracted the settlement of some of the existing controversies amongst applicants for land and prevented the issue of a greater number of grants; but, I trust, a generous allowance will be made by those whose interests are concerned.

In my former reports I have invited attention to the embarrassed state of some of the crown lands embraced within the limits of townships; also, to large tracts of land in some counties which continue unimproved by grantees, or entirely abandoned by them. I think a special enquiry should be instituted, to ascertain the legal rights of the crown, as regards the former, and some remedy provided for the existing evil; and that steps should be taken to re-invest in the crown such granted lands as have become forfeited by the non-fulfilment of the conditions of the grants.

With the aid afforded by the late enactment for facilitating the process of escheat, very little delay or expense would be involved in the necessary legal proceedings.

The act of 1859 for settling the titles to land in Cape Breton, by authority of which, it pleased the Government to appoint Mr. Hendry as commissioner, has been brought into operation. The commissioner proceeded to the Island, where he spent three or four months giving employment to all the surveyors at command. Numerous controversies have been settled; important base lines established; a large number of lots have been surveyed; and the lines and bounds have been defined between a large number of the settlers—thus restoring peace and order out of much discord and confusion. It is impossible to estimate the importance of this wise and benevolent act; and I feel assured, that it will tend to increase the attachment of those affected by it to their homes,—and produce a sense of gratitude for the efforts made to secure to them their respective titles. The work so far as it has progressed, will be shewn in the report of the commissioner, accompanied with plans and such other information as cannot fail to prove satisfactory to the Government and the Legislature.

The act provides for payment of the lands by instalments,—a demand of imme-

mediate payment would have defeated the object of the Legislature, and tended to have perpetuated the accumulated evils of years past; all the perplexities and controversies incident to the system of squatting, would not only have continued but increased. The lots being surveyed—the possessions recognized, and the prospect of obtaining their grants, will, I have no doubt, stimulate their exertions to meet the instalments as they fall due, especially if the Government would devise some plan of employing their labor on public works.

In working out this very important measure, it was found impossible to collect a sufficient amount from the settlers to pay the full cost of surveys. The necessary amount for that purpose has been drawn from the treasury. It will be satisfactory to learn that the cost is comparatively moderate. The sub-division of a whole settlement into lots, at one time, is done at half the expense which usually attends the same number of lots when surveyed separately; and, therefore, as a measure of economy, the policy pursued will be found a great saving to the province.

For a more detailed account of the proceedings of the commissioner, I beg leave to refer to Mr. Hendry's report.

There is a growing enquiry within the province, and from abroad, respecting titles under old grants. It is, no doubt, one of the fruits of the recent gold discoveries, and will probably be followed up to a large extent, and require much of the time of the clerks,—interfering with my own ordinary duties. As a further consequence, applications are beginning to be made for grants of land in the neighborhood of the gold fields. It is deserving of consideration, whether some restrictions should not be imposed in dealing with parties who are seeking after those lands, not so much for the purpose of settlement as for speculation—and whether lands likely to be benefitted by their proximity to gold fields, should not be charged at a higher rate than the ordinary sale price,—lands that are clearly liable to escheat, ought not to be paid for by the government or the miners at the same rate that is allowed to other proprietors.

Whilst there is every probability of a large increase to the duties of the department, I deem it a proper occasion to submit, for the consideration of the Government, some observations in connection with the appointment of Deputy Surveyors.

A very large portion of my own time, as well as that of the clerks, is occupied in supplying the deputies with copies of plans, and other necessary information, to enable them to execute their orders of survey, and instructing them how to prepare their accounts, and perform other necessary services, I propose, with the permission of the Government, to make it a condition of any future appointment, that the applicant should be required, at his own expense, to attend the office in Halifax two or three months, in order, that during that period he may undergo an examination of his qualifications, that his surveying instruments may be inspected, that he may get an insight into the mode of preparing his accounts and reports, and take copies of the plans relating to the county for which he is to be appointed. His time would be most profitably employed in these pursuits, and in obtaining that general information which the office would afford in all matters relating to the office of surveyor. Should it please the Legislature, hereafter, to sanction an office in each county, filled by the deputy, with the means of affording information to residents, without the trouble of referring to the office in Halifax, and authorising a moderate fee for his services, the arrangement, I feel assured, would prove a great public convenience.

At present, for want of proper accommodation, it would be impossible to act upon such proposal, although approved; and I therefore consider it my duty to call the attention of the Government, to the want of room experienced by the department. By a resolution of the House of Assembly, all the older grant books, now in your office, were ordered to be transferred to mine. I have been unable to receive them, and much inconvenience is suffered by passing from one office to another in prosecuting the necessary searches. There is not sufficient room for the clerks,—there is not space to exhibit a plan, and often not even sufficient standing room for the many respectable individuals who come for information. I hope these remarks will not be attributed to a disposition to complain; on the contrary, I believe the want of accommodation is well understood by the Government; and

I see in the increased business of the department, and in the necessary efficiency of it, that some additional provision should be made for the convenience of the officer's and of the public, besides the preservation and security of the public documents.

There has been throughout the year a greater number of applications for coal mining licenses, than the last, although the working of the mines generally have not been so extensive. An abstract of those applications is annexed, distinguishing the different counties.

A comparative statement of the receipts and disbursements for the year 1860 and 1861, will also be annexed, together with other customary annual statements, which will put the Government in possession of the financial results of the past year. The net proceeds, although smaller in amount than in 1860, when added to the large amount of obligations taken in Cape Breton, will contrast favorably with any past year.

I regret to state that the position of the Indian reserves, to which I have had occasion frequently to call the attention of the Government, requires some further consideration. Mr. Hendry was authorized, on his mission last summer to the Island of Cape Breton, to put himself in communication with Mr. Justice Dodd, who has always taken a deep interest in the welfare of the Indians, and to adjust, if possible, the terms upon which a number of settlers who hold possession of certain portions of those lands should be confirmed in their titles; and to decide upon those individuals who had also acquired possession, but under circumstances that did not entitle them to be protected, and who ought to be ejected.

Without entering into detail of the measures pursued by the commissioner, I beg to refer to the report which I have requested him to prepare, and which will present the subject in such a shape as will enable the Legislature to deal with it, I trust, finally.

There has been too many proofs afforded in the legislative proceedings of Nova Scotia of a desire to protect the rights of the Indians and to contribute to their necessities, to obviate any doubt that might exist as to any disposition to deprive them of their interest in the lands set apart for their use. But whilst their claims are thus recognized, I think they should not be permitted to interfere with the progress of settlement or to work injustice to those, who have by their labor and industry given value to the soil, which the Indians would not cultivate. It is said that the settlers ought not to have encroached upon their lands. Some, however, did it in ignorance—whilst others did no more than thousands in Cape Breton have done, and are now receiving the favor of Government, by having their titles confirmed. To dispossess the occupants of Crown land or of the Indian reserves, who are willing to pay for them, would contravene a recognized policy, and prove the ruin of many families. The Government have never thought it safe to confer an absolute title to these lands upon the Indians—it is very doubtful if any plan for securing to separate families the exclusive occupation of a lot, would induce them to cultivate it,—so that the land, as at present reserved for their benefit, remains to a very large extent in its original condition,—an unbroken forest—only so far, as it has been brought into cultivation by the labor of the white man. There are it is true some laudable exceptions. Some Indian families have labored industriously and successfully, but they are few in proportion to their number in the province. It is for these reasons, I have urged the propriety of confirming their titles to those who are in possession and are willing to pay the reasonable value of their farms.

The law and the expressed opinion of the House of Assembly in sanctioning the alienation of portions of these reserves, have taken care that the interests of the Indians in the proceeds, shall not be sacrificed—the proceeds are to be paid into the treasury, and held for the benefit of the tribe.

In Nova Scotia proper, and the Island of Cape Breton, the reserves amount to thirty thousand acres, a very small proportion of which is either cultivated or in any way used to their profit; whilst it is well known that they resort frequently to other lands, whenever they require wood for barrels or hoops, or other manufactures in which they engage, especially in Cape Breton.

The only difficulty in dealing with the question, should the above views be

approved, is the fixing a fair value upon the occupied lands. Mr. Hendry has mentioned in his report, a valuation which he thinks just as well as reasonable. He informs me that he sought for information from the most disinterested sources, and that his scale of prices approximated closely to the average of opinions expressed; and from my own knowledge, having visited most of the localities, I am disposed to recommend its adoption.

I am not aware of any other matter that requires special notice. I look forward to increased employment in the department, as the season opens; applications for lands will be more numerous, to meet the demands which may be anticipated from an increase of population. Whether such altered circumstances would require any change in the system of granting land, I submit to the judgment of the Executive.

I have the honor to be,

Sir,

Your obedient servant,

SAMUEL P. FAIRBANKS,
Commr. Crown Lands.

The hon. the Provincial Secretary.

Abstract of number of grants, acres granted, number of petitions, and acres applied for, and monies paid, for Crown Lands in Nova Scotia, during the year, 1861.

County.	No. Grants.	Acres Granted.	No. Petitions.	Acres applied for.	Amount paid.
Annapolis,	14	1981	10	1350	\$765 87
Colchester,	8	1317	12	1266½	540 26
Cumberland,	37	5650	27	4002	1964 34
Digby,	23	3095	19	2000	1032 71.
Guysborough,	8	897	13	1600½ — including 2 water lots	652 38
Halifax,	29	3180	23	2000 — 4 wtr, 2 isl'ds, 1 small lot	1381 94
Hants,	10	1882	8	1663	753 78
King's,	3	280	6	500 — including 1 fishing lot	220 00
Lunenburg,	34	3915	33	3130 — " 1 water lot	1633 17
Pictou,	8	800	7	600 — " 2 "	314 00
Queen's,	9	940	9	1100	491 05
Shelburne,	8	785	3	300 — " 1 island	176 00
Sydney,	5	696	6	600	343 77
Yarmouth,	9	1022½	7	508 — " 3 islands	317 81
Cape Breton,	27	2807	54	6070 — " 3 water lots	2183 29
Inverness,	69	10239	41	5640	1635 06
Richmond,	38	4394	31	3671 — " 2 islands	1558 67
Victoria,	45	6089½	31	4790	616 95
	384	49970 — includ'g 13 water lots	339	40791 — includ'g 12 water lots	\$16581 05
		" 8 islands		" 1 fishing lot	
		" 3 fishing lots		" 1 small lot	
In Nova Scotia,	205	26440½	182	20620	\$10587 08
Cape Breton,	179	23529½	157	20171	5993 97
	384	49970	339	40791	\$16581 05

SAMUEL P. FAIRBANKS, Commr. Crown Lands.

*Statement shewing monies received from the different counties for mining licenses,
1861.*

Cape Breton, - - - - -	\$460 00
Cumberland, - - - - -	100 00
Victoria, - - - - -	100 00
Hants, - - - - -	20 00
	<hr/>
	\$680 00
	<hr/>

SAMUEL P. FAIRBANKS,
Commissioner of Crown Lands,

Comparative statement between the years 1860 and 1861.

	No.	Acres.
Applications for 1860, - - - - -	387	45803
Ditto 1861, - - - - -	339	40791
	<hr/>	<hr/>
	Short, 48	5012
	<hr/>	<hr/>
Grants in 1860, - - - - -	342	43629
Ditto 1861, - - - - -	384	49970
	<hr/>	<hr/>
	Over, 42	6341
	<hr/>	<hr/>
Gross receipts for Crown lands, 1860, - - - - -		\$22,168 63
Ditto do 1861, - - - - -		16,581 05
		<hr/>
	Short	\$5587 58
		<hr/>
Gross receipts for Crown lands, 1861, - - - - -		\$16,581 05
Ditto mines and minerals, - - - - -		680 00
Ditto seizures for trespasses, - - - - -		77 77
		<hr/>
		\$17,338 82
Deduct advances, Surveyors, Register of Deeds, rejected petitions, incidental expenses, &c., &c., as per account,		11,512 58
		<hr/>
	Nett revenue 1861,	\$5826 29
		<hr/>
Add estimated securities for land in Cape Breton,		\$20,000 00

SAMUEL P. FAIRBANKS,
Commissioner of Crown Lands.

APPENDIX No. 15.

MR. HALIBURTON'S PENSION.

Copies of the opinions of the Justices of the Supreme Court, on the question raised by the application of J. C. Haliburton, Esq., for a pension as one of the Judges of the Court of Common Pleas, abolished in 1841 :

OPINION OF CHIEF JUSTICE HALLIBURTON.

(COPY)

This is a motion made on behalf of Judge Haliburton, for a mandamus on the Receiver General, to pay him a pension granted to him by the 7th section of the Act of the General Assembly, 4th Victoria, chapter 3.

It is resisted on two grounds. 1st. That the right to the pension granted by the Act is taken away by the proviso in the 8th section of the Act; he having accepted of an office under Government of equal or greater value, than the pension granted in the 7th section. 2nd. That whether entitled to the pension or not, no mandamus can be granted to compel the Receiver General to pay, he being bound by law not to pay any such sums without a warrant from the Lieutenant Governor or Commander-in-Chief.

If this were a question between private parties, standing upon their respective rights, I apprehend that the second objection would raise great difficulties on the part of the applicant, and if a clear claim was established to the pension, I should feel reluctantly compelled to decide that the amount of it was not payable upon a ground that did not at all affect the merits of the case, and which arose from an enactment passed to prevent the misapplication of the public money where it is not due, and not where the sole question was due or not.

But I cannot, for a moment, suppose that where the Government was a party to the cause, they would desire to resist the pension, if it is really due, and that the objection is made more to show that it has not been overlooked by their Counsel, than with any intention of urging it upon the serious consideration of the Court.

In the case of the Queen vs. the Commissioners of the Land Tax (16th 2 Bench Reports, 381) there was a motion for a mandamus, which the Court held could not be sustained; but as there was evidently a misunderstanding of the Act under which the Magistrates had proceeded, the Court discharged the rule without costs, and Sir F. Thesiger (of counsel for the magistrates) said, that his clients (in the discharge of their duty as such) would be satisfied with the expression of opinion by the Court, although it was in opposition to the course they had pursued, and would act accordingly.

The Government here will, I am sure, act upon the same principle in discharge of their duty, and acquiesce in the opinion of the Court, if it should be in favour of the party, unless they think it wrong, in which case they will of course feel it their duty to appeal from it.

The main question, therefore, to be decided upon the motion, is, whether the language of the proviso, taking away the pension granted for life, is equally strong and clear with that of the enacting clause which grants it. In the latter the grant is clearly "during the term of their natural lives." In the proviso it states that in the event of their "accepting any appointment, place, or office of equal or greater value than the aforesaid sum of £300 a year, then, and in such case, the said sum shall cease to be payable,

and from thenceforth shall no longer be paid to the Chief Justice, &c., who shall so respectively accept such appointment, place, or office." Had the Legislature added the words "during the time they shall hold such office," no question could be raised against the removal of the pension, upon resignation of such office, on the one hand, or had they added, on the other, "and shall in no case revive," their intention would have been equally clear against the application. Unfortunately they have not done either, and it remains for the Court to decide whether the words "and from thenceforth shall no longer be paid to the person who shall accept such appointment," shall receive that extensive construction. If we are guided by the letter of the Act, the bare acceptance of any office of equal emolument, for however short a time, would deprive the party of his pension for the rest of his life, even if he had not performed any of its duties, or enjoyed any of its emoluments. So that if the Judge had accepted the office offered to him by Lord Falkland, and had on the next day after receiving his commission been seized with a paralytic stroke, which utterly disabled him, he would thereby, under the strict adherence to the language of the Act, have been deprived of his pension. He had accepted it, and the words of the Act would have been complied with. I think this could never have been the intention of the Legislature. Let us turn our attention to the object they had in view in passing the proviso, that evidently was to save the public the expense of paying the pensions in cases where the persons entitled to them should hold and enjoy any office under Government of equal or greater amount. Men fond of business and of an active turn of mind, might frequently be induced by, the love of employment, the influence, patronage, and power which the possession of office frequently gives, to accept of a place very little superior to the pension in point of emolument, provided they could fall back upon it when advancing years should render it desirable; but none could be so unwise, did the proviso clearly take away a pension which the express language of the Act plainly gave to them for life.

It might be said that the salary attached to the office might be so large as to induce a person to accept of it, even if such consequences might follow; but the Act makes no distinction between the two cases, and as the Legislature have made none, the Court cannot either.

Indeed there were few officers so well paid as to induce a prudent man to accept them under such circumstances. To give then such a construction to the proviso, would, in most cases, defeat the object which the Legislature plainly had in view in passing it.

Upon the effect which should be given to a proviso, the language of Mr. Justice Story, in *The United States vs. Dickson*, 14 Curtis, is well worthy of remark. "The General Rule of Law, which has always prevailed, and has become consecrated almost as a maxim, on the interpretation of Statutes, is that where the enacting clause is general in its language and objects, and a proviso is afterwards introduced that proviso is construed strictly, and takes no case out of the enacting clause, which does not fall fairly within its terms. In short, a proviso carves special exceptions out of the enacting clause, and those who set up any such exception, must establish it as being within the words as well as within the reason thereof."

Now, in this case, I do not think the words of the proviso compel us to adopt a construction which would defeat the very object the Legislature had in view in passing it—by preventing the persons holding pensions from accepting offices which were of little more value than the pensions themselves, which were secured to them for life.

The gentlemen pensioned might be elected members of the General Assembly; three of them, at the time the Act passed, were still of age, to enable them to be as active members of that body as they had been, and, if selected by the party in power, might fill the office of Secretary of the Province, Receiver General, &c., which have salaries attached to them of double the amount of the pensions; but no man in his senses would accept of an office held upon the precarious tenure of his party continuing in power, if the construction given to the proviso was such as is now contended for by the Counsel for the Government; and thus parties who might be

well qualified for such offices, might be prevented from accepting them, and the Government be prevented from saving the expense of paying the pension, if they had accepted of them to the injury of both parties.

But another case may be put, in which the construction sought by the opponents of the application would be injurious to themselves alone.

Suppose an office whose emolument consisted of fees alone; these naturally increase with the business, and the business generally increases with the growth of the country. Such an office might be accepted by one of the pensioners, when its emoluments were less than £300 per annum. In the next year it might be more, and steadily advance until it amounted to double the amount of the pension; yet an adherence to the letter of the Act, according to the interpretation now contended for, would permit the pensioner to enjoy both the pension and the emoluments.

It might be said, and reasonably, too, in such cases, that the officer is in the actual enjoyment of an office which yields to him a greater sum than the pension, and comes fairly within the meaning of the words of the proviso and of the Legislature when using these words; equally reasonable would it be, that, when he ceased to enjoy such office, with its emoluments, &c., the pension which had been granted to him for life should be restored to him.

By deciding, then, the word "accepting" to be equivalent to holding or enjoying such office, and to mean no less and no more than these words, we avoid both the difficulties. If the office held or enjoyed by the pensioner was of equal or greater value than the pension at any time during his so holding it, whether it was so at the time of acceptance or not, the Province would derive the benefit contemplated by the proviso, and when he ceased to hold it the party to whom the pension had been granted for life would resume it under the enacting clause; to decide otherwise in this case would be to declare, that the Legislature meant that the man who had performed the duties of a Judge of the Supreme Court, for fifteen or sixteen years, and had thereby saved the Province about five thousand pounds, should be deprived of the pension granted to him for life, while those who had received the amount of their pensions during that long period should still enjoy them.

To avoid a construction so repugnant to our ideas of justice, it will be found that the following cases, which were cited at the argument, lay down rules for the construction of Statutes, by which much greater liberties are taken with the words used in them than it is necessary for us to take in this case.

The following authorities furnish rules for expounding Statutes:

Hawkins vs. Gathercole—31 Law and Equity Reports, p. 305.

This case before the Lords Justices, turned upon the construction of the 13th section of 1 and 2 Vict., chap. 16, which makes a judgment in Westminster Hall a charge upon all lands, tenements, rectories, advowsons, &c. The important question involved was, whether such judgment bound Ecclesiastical Benefices by force of the word "Rectories."

It involved, also, most important considerations as to the true principles of interpreting Statutes.

In this case, Lord Cranworth, when Vice Chancellor, standing on the literal meaning of the word "Rectories," held Ecclesiastical Benefices bound by the Judgment; but his order was reversed by the Lords Justices on appeal, because they were of opinion that, though Rectories and Tithes, constituting Ecclesiastical Benefices, were within the words of the Act, if literally construed, they were not within the intent and meaning of the Legislature.

Lord Justice Turner's judgment, taking this view of the case, led him to consider the rules for construing Statutes, which will be found admirably stated in his judgment.

That learned Judge thus expresses himself:

That Ecclesiastical Rectories and Tithes are within the words of the Act, if literally construed, cannot, of course, be disputed; but in construing Acts of Parliament, the words which are used are not alone to be regarded; regard must also be had to the intent and meaning of the Legislature. The

rule upon this subject is well expressed in *Stradling vs. Morgan*, in *Plowden's Reports*, in which it is stated (p. 204)—“The Judges of the law, in all time past, have so far pursued the intent of the makers of Statutes, that they have expounded the Acts, which were general, in words to be put particularly where the intent was particular;” and after referring to several cases, the Report contains the following remarkable passage, at p. 205 :—“From which cases, it appears that the Sages of the Law have construed Statutes quite contrary to the letter, in some appearance; and those Statutes which comprehend all things in the letter, they have expounded to extend to but some things; and those which generally prohibit all people from doing such an act, they have interpreted to permit some people to do it; and those which include every person in the letter, they have adjudged to reach to some persons only: which expositions have always been founded on the intent of the Legislature, which they have collected sometimes by considering the cause and necessity of making the Act; sometimes by comparing one part of the Act with another; and sometimes by foreign circumstances. The same doctrine is to be found in *Eyston vs. Studd*, in the same Reports, page 465. The passages to which I have referred I have selected, as containing the best summary, with which I am acquainted of the law on the subject.

In determining this question, we are, therefore, to consider not merely the words of the Act, but the intent of the Legislature, to be collected from the cause and necessity of the Act being made from a comparison of its several parts, and from foreign meaning and extraneous circumstances, so far as they can justly be considered to throw light on the subject.

United States vs. Fisher and al.; 1 *Curtis* 496, 2 *Crauch*, 358.

The question in this case was, whether the United States, under the 5th section of their Statute, of the 3rd March, 1797, had a preference in all cases of insolvency, or whether it was confined to persons accountable for public money.

The following principles, applicable to the construction of Statutes, were stated by Chief Justice Marshall thus:

“It is undoubtedly a well established principle in the exposition of Statutes, that every part is to be considered, and the intention of the Legislature to be extracted from the whole.”

Again, “where the mind labours to discover the intention of the Legislature, it seizes everything from which aid can be derived.”

Again, “the mischiefs to result from the construction on which the United States insist, have been stated as strong motives for overruling that construction. That the consequences are to be considered in expounding laws where the intent is doubtful, is a principle which must be applied with caution, and which has a degree of influence dependent on the nature of the case to which it is applied.

Where rights are infringed—where fundamental principles are overthrown—where the general system of laws is departed from, the Legislative intention must be expressed with irresistible clearness, to induce a Court of justice to suppose a design to effect such objects.”

Washington, J., in giving his judgment says:

“Where a Law is plain and unambiguous, whether it be expressed in general or limited terms, the Legislature should be intended to have meant what they have plainly expressed. But if from a view of the whole law or from other laws in *pari materia*, the evident intention is different from the literal import of the terms employed to express it in a particular part of the law, that intention should prevail, for that in fact is the will of the Legislature.”

To the same effect are principles of construction announced by the Judges in—*United States vs. Heth*; 3 *Crauch*, 399.

This was also a question on a Statute as to amount of compensation due to a public officer.

Patterson, J., says: “In cases of the present kind the words of a Statute, if dubious, ought to be taken most strongly against the law-makers.

So per *Johnson, J.*:

“If it be necessary that the Court should make an election between these

two words, in order to complete the sense, its choice will be immediately determined, by recurring to two well known rules of construction, viz: that it ought to be consistent with the suggestions of natural justice, and that the words should be taken most strongly *contra proferentum*."

United States vs. Bissett, 2 Storey, p. 389:

Storey, J., in pronouncing judgment, thus states the question, and announces the principles of statutable construction, which governed his decision. The learned Judge says,—“The question arises, whether Mr. Bissett is entitled, upon the true interpretation of the clause in question, to the compensation demanded by him.” Having stated the language of the clause, he proceeded: “It would be to impute a most extraordinary intention to the Legislature, to presume that it intended to apportion the compensation in the inverse ratio of the duties performed. Such a mode of legislation,” he adds, “so little supported by principles of justice or equity, ought certainly not to be adopted unless the Legislature had spoken in the most clear and unambiguous terms. If there be any grounds for real substantial doubt as to the correctness of such an interpretation, that alone would seem to repel it; for it is not in matters of doubt to be admitted, that the Legislature requires services from a public officer, and yet intends to take from him the compensation which it has itself deemed a fit compensation therefor, under ordinary circumstances. Besides, the Act itself is restrictive of the rights of the officers to all the fees and emoluments of their office, generally allowed by law, cutting down and limiting the compensation to a fixed minimum, and appropriating the residue to the Public Treasury. Now, in such cases, the general rule of interpretation is to give effect to the restriction and limitation only, so far as the Legislature has clearly and positively spoken, since it is in derogation of private rights, otherwise vested in the incumbent in office. We cannot, and we ought not, in such a case, to say, “*Voluit sed non dixit*,” for the intention can be fitly gathered only from the words; and, therefore, it is but just to say, “*Non voluit quia non dixit*.”

The following cases are authorities for introducing words into Statutes to effect the intention of the Legislature:

Perry and others vs. Skinner, 2 Mason and Welsby, 471.

This was a case for infringement of a patent for an improvement in Pens, of which the Plaintiffs were Assignees.

The question turned upon the true construction of 5 and 6 Wm. 4, c. 83, which, as Lord Abinger stated, was obscurely worded, and, as respects which, one construction contended for, would induce a retrospective operation, and be fraught with injustice.

Mr. Baron Parke, in giving judgment, says:

“The rule by which we are to be guided in construing Acts of Parliament, is to look at the precise words, and to construe them in their ordinary sense, unless it would lead to any absurdity or manifest injustice; and if it should, so to vary and modify them as to avoid that which it certainly could not have been the intention of the Legislature should be done. Now, if the construction contended for by Mr. Ritch was to be considered as the right construction, it would lead to the manifest injustice of a party, who might have put himself to great expense in the making of machines or engines, the subject of the grant of a patent, on the faith of that patent being void, being made a wrong-doer by relation. That is an effect the law will not give to an Act of Parliament, unless the words are manifest and plain. We must engraft, therefore, a modification upon the words of the Act, in this case, for the purposes of its construction, and read it as though it had been “shall be deemed and taken as part of the said letters patent &c., from thenceforth,” so as not to make the Defendant a wrong-doer. The only doubt arising, in this case, is from the words of the proviso; but we cannot think the Legislature meant to do so unjust a thing as to restrict a party from doing that which he has a lawful right to do; and though there is some obscurity in the words of the Act, we are bound to put a reasonable construction on them. In this case, the Court, in order to

avoid the absurdity and injustice which would arise from a literal construction of the words of the proviso, interpolated the words "from thenceforth."

See also the case of the Overseers of Wigton vs. the Overseers of Snaith, 16 Queen's Bench, Reports 496, in which the Court inserted words into a clause of a Statute, which gave a different meaning to that clause, in order to effect what they collected to be the general meaning of the Statute itself, and of other Statutes made *in pari materia*.

For these reasons, then, I consider the applicant entitled to his pension, under the Act :

1. Because the plain and express language of the Act gives it for life ; and the language of the proviso does not as plainly and expressly state that it shall not revive upon the resignation of the office.

2. That a construction that it should not revive would defeat the object of the proviso, by preventing men of common prudence from accepting offices of equal or little greater amount than the pension.

3. That such construction might be injurious to both parties, and in the latter case to the Government alone.

4. That common sense and common justice require a construction that will not place a man who has served the Province for fifteen or sixteen years, and thereby saved it nearly five thousand pounds, in a worse situation than those who have done neither.

OPINION OF CHIEF JUSTICE YOUNG.

In the Supreme Court, 23rd December, 1861. In re Thomas C. Haliburton, Esq.

The question in this case has arisen out of the Provincial Act, 4th Vict., chap. 3, which abolished the Inferior Courts of Common Pleas, and by the 7th, section, granted retiring pensions of Three Hundred Pounds currency, per annum, to the four Judges then presiding in said Courts. Mr. Justice Haliburton had been appointed to the Middle Division in 1829, and had presided therein for twelve years, when the Courts were abolished.

The additional labour cast upon the Supreme Court induced the Legislature to authorize the appointment of a fifth Judge, and on the same day that the Act passed the new office was tendered to Mr. Haliburton, who accepted it, and was Gazetted 31st March, 1841. By the 8th section of the Act it was provided, that in the event of the Judges so pensioned "accepting any appointment, place, or office under Government, of equal or greater value than the aforesaid sum of Three Hundred Pounds per annum, then, and in such case, the said sum should cease to be payable, and from thenceforward should no longer be paid to the Judges who should so respectively accept such appointment, place, or office." Judge Haliburton in point of fact never drew the pension which was merged in his salary of Seven Hundred pounds a year as Judge of the Supreme Court. He continued to discharge the duties of his office till August, 1856, when he sent in his resignation, having previously endeavoured, but without success, to induce the Legislature to pass a special Act, reviving the pension on his retirement. In 1859 he applied to this Court for a mandamus to the Receiver General, which the Court refused ; and the Provincial Government having now concurred with Mr. Haliburton in the statement of a case, it has been argued before us, with a view to obtain an authoritative decision of this Court, as to his right to the pension of Three Hundred Pounds a year, from the date of his resignation in August, 1856. The question turns upon the construction of the 7th and 8th sections of the Act of 1841, which affords a wide field for subtle argument and ingenious speculation. On the one hand the meaning is said to be perfectly clear and obvious ; no language, it is said, could have been used by the Legislature more plainly evincing its intent and purpose,

while on the other side it is urged that the Legislature could never have contemplated the injustice and absurdities which a literal interpretation would involve. A multitude of cases has been cited from the English and American courts; for the rules to be applied in the construction of Statutes have been the subject of numerous decisions, and have tasked the intellect of Lawyers from the earliest time. Some of these, it will be proper to review, but before we touch upon the cases, let us consider the object and intent of the Act of 1841.

The Legislature had seen fit to inaugurate a new judicial policy, and to transfer the whole common law business, except the recovery of small debts before Justices of the Peace, from the Inferior to the Supreme Court,—the four Judges who had been appointed to the former, and had severally abandoned their employment as practising lawyers, for a seat on the bench at a very moderate salary, were thus superceded without any fault of theirs, and lost at once their position and their income. It was an act of simple justice, therefore, to grant them pensions, which, although by no means extravagant, bore a fair proportion to their salaries while employed. The Legislature in granting these pensions naturally contemplated the chance of the pensioners being appointed to some other office, or place under Government, of equal or greater value, on the acceptance of which they directed the pensions to cease. It is probable that the sections on this point were framed without much consideration, and that but little thought was bestowed on a multitude of contingencies that might possibly arise, and which have been put in all varieties of shape in the course of this discussion. If we give the Legislature credit for acting in good faith and with good sense, as we certainly ought to do, most of these cases might be answered without much difficulty.

It has been urged, for example, that one of the Judges might have accepted a Commissionership or any other temporary office under Government yielding him three hundred pounds, for perhaps a single year, or that he might have accepted a permanent office, and the week after been struck with paralysis, and been obliged to resign, and it is asked whether his acceptance of office in either of these cases should put an end to his pension. Now I can have no doubt, that if the question had been put to the Legislature in either of these cases, they would have said—no, and I have as little doubt that in a number of the other cases that have been suggested, they would have given the same answer.

On the other hand, if one of the pensioners accepted a permanent office of much greater value, and of higher dignity, to which no pension was attached, and the question had been put whether he should occupy a more advantageous position than any of his brethren, and, on his voluntary retirement, should enjoy a pension which was denied to them, I have as little doubt that the Legislature would have said, no—as their action on this pension sufficiently evinces.

These, however, are matters of opinion and of conjecture; and with a consciousness that we are aiming at the intent of the Legislature without any certainty of arriving at their real meaning, we must content ourselves with weighing probabilities, first of all ascertaining the extent of our authority in construing the act. In the course of the argument, the Imperial Act of 1834, 4th and 5th, Wm. 4th, chap. 24, amending and consolidating the law for regulating pensions in the Mother country, was pressed upon our notice. It will be found, however, widely different from our Act of 1841. The 19th section of the English Act provides, that every pensioner shall be liable, at all times, when called upon, to fill, in any part of the Queen's dominions in which he shall have already served, any public office or situation under the Crown, for which his previous public services may render him eligible; and that he shall forfeit his pension if he shall decline to take office and execute the duties thereof satisfactorily, being in a competent state of health.

The 20th section provides, that, in case the pensioner shall be appointed to fill any office, in any public department, his pension shall cease to be paid for any period subsequent to such appointment, if the profits of the new office shall be equal to those of his former office; and if not equal, then no more of

his pension shall be paid to him than what, with the salary of his new appointment, shall be equal to that of his former office.

The 30th section reserves to the heads of Departments their power and authority to dismiss any person from the public service, without compensation; and by the 15th section, the Act does not extend to any offices in the Courts of Justice. Here is a well-digested and perfect system, disposing of many of the questions that were urged upon our attention at the argument. Under our Act, the acceptance of office is purely voluntary; under the Imperial Act it is compulsory. In the latter, a provision is made for the abatement of the pension, in certain cases, which is wanting in ours; and in other respects, the two are plainly distinguishable. I do not observe any provision in the English Act for a revival of the old pension on the new appointment ceasing, by resignation or otherwise; and, although I have sought it, I have not been able to obtain any information of the usage on this head, except in the two opinions from English lawyers, which were read at the argument by consent. We are remitted back, then, to the terms of our own Act, and the rules of construction that are to be found in the books. It is not necessary, I think, to travel through the numerous cases upon the construction of Statutes; to reconcile them with each other, would be no easy task. Judges of the greatest name have sometimes tightened and sometimes relaxed the rule: their views have been modified by the particular case they were deciding, and, occasionally, it must be confessed, in their anxiety to escape from some obvious mischief or inconvenience, they have assumed the office more of legislators than of judges. Nothing is more common, in their decisions, than complaints of the hasty and careless manner in which Acts of Parliament are framed, and necessitating a looseness of construction, from which the Courts would have otherwise refrained. Several of the cases cited at the argument arose out of this necessity, and do not profess to be guided by any general rule.

In one of these cases, that of *Matheson vs. Hart*, 14 C. B. 357, Chief Justice Jarvis had recourse to what is called the grammatical or golden rule of construction, viz: "to give to the words their plain, natural meaning, unless it is manifest from the general scope and intention of the statute that injustice or absurdity would result from so construing them."

There is much to be said in favor of this rule, which we will find continually cited as a fundamental maxim, applicable to all sorts of instruments as well as to Acts of Parliament. Yet, in the most recent case, that of *Heugh vs. Escombe*, 4th Law Times Reports, N. S., 518, the present Chief Baron of the Exchequer, while inquiring into the meaning of a contract of a very doubtful complexion, and weighing the arguments on the one side and on the other, expresses himself in these terms: "I disclaim being at all bound by what is called the natural and ordinary meaning of words. There is a case of *Rex vs. Hall*, 1 B and C, where Lord Tenterden, I think, very properly laid down a very different rule from that which some people have called the Golden Rule of grammatical construction. I think the gold is often of such impurity, that the rule is not worth a farthing, for the grammar which people frequently use, indeed the rules of grammar themselves, in my opinion, are far less certain than what may be called the common sense construction that Lawyers would put upon an instrument of this sort, in endeavoring to get at what was the true meaning of the parties." Now, it is obvious that the same principle of sound sense that is to construe an instrument, must be applied in construing a statute. Sir Frederick Pollock, whom I have just cited, is a lawyer of no mean repute, and he speaks the sentiment of modern times. Let us contrast his opinions now, with those of other Judges, older, but equally eminent, which were pressed upon us in this argument on the part of the Crown. "I am ready to declare," said Lord Denman, 4 *Neville vs. Manning*, 427, "that where I find the words of a Statute perfectly clear, I shall adhere to those words, and shall not allow myself to be diverted from the application of them by any supposed consequences of one kind or other, as to which Courts of Justice are very often much deceived." This principle is adopted by authority equally high in Massachusetts. "Courts, said Chief Justice Parker, must not do violence to language, and strain for a meaning, where no doubt or ambiguity exists in the Act itself. They may use a sensible and reasonable interpretation to legislative expressions, which are

obscure, but they have no right to disturb those which are clear and intelligible."

These are authoritative expositions, and pointedly given; yet, it is undeniable that several of the cases violate the plain meaning of the words out of regard to the intent of the Legislature. An example of this is to be found in the Court of highest resort in these Colonies, in the case of *Calder vs. Halkett*, 3 Moore's P. C. C. 74. The Imperial Act 21 Geo. 3, ch. 70 sect. 24, for the protection of Provincial Magistrates in India enacts, "that no action for wrong or injury shall lie in the Supreme Court against any person, whatsoever, exercising a judicial office in the Country Courts for any judgment, decree, or order of the said Court; nor against any person for any act done by or in virtue of the order of the said Court." It will be observed that this enactment is subject to no limitation whatever. Whether the Magistrate had jurisdiction or no—whether he acted in good or bad faith the words of the section equally protected him from an action. Accordingly, this is one of the meanings which, as the Court admitted, may be attributed to this clause, but which they rejected as inadmissible, and they decreed that the true meaning was to put the Judges of native Courts of Justice on the same footing as those of English Courts of similar jurisdiction.

It is obvious, therefore, that the Courts have taken liberties with the language and the literal meaning of Statutes, beyond the limits suggested by Lord Denman and Chief Justice Parker, and that the common sense rule of construction applied to each case, as it occurs, upon the principle indicated by Sir Frederick Pollock, is, after all, the true one. It agrees substantially with the practice of the Supreme Court of Massachusetts, to be found in 7 Mass. Rep. 523, and with the rule which Parke Baron derived from one of the Irish Judges, and eulogized in several of his own judgments. It is quoted, in the case of *Becke vs. Smith*, 2 M. and Wels 195, in these words—"It is a very useful rule, in the construction of a Statute, to adhere to the ordinary meaning of the words used, and to the grammatical construction, unless that is at variance with the intention of the Legislature, to be collected from the Statute itself, or leads to any manifest absurdity or repugnance; in which case, the language may be varied or modified, so as to avoid such inconvenience, but no further. Or, as Plowden, who, at the distance of three centuries, is, after all, one of the best of our commentators, more quaintly expresses it—"It is not the words of the law, but the internal sense of it, that makes the law; and our law (like all others) consists of body and soul. The letter of the law is the body of the law; and the sense and reason of the law is the soul of the law, "quia ratio legis est anima legis."

These two authorities contain, in my opinion, the essence of the rule, and afford a safer guide than the nice distinctions, as to the effect of a proviso, and the construing of a Statute most strongly against the law-maker, which were pressed upon us at the hearing, chiefly from American cases.

The main inquiry is, what is the sense and reason of those sections of the Act of 1841, which we are here considering. In some cases, an adherence to the literal meaning, would involve a manifest injustice. These were urged upon us at the argument, with irresistible force. Had Judge Haliburton, or any other of his co-annuitants accepted, at the instance, and, it might be, for the convenience of the Government, a temporary appointment, and on its termination his pension had been withheld, I think this Court would have been justified in declaring that such a construction of the Act of 1841, in the words of the rule I have already cited, led to a manifest repugnance, and was at variance with the intention of the Legislature. But is the same principle to be applied to every appointment that may be accepted, and to extend to all cases that may possibly arise? Is it not to vary with varying circumstances, and if held to be inflexible, would it not involve a repugnance, equally manifest on the other side? Let us not forget the basis of the maxim, that we are to adhere to the ordinary meaning of the words used in the Act, unless, in the particular case, some inconvenience or injustice is to follow, which the Legislature cannot be supposed to have foreseen. And who are the judges of that inconvenience and injustice? who are to interpret the will of the Legislature, and collect from the Statute its true meaning? There can be no other but the Court, who are called

upon to construe it. This is a responsible, and it may be, a very delicate task; but it is a duty they cannot shrink from, when a case is submitted to them.

One of these gentlemen, then, having presided in the Inferior Courts, with a salary of £400 a year, and being entitled to a pension of £300, is offered a seat on the Bench of the Supreme Court, with £700 a year. He may, or may not, accept the office; a refusal will in no way affect his pension, as it would in England; his acceptance is entirely a matter depending on his own will. But he does accept it, and thereby improves his position, and more than doubles his income. What relation, then, I ask, ought he to bear from that moment to the Government and to his colleagues. He is seated alongside of Judges, who, for a quarter, or, it may be, for a half century, have been the ornaments of the Bench. Is he, who has just ascended it, to enjoy an advantage and a privilege withheld from them? Shall it be in his power, at any moment, to resign his office, which he holds during good behaviour, in this Court, and, as a matter of right, to resume or to enjoy a pension to which none of his brethren are entitled. To me, this would seem a most invidious distinction. For this Court to sanction it, would be, in my judgment, to work an injustice, not to correct it. Here is a case where the will of the Legislature, as it has been plainly expressed, may be obeyed without any wrong. I can perceive no absurdity, nor repugnance, nor inconvenience, justifying us in setting aside the letter of the law, where its internal sense, as I cannot but think, concurs with the letter.

We are told in Bacon's Abridgement that, in construing a statute, it is a rule to suppose the law-maker present, and to be asked what he intended, and then to give such an answer as he, being a reasonable and upright man, might have been expected to give. I adopt that test, and I cannot but believe that if the Legislature had been asked in 1841, whether Judge Haliburton, having become a Judge of the Supreme Court, was to enjoy any superiority over his brethren, as pensioner or otherwise, their answer as reasonable and upright men would have been, that he ought not.

I have considered this matter, as it bears upon all the Judges, not as it bears upon any one individual, but as it was urged upon us that Judge Haliburton, in holding the office of a Judge of this Court for fifteen years, had saved the Province £4,500, I cannot but remark, that while this is true, he drew for the same period from the Treasury £400 a year more than he would otherwise have been entitled to, and this as the reward of Judicial labours not so exhaustive as to deprive him of literary leisure and the charms of intellectual occupation. I cannot bring myself, therefore, to think, that in taking this view, we would do him any personal injustice.

I have only to observe, in conclusion, that I have laid no stress whatever upon any real or supposed admissions of Judge Haliburton, contained in the papers annexed to the case, as against himself; and that any rights accruing under the Acts of 1841, are, in my opinion, reserved, notwithstanding the repeal of the Act, by the saving clauses contained both in the first and second series of the Revised Statutes.

OPINION OF MR. JUSTICE BLISS.

THE QUEEN, <i>vs.</i> THE RECEIVER GENERAL.	}	Ex parte Haliburton.
---	---	----------------------

This was a special case, stated for our opinion, upon a claim by Mr. Haliburton to a pension granted to him by the Provincial Statute of 4 Vic. ch. 3.

Mr. Haliburton was, for many years, first Justice of the Court of Common Pleas, and President of Sessions for the Middle District of the Province, and held that situation when the above Act of 4 Vic. ch. 3, was passed.

By that Act the Courts of Common Pleas were abolished; pensions were granted for life to the first Justices thereof, and an additional Judge of the

Supreme Court was provided for. This office was immediately after offered to and was accepted by, Mr. Haliburton, who continued to hold the same until the month of August, 1856, when he resigned it from ill-health. The question now submitted to us, is, whether he is entitled to the pension, under the above Act, from time of his resignation of the last office.

The claim is resisted, on the part of the Officers of the Government, on the ground, that, by the acceptance of the office of a Judge of the Supreme Court, being one of greater value than the pension, this pension ceased from that period, absolutely and for ever.

The Courts of Common Pleas had been one of the earliest institutions of the country; but they had not been filled nor presided over by professional men.

The evils and inconveniences arising from this, gave rise to the Provincial Statutes 4 and 5 Geo. 4, passed in 1824, by which the Province was divided into three Districts, for each of which a first Justice of the Court of Common Pleas and President of the Sessions was to be appointed, who had been regularly admitted, and enrolled as an Attorney of the Supreme Court, and had practised in his profession for at least ten years after his admission. The salary provided by this Act for these Judges was £400 a year, with travelling fees to the amount of £50 more.

This Statute continued in force until 1841, when the Legislature, considering that the administration of justice by two different Courts of Common Law—that of the Supreme Court and of the Court of Common Pleas—was inexpedient, and attended with injurious consequences, as is stated in the preamble of the Stat. 4, Vic. c. 3, by that Act abolished the latter Courts, and the office of First Justice of them.

To pass such a measure, by which those learned gentlemen, who had relinquished the practice of their profession and taken office under an act permanent on the face of it, would be deprived of their situations without providing them with an adequate compensation for the loss and injury which they thereby sustained, would have been a great and manifest injustice. The Legislature, therefore, provided, by the 7th Sec. of the Stat., that they should receive from the Public Treasury, during the term of their natural lives, respectively, the sum of £300 a year. The next Section, the 8th, contained the following proviso—“That in the event of any of the said First Justices accepting any appointment, place, or office, under Government, of equal or greater value than the aforesaid sum of £300 a year, then, and in said case, the said sum shall cease to be payable, and from thenceforward shall no longer be paid to any of the said First Justices who shall so respectively accept such appointment, place, or office.”

In resisting then this claim, the Government rely on the words of the Statute, and their strict literal interpretation; and, no doubt, it is a sound rule of construction—a rule of practical common sense, applicable alike to Acts of Parliament and to all other written instruments, to collect, if we can, the meaning from the language which is used, and to give to words their plain, obvious, and ordinary signification, unless it clearly appears, or can be fairly inferred, that the literal meaning could not have been that which was intended.

But to get at the true intent and meaning of the Legislature, not the words of one section only, but the whole Act, as far as it is necessary, must be regarded. We must look further to the circumstances under which it was passed, to the object which they had in view, the motive which was likely to have governed them, and the particular matter or thing, against which such a proviso was meant to guard. We are also, when there is any doubt or obscurity in the language used, to look at the consequences to which a strict, literal interpretation would lead; and if we find that these would be absurd, unjust, or unreasonable, we may fairly conclude that such interpretation could not have been intended, and cannot be the correct one. Thus it is said in *Fulmerston vs. Steward*, Plowd. 109, a.: “The Judges who were our predecessors have sometimes expounded the words quite contrary to the text, and have sometimes taken things by equity quite contrary to the text, in order to make them agree with reason and equity.” The case of *Eyston vs. Studd*, Plowd. 463, is an instance of this. The Statute of 11 Hen. 7th, chap. 20, had enacted that if any woman who had an estate in dower, or for term of life, or in tail, jointly with her husband, in any lands of the purchase or inheritance of her husband, should alienate them, it should be void. A

married woman, having lands in her own right joined her husband, in levying a fine under which the lands were taken back to her husband and herself, in special tail. The husband died, and the wife took a second husband, and they too also levied a fine. It was held that the last was no forfeiture, though by force of the first fine the lands were vested jointly in the husband and wife, and so came directly within the letter of the Statute. "For the Court took it that the intent of Statutes is more to be regarded and pursued, than the precise letter of them: for oftentimes things which are within the words of Statutes are out of the purview of them, which purview extends no further than the intent of the makers of the Act; and the best way to construe an Act of Parliament is according to the intent rather than according to the words, and the intent of the Statute of 11 Hen, 7th chap. 20, was to restrain women who had jointures which proceeded originally from their husbands, or from the executors of their husbands, from disinheriting or doing other injury to the heirs of their husbands," which they go on to show was not the fact in that case; and then to bar her after the death of her husband from disposing of her own inheritance, would be contrary to all reason; wherefore it is added: "A man ought not to rest upon the letter of an Act, nor think that when he has the letter on his side, he has the law on his side in all cases."

Plowden himself commenting on this case, compared the letter of the Act somewhat quaintly, to the shell of a nut, and the sense of it to the kernel, "and as you will be no better for the nut if you make use only of the shell, so you will receive no benefit of the law, if you rely only upon the letter; and as the fruit and profit of the nut lies in the kernel and not in the shell, so the fruit and profit of the law consists in the sense more than in the letter. And it often happens that, when you know the letter, you know not the sense; for, sometimes, the sense is more confined and contracted than the letter, and sometimes more large and extensive; and equity enlarges or diminishes the letter according to its discretion. The case just cited is one in which the sense was more contracted than the letter. *Matthison vs. Hart*, 14 C. B. R. 357, is a late one, in which a more enlarged construction was given to the words, and other words supplied, in order to give that construction by which a remedy by distress was extended against an occupier of land who did not come within the letter of the Statute. I will cite one other passage, to the same effect, from Plowden 208, *Stradling vs. Morgan*, because it has been mentioned with great approbation by Lord Justice Turner in *Hawkins vs. Gathercole*, 31 L. E. R. 305, as the best summary of the law upon this point.

"The sages of the law, heretofore have construed Statutes quite contrary to the letter in some appearance, and these Statutes which comprehend all things in the letter they have expounded to extend but to some things, and those which generally prohibit all people from doing such an act, they have interpreted to permit some people to do it, and those which include every person in the letter, they have adjudged to reach to some persons only; which expositions have always been founded upon the intent of the Legislature, which they have collected sometimes by considering the cause and necessity of making the Act, sometimes by comparing one part of the Act with the other, and sometimes by foreign circumstances,—so that they have been guided by the intent of the Legislature, which they have always taken according to the necessity of the matter, and according to that which is consonant to reason and good discretion."

After the commendation of this passage by Lord Justice Turner, I need not cite any further authority to the same effect, though many such there are. These rules bring, as Kent says of them, "maxims of sound interpretation, which has been accumulated by the experience, and ratified by the approbation of ages."

Let us then enquire what the object was which the framers of this statute had in view, and against which they meant to guard by this proviso; for in thus understanding the cause and necessity of it we shall learn its meaning and construction.

They had granted, as we have seen, a pension for life to these Judges, as some compensation for the larger official salary of which they had deprived them, by the abolition of their office. These gentlemen were still in the vigor of their lives—they were men of learning and ability, who might well look forward to fill other offices of the highest emolument, and for which their now reduced incomes might perhaps of itself create some necessity. The public too might

require their services in some new situations which would be for its further benefit, if the salaries of office were substituted for these pensions, and the public treasury thereby relieved.

Did the Legislature, then, desire to prevent this, or to throw any obstacle in the way, by any harsh or unnecessary restriction or condition? The benefit to be derived under the Statute, by which one Court only was to be upheld, had been purchased at the expense of those Judges alone, whose situation had been sacrificed for the public good. Surely they were deserving of every favourable consideration. Could the Legislature, then, have intended, when they were but doing a bare act of justice, in granting them this compensation, to make it almost penal if they accepted another office of equal value, and subject them to a forfeiture of their allowance, though the equivalent office might also cease? Yet this would really be the effect of the literal construction of the proviso as contended for. These Judges, whose office was then abolished, might employ their time, and industry, and talents, in any private undertaking, however lucrative, and hold any office, of any value, in any other colony, I take it, without undergoing the loss of their pensions.

Why was it, then, that a situation under Government, of an equal or greater value, was to deprive them of it. The only fair, legitimate, reasonable ground which can be suggested or conceived for this restriction is, that the Legislature considered that the enjoyment of the one would be a just equivalent for the other, and therefore provided against the payment of both at the same time, from the Provincial Treasury. It was, thus, not the mere acceptance of an equivalent office which was the cause of the pensions ceasing to be paid, but the receipt of the annual salary from that office, which the Legislature must have had in view. For it is obvious that, as the commuted allowance of £300 a year, granted by the Statute, was for life, so the office of equal or greater value than £300 a year, on which it was to cease, must have been intended to have been of same duration also. It could not be equal to £300 a year, unless it was itself £300 a year; that is: it was intended to continue as long as the pension was to continue, which it superceded. If, then, the mere acceptance of an office, which was not, or should prove not to be, a continued one of £300 a year, and so would not be equal to the life pension of £300 a year, was to deprive the party of his pension, the clause would be inconsistent with itself, and defeat, as it appears to me, its own manifest intention. The Legislature, too, has afforded us some evidence that such could not have been its meaning. It has made the acceptance of a place of £300 a year to have the same effect as the acceptance of a larger one, imposing on it the same condition; and it, therefore, supposes that an office of only £300, with this condition attached to it, might be accepted. Could it, for a moment, have seriously thought that, subject to the risk of thereby losing the pension which had been secured to him permanently for life, any of these Judges would accept an office of just the same amount, of which accident, ill-health, age, or other possible contingencies, might deprive him, so that he would eventually lose both. What could induce him to exchange a permanent pension for an office of just the same amount, which was not permanent—to give up a certainty for an uncertainty, with nothing to boot, as I may say?

It might be supposed, indeed, that men of active mind and business habits would exchange a life of inactivity for one of official employment, even without an increase of pay, provided they could still resume their original pension when necessity compelled them to relinquish office. But, without this, the supposition would be simply absurd. The whole clause, therefore, is obscure, and carries on the face of it strong reason for believing that the Legislature has not clearly expressed its own intention, and that the literal meaning of the proviso cannot be the correct one. This becomes still more certain when we look to the cause and necessity which, as already stated, could alone have occasioned the proviso. The literal interpretation would then be beyond the requirements of the proviso, and cannot be supported without imputing to the Legislature a measure harsh and unreasonable, with respect to those whose office it had already taken away. For this was

not a bargain to which these Judges were a consenting party. The Statute had passed in invitoe; and whether we view it as a beneficial one, so far as respects the granting of the pension, or penal, as respects the forfeiture or determination of it, we are alike bound to construe it most favorably for the Judges. The proviso, too, which is to defeat a right already created, requires to be construed strictly, so as to give it no further effect than appears beyond a doubt, to have been intended to be given to it. This, says Story, J., 14 Curtis, 61, "is a rule of law which has always prevailed, and become consecrated almost as a maxim in the interpretation of Statutes." (See also the judgment of Abbot Ch. J, in *Luscombe vs. Yates*, 5 B. and A. 354).

With these doubts springing out of the Statute itself, let us see to what consequences a strict and literal interpretation of this proviso would lead. If the mere acceptance of the office of equal or greater value is to put an end forever to the pension, then, as was put at the argument, if an office be accepted, of equal value at the time, but which was reduced subsequently below £300 a year, the pension should still cease. So, on the other hand, if the office which was accepted was, at the time, below £300, and afterwards was increased, as where it depended on fees, the pension would still be enjoyed, which was obviously never intended by the maker of this law.

Again, if the acceptance of the office is to work the forfeiture of the pension, then it would be lost, however short the term of the office accepted might be, and in whatever way occasioned. Ill-health might incapacitate the officer for the discharge of his duties; he might be removed even without any fault, or the office itself might be abolished, just as that of the First Judges of the Court of Common Pleas had been by this Statute. The situations of Provincial Secretary, of Treasurer of the Province, and that of Collector of Excise, were, at the time of passing the Act of 4 Vic., all, in effect, permanent life situations, or so considered. They were all of greater value than £300 a year, and to any of them these ex-Judges might possibly have been appointed. Since that period the political changes which have taken place, and which could hardly then have been foreseen, have entirely altered their character. One has been abolished, another re-modelled, and the tenure of it, as well as that of the third is no longer permanent, but transitory and shifting with the fluctuations of party, like the flux and reflux of the tide. Can it be that the acceptance of any of these offices, now so evanescent, but then little likely to be so, should deprive the Judge of his pension after he had ceased to hold the equivalent office, from causes over which he had no control; and can we suppose that the Legislature intended anything so unjust? It is answered that the Judge accepts the subsequent office at his peril, and takes the risk of any contingency on himself. But why should we suppose that the Legislature imposed on him such a risk, or offered him the harsh alternative of remaining inactive on his diminished income, or of accepting an office which would relieve the public purse, on the condition of forfeiting thereby his pension for ever. It has, however, been further argued against the present claimant, that if he can now have his pension he will be in a better condition than the other Judges of the Supreme Court, and that it never could have been the intention of the Legislature to give him this advantage. It might be sufficient to reply that the two stand in a different situation,—the other Judges having had no pension when they accepted office, had none on which they could fall back. But because they would have none it does not follow that the Legislature meant to take it away from him who had, after he should cease to enjoy the equivalent salary. But the proviso was not made to meet the case, only of an acceptance of a Judgeship of the Supreme Court. There were four gentlemen who are the special object of the Statute which had reference to all alike, and to the acceptance by any of them of any offices in the Province which were of equal or greater value than the pension, and it is with reference to its general and more extensive application that its meaning is to be gathered, and not to be limited to the accidental circumstances of any of the Judges having accepted a seat on the bench of the Supreme Court.

Much stress was laid by the Attorney General at the argument on the force of the word "cease" in the proviso, as amounting to an absolute final

termination of the pension upon the acceptance of the office. Undoubtedly it has all that force when the sense requires it, but that sense must not be looked for wholly in the word itself, and we are still thrown back to enquire what was the whole meaning of the Legislature. If they had said that the pension should cease to be payable during the enjoyment of another office of equal value, the word "cease" would clearly have a meaning limited to the enjoyment of the office. So if it could be fairly seen that this was the meaning of the Legislature, the word "cease" would in like manner be restricted to that sense. It is observable that there are no words which expressly declare that in case of such acceptance of office the pension which was for life should forever cease and determine, none that unequivocally express that;—the words are, that "it should cease to be payable, and be no longer paid," which would be quite consistent with its ceasing, and being no longer paid whilst the said office was held.

And here one cannot fail to notice the striking difference in the language of this very Act, when the absolute permanent cessation of a thing is intended to be expressed. The Act begins by putting an end to the Court of Common Pleas. That was the main object of the Act. All else was subordinate to and arose out of it, nor could it have been doubted that such was the intention of the Legislature, however loosely or obscurely they might have expressed that intention, for it runs through the whole Act, and is the very substratum of it. Suppose, for instance, that they had said that this Court of Common Pleas should cease and be no longer in force, using much the same words as are in this proviso, that would have been quite sufficient there, because it is beyond a doubt apparent from the whole Act that a perpetual abolition was intended. Yet in such a case as that, how have they expressed themselves? By the 2nd section it is enacted, "that hereafter the Inferior Courts of Common Pleas shall be abolished, and their jurisdiction and authority entirely cease and determine, and that the office of first Justice shall be abolished and cease."

Now here again I may remark, that if the meaning of the proviso in question was as clearly to be collected from the Act, as is the meaning of the second clause of it, I should consider it of little moment that more words or more forcible ones had not been used in this case as in the other. But when as I view it, the literal meaning of the proviso is opposed to the spirit and sense of it, I think it of some moment to compare the language of the two sections, and the absence of the more forcible and emphatic expression in the proviso, "entirely cease and determine," which were made use of in the 2nd section, would tend also to induce me to put less reliance on the literal construction of this proviso.

I cannot therefore give to it that meaning which would entirely abolish and put an end for ever to a pension already granted for life, upon the mere acceptance of an office of equal value alone, pregnant as it would be with results so opposed to one's sense of justice, and without adequate motive or cause, or necessity for its adoption by the Legislature. The acceptance which the proviso speaks of is not the acceptance of the offer of the situation, but the acceptance of the office itself which clearly implies the possession and enjoyment of the office. What the proviso then intended was, that with that the pension should cease to be payable, and be thenceforward no longer paid during such possession of the office of that equivalent value. So I understand it, and to effect this construction, I would supply any words, if such were necessary for that purpose, as the Court supplied them in *Mattison vs. Hart*, to carry out the meaning of the Statute there.

I have already referred to the Statute of 4 and 5, Geo. 4, by which these First Justices of the Common Pleas were originally called into being. That Statute provided "that it should not be lawful for any person appointed to these situations to have a seat in the House of Assembly, nor to have a vote, nor interfere in any election, nor to practice as any Attorney, Solicitor, or Proctor, in any Court of Law or Equity within the Province, nor to hold any other place, appointment, or situation of profit under Government." Here are terms of absolute, unqualified prohibition, without limit as to time or circumstance; and if the letter of the Act is alone to be regarded,

it would exclude these Judges, not only during their tenure of office, but for ever after, from the exercise of these rights and privileges there mentioned.

Who can doubt that such a literal construction was never intended, and that the Legislature meant only to restrain these Judges by this prohibition whilst they held the office of a Judge; that, when that ceased, the restriction ceased also? Yet the prohibition there, is as positive as the prohibition here; and if the words had been "shall cease to vote, and shall no longer vote, &c.," which certainly are not stronger than the words which they have used, the two cases would have been identical in the letter as they are in substance and effect. Now, this restriction has never been recalled, and if the letter of that Statute could prevail, these Judges, whose offices had been abolished, would, to this day, be incapacitated from practising their profession, and holding any place or office. The very Act of 4 Vict., however, indirectly recognizes the right of now holding office; for this proviso is built upon it. And, thus, we have in it a legislative interpretation of the true meaning of a clause precisely similar to the one before us. We may learn, too, from this, in what loose and general terms Statutes are sometimes expressed; and hence the wisdom and necessity of that rule already cited from Plowden, which has less regard to the letter than to the sense and intention of the Statute, and circumscribes or enlarges the letter as will best effect that intention.

We were referred, during the argument to the English Statutes of 4 and 5, Wm. 4, c. 24, for regulating Pensions of Civil Officers. The 20 Sec. is as follows:—"Provided always that in case any person enjoying any superannuation allowance in consequence of retiring from office on account of age, infirmity or any other cause, or enjoying any compensation for past services upon the abolition or reduction of office, shall be appointed to fill any office in any public department, any such allowance or compensation shall cease to be paid for any period subsequent to such appointment if the annual amount of the profits of the office to which he shall be appointed shall be equal to those of the office formerly held by him; and in case they shall not be equal to those of his former office, then no more of such superannuation allowance or compensation shall be paid to him than what with the salary of his new appointment shall be equal to that of his former office."

There is a slight difference between this proviso and that in our Statute: in the one case, the pension was to cease upon the appointment to office, and in the other, upon the acceptance of office; but the meaning of both is precisely the same. In the one, too, the pension was to cease to be paid if the new office was equal in amount to the old; in the other, if it was of equal amount with the pension. There is added in the English Statute a further clause, that if the new office should be of less amount than the old one, the commutation should no further be paid than would make up the difference between the two. This Statute also makes it obligatory on all officers who receive such commutation or allowance on account of the abolition of their office, to serve again in any office for which their previous services may have rendered them eligible; but I do not consider that these matters at all affect the question: so that the proviso in the two Statutes may be looked upon as, in all respects, substantially the same.

We are told, then, that under this proviso, so similar to our own, this commutation or allowance, which ceases upon the pensioner being appointed to a subsequent office, again becomes payable when that subsequent office ceases to be held, that is to say, that the English Treasury recognizes that right and adopts that rule of construction of the Statute, on which Mr. Haliburton founds his claim. If this be so, it would, no doubt, have much weight upon the present question; but in that case, we ought to have the fullest assurance that such is the rule and practical acceptance of the meaning of the Statute by the English Treasury. The mere assertion that such is the case, is far from sufficient for this Court to act on, even if we could then look upon such usage as an established exposition of the Statute.

But the Statute of 4 and 5, Wm. 4, was passed to alter, amend and consolidate the laws for regulating pensions, and one of these laws mentioned

in the preamble of the Statute was the 57, Geo. 3, c. 65. By this (Sect. 8), the grant of any pension was to contain a proviso for the suspension of the pension during the period in which the pensioner should hold any office of double the amount of the pension, and for the suspension of one half of the pension whilst he held an office of equal or greater amount than the pension. Construing, then, the Stat. of 4 and 5, Wm. 4, by the light and aid of the 57 Geo., c. 65, it might fairly be considered that the suspension of the pension during the subsequent tenure of office—not its total and entire extinction upon the appointment to office,—was intended by the Stat. of 4 and 5, Wm. 4. I do not venture, therefore, to claim for my argument any assistance, to be derived from the alledged practice and usage of the English Treasury under the existing Pension Act, though I humbly conceive that, wholly irrespective of that, the fair and necessary construction of our Statute leads to the same conclusion. If this opinion should be erroneous, I hope, at least, to be pardoned for supposing that the Legislature here has not been less generous—less just, let me rather say—when providing for these public servants whom it has deprived of their situation, than the Imperial Parliament has been in this particular.

It remains that I should notice a further objection to the claim which was taken by the learned counsel who opposed it. And first, the 34th chapter of the Revised Statutes of 1855 was referred to, in which provision was made for the payment of pensions theretofore granted, including those of the three other Judges under this Act of 4 Vict., but omitting altogether to provide for, or even to notice, that of the present claimant.

At the time of passing these Revised Statutes, Mr. Justice Haliburton still occupied a seat on the Bench of the Supreme Court, and was in the enjoyment of a salary greater in value than his pension, which, therefore, at that time, ceased to be payable. The Legislature, it may be, did not advert to the possibility of his ceasing to hold this situation, and may, on that account, have made no mention of it, and no provision for its future payment.

But if the pension granted by the 4 Vict. was still a subsisting right, liable to be reclaimed when he ceased to hold the new appointment, such an omission in the Revised Statutes could certainly not deprive him of it. The 170 chap. of the same Revised Statutes repeals, it is true, the Stat. of 4 Vic. and would, therefore, put an end to all the pensions which were not provided for by the preceding 34 chap. But the Legislature, as if foreseeing that, in the extensive repeals of Statutes, and the substitution of a new and condensed code in their place, which this volume of the Revised Statutes had made, some omissions had taken place and some things overlooked, very properly and justly provided by the 3 Sect. of chap. 170, that the repeal of those Statutes, which was about to be made, "should not affect any Act done, or any right accruing, accrued or established before such repeal," and this as fully reserved and protected the claim of Mr. Haliburton to his pension, if it existed, leaving it just as it stood before, as if it had been especially, and by name, included in this clause of the Repealing Statute.

A similar remark may be applied to the second series of Revised Statutes of 1858, which, by its preliminary act, repealed all Statutes then in force, but, by the 4th Sect., reserved all right, accruing or accrued, under any of the Statutes so repealed. This left the rights of all parties just as they were under the 3rd Sect. of the 170 chap. of the Revised Statutes of 1851, and brings us back to the original question with which we set out. After the fullest consideration of the whole case, I have thus, according to the best of my imperfect judgment, arrived at the conclusion, that Mr. Haliburton is entitled to the pension which he claims. When this matter, on a former occasion, was brought before the Court, on a rule for a mandamus to the Receiver General, I declined, myself, to express any opinion upon the right of Mr. Haliburton to the pension. A preliminary objection had been taken to the writ of mandamus being granted in such a case, and we all held that it would not lie. I thought, therefore, that it would be useless, and scarcely proper, to determine the main question when our Judgment could not possibly be enforced, and against which the Government, if they de-

sired it, could not appeal. That difficulty will no longer stand in the way, and agreeing, as, I am able to say, I now do, with the opinion which the late Chief Justice, and my brothers Dodd and DesBarres, then pronounced, I feel happy to know that this opinion may be reviewed, and, if wrong, set right by the highest tribunal of the country.

DECEMBER 23RD, 1861.

OPINION OF MR. JUSTICE DODD.

This case has been twice argued before this Court. Upon the first argument it went off upon a preliminary point, the Court being unanimous that a mandamus would not lie against the Receiver General. It now comes before the Court upon the main and important point upon a case agreed upon between the Attorney General, on behalf of the Defendant, and the Provincial Government and the Counsel of the Plaintiff in the cause, on the part of the Plaintiff. The case is reduced to the single question—what is the right of Mr. Justice Haliburton to the pension which he claims under the Provincial Statute, 4 Vic., chap. 3. It is not necessary I should state all the facts of this case, as they are fully set out in the opinions that precede mine. Although this case was decided after the first argument upon the question as to whether a mandamus would lie against the Defendant, as the Receiver General of the Province, still our ever to be respected and esteemed late Chief Justice, Sir Brenton Halliburton, in giving his opinion upon a preliminary point also, with that clearness of judgment and legal precision, for which he was always conspicuous, gave it as his decided opinion that the claimant in this case was entitled to his pension; to that opinion when it was delivered I gave my entire concurrence and the second argument, although ably conducted upon the part of the Provincial Government, has not induced any change upon my part. In considering this case we must look at it upon a broader ground, and apply to it principles that would be equally applicable if Judge Haliburton had accepted any other situation besides that of a Judge of the Supreme Court. In the argument much stress was laid upon the fact of his having taken the office which he did, and having done so and become associated with his brother Judges in the Supreme Court, it could not be supposed that the Legislature intended to give him any advantage over them, by allowing him to retire upon a pension when ill health prevented him performing the duties of a Judge, which would not be the case with his associates, if from the same cause they were compelled to relinquish office—the law making no provision as respects pensions for them, under such circumstances. This is a narrow view of the case, as the Judge under the Act was not confined to taking a seat on the Supreme Court Bench, but the whole offices of the Province were open to him, and upon the acceptance of any or either of them of greater value than his pension, then it ceased to be payable to him. I admit that if the Act had confined the forfeiture of the pension to the acceptance of a seat on the Supreme Court Bench, then in that case much of the argument used on the part of the Government would have greater force and reason on its side than under the existing state of facts it presents itself to my mind. In the first place the pension is a life pension, and for services previously performed by the pensioner, the payment of which to him under the Act granting the pension could cease only upon one of two events: death or the acceptance of an office by him of equal or greater value than his pension. The Act evidently while intending to do justice to the Judges of the Inferior Courts for their past services, when presiding over those Courts, by granting them suitable life pensions upon their abolition, also had a proper regard to the general interests of the Province, and therefore declared upon their acceptance of any office of equal or greater value than the amount of their pension, then and in such case such pension should cease to be payable, and from thenceforward should no longer be paid to them upon their so respectively accepting such appointment, place, or office. Judge Haliburton immediately after the

passing of the Act, did accept the office of a Judge of the Supreme Court, with a salary attached to it of greater value than his pension, thereby forfeiting his pension, but at the same time promoting the interests of the Province, by a saving to the Province of several thousand pounds, during the time he held the accepted office. If the office had been held by him but for a day and then he had ceased to hold it, from no fault of his, but from the fact of it having been abolished by the Legislature, or that he had ceased to hold office from any other cause over which he had no control, if the construction of the Act as contended for by the Attorney General and Mr. Smith, is correct, then in the cases I have mentioned, he would not be permitted to fall back upon his pension, but his acceptance of office would be held an absolute forfeiture of it, and not a conditional one. Such a construction of the Act in my opinion is not in accordance with its spirit, and would if so construed work great injustice. It is an established rule in the exposition of Statutes, that the intention of the law-giver is to be deduced from a view of the whole, and every part of a Statute taken and compared together, Co. Litt., 381. The real intention, when accurately ascertained, will always prevail over the literal sense of terms, 15 Johnson, 380; 14 Mass., R. 92. The reason and intention of the law-giver will control the strict letter of the law, when the letter would lead to a palpable injustice, contradiction, and absurdity, Dig. 1—3, 17.

When the words are not explicit the intention is to be collected from the context, from the occasion and necessity of the law, from the mischief felt, and the objects and remedy in view, and the intention is to be taken or presumed, according to what is consonant to reason and good discretion—Eyre, Chief Justice in *Haulston vs. Ball*; 1 H. Black, 499. These rules by which the sages of the law, according to Plowden, 205, have ever been guided in seeking for the intention of the Legislature, are maxims of sound interpretation which have been accumulated by the experience, and ratified by the approbation of ages; such is the observation of Kent in his 1 Com., p. 462. The abolition of the Inferior Court of Common Pleas, that had existed in this Province for many years, produced the occasion and necessity for granting pensions to the Judges of these Courts. The Legislature, influenced with a spirit of Justice, was not disposed to abolish the office which went with the Court, without providing a suitable provision for the office-holder, and therefore granted the life pension to the Judges, subject to forfeiture upon the acceptance of an office that gave them a sum equal or greater in value than the pension. The forfeiture here referred to by the Act could only have been intended to be a temporary forfeiture and co-extensive with holding the new office. Any other construction of the Act, to say the least of it, would be a harsh one, and I must be convinced that it will bear no other construction, and that it is imperative on the Court so to construe it, as to deprive the Judge of his pension, before I can concur in such an opinion. Judge Haliburton performed the duties of a Judge of this Court from the year 1841 to 1856, and then resigned his office, as he states in his affidavit, from ill health, thereby saving to the Province during that period the full amount of his pension, equal to several thousand pounds. A construction of the Act, according to the strict letter of the law, would certainly in this case lead to injustice, if not to contradiction and absurdity, and come within the meaning of the case I have referred to. The proviso in the Act having reference to the acceptance of office, should be free from doubt and ambiguity, before construing it into an absolute forfeiture of the pension. The language of the Act I admit is strong, but looking at the whole Act and thereby arriving at the intention of the Legislature, I cannot otherwise conclude than that the intention was to create a temporary suspension of the pension upon the acceptance of office, and not an absolute one—that the acceptance of office must be taken in connection with the continuance in office, and that when such continuance ceased then the pension revives. If an office had been accepted by Judge Haliburton, depending upon fees, and those fluctuating, and upon his first taking such an office the fees had amounted to a sum equal in value to his pension, but immediately afterwards had been reduced below that sum, then the principle contended for of the absolute forfeiture would apply, and the Judge compelled to perform

large and important duties for an amount that might be nominal, and yet he would not be permitted to abandon such an unproductive office and fall back upon his pension, which had been given him for years of past services. In Rutherford's Inst., Vol. 2, chap. 7, sec. 2—11, it is said, to interpret a statute liberally, largely or comprehensively, is to carry the meaning of the law-giver into more complete effect than a confined interpretation would allow; "It may be termed the rational interpretation." So I think the Act under consideration should receive a rational interpretation, because it is consonant with justice, and in effect carrying out the intention of the Legislature, thereby making the acceptance of office a temporary deprivation of the pension, instead of an absolute forfeiture. The Act taken together cannot in my opinion be read without leaving serious doubts upon the mind as to the intention of the Legislature, and therefore we are justified in resorting to all those aids that the principles of law recognize, for the purpose of ascertaining that intention. One of the objects of the Act, as expressed by its title, was to diminish the expenditure of the judiciary of the Province, and the appointment of Mr. Justice Haliburton to a seat on the Bench of the Supreme Court, has largely tended to that object, as by his appointment and performing the duties of the office for fifteen years he saved the Province the large sum of £4500, and only when ill health prevented him from further discharging those duties he resigned the office, and now claims the retirement granted to him by the Act for the residue of his life. In my opinion the intention of the Legislature was, that his life pension was only to cease during the holding of an office of greater value than the pension, and that construction of the Act being consonant to reason and good discretion; I think when he resigned his office as a Judge of the Supreme Court his pension revived, and consequently that he is now entitled to receive it under the Act granting it to him. Although thus deciding we are sustaining the claim of one of the annuitants, still we must recollect we might have been called upon to decide his case under very different circumstances. As for instance his acceptance of an office under the value of £300 per annum, but increased to £500 by Legislation, in consequence of increased duties, and then the question to be submitted to us would have been—Was he entitled to retain his pension when holding an office of £500 a year. And if the argument now put forth by the Counsel for the Government be correct, then he certainly would be entitled to retain it, although the office under the circumstances I have mentioned produced thousands, instead of hundreds a year; such a construction of the Act appears to me would be at variance with every principle of common sense and reason, and therefore I cannot bring my mind to the conclusion that it would be a correct one. I have already said I agreed in the opinion delivered by the late Chief Justice, in which he has cited most of the authorities applicable to the case, and to that opinion I now refer for those authorities which have largely influenced my judgment in the opinion I now give.

The additional case of *Doe vs. Yates and others*, 5 B. & Ald. 544, I will shortly refer to for the purpose of showing how a proviso is treated when used for the purpose of defeating an estate vested by express words in a will. It is true the case arises upon the construction of a will, but I know of no distinction in the construction of a will from the construction of an Act of Parliament, where it is necessary to look to the intention of the law-giver or the testator for the purpose of carrying out that intention. The marginal note in the case referred to is as follows: "Devise of a mansion house, &c., to trustees upon trust until I, Luscombe Manning, should attain the age of 21 years, and then to him for life, he taking and using the testator's surname of Luscombe instead of his own surname, with limitations over to his first and other sons in strict settlement, they severally taking and using the testator's surname instead of their own." The will then contained a proviso that when any of the premises thereby devised should vest in any person not bearing the surname of Luscombe, that person should, as soon as he should be in possession of the estate, take upon himself the name of Luscombe, and use the same as and for and instead of his own surname, and should, within three years then next after, procure his own name to be

altered to the testator's surname of Luscombe, by Act of Parliament or some other effectual way for that purpose; and in case of failure in thus taking the surname of Luscombe, &c., then the estate devised for the benefit of such person so neglecting to get such Act of Parliament or other authority, should cease and become void, as if no such use or estate had been thereby devised, and the same should, immediately upon the expiration of the three years, go over and vest next in remainder or reversion, &c." Q. L. Manning, before he came of age or entered into the possession of the premises demised, took upon himself, used and bore the name of Luscombe, and no other; but no Act of Parliament had ever been obtained to authorize him to change his name, nor was the King's license for that purpose obtained, within three years after he so entered into possession: held that, inasmuch as he bore the surname of Luscombe at the time when the estate came to him, he had substantially complied with the directions of the testator, and that he did not incur a forfeiture of that estate by not obtaining an Act of Parliament or other authority. Abbott, C. J., in delivering the judgment of the Court, after argument, said in the course of his judgment: "We are to consider this is a proviso introduced to defeat an estate already vested for a breach of a condition subsequent, and is in the nature of a forfeiture, and consequently that the words of it must, according to the general rules and principles, be construed strictly, and effect must not be given to it unless the supposed intention of the testator be expressed in plain and unambiguous language."

Now in the case under consideration, the proviso in the Provincial Act, it is contended, defeats the estate previously given in express words to the pensioner. But in the language of Abbott, C. Justice, the words of the proviso must, according to general rules and principles, be construed strictly, and effect must not be given to it unless the intention be expressed in plain and unambiguous language. Had the Legislature so intended to defeat the previous grant for any period beyond the time the office of equal or greater value was held by the pensioners, then they should have used such language as the Chief Justice refers to, and not leave it in doubt and uncertainty as to what their intention was; and not having done so, then the principle enunciated by Abbott, C. Justice, applies, and the proviso in the Act only operated during the time Judge Haliburton held an office of equal or greater value than his pension, and when he ceased to hold that office then his pension revived.

Such is the view I have taken of this case, and this view has been strengthened and confirmed by the elaborate opinion I have just heard delivered by my brother Bliss.

OPINION OF MR. JUSTICE DESBARRES.

IN RE HALIBURTON.

This case turns on the construction of the proviso in the 8th section of the Act of 4 Vict., chap. 3, and the question is, whether Judge Haliburton having, on the passage of that Act, accepted the office of a Judge of this Court, and after discharging its duties for a number of years, resigned it, is now entitled to receive from the Provincial Treasury the pension granted to him by the 7th section of that Act, from the time of such resignation? We are called upon to decide whether the acceptance of this office operated as a suspension only of the pension during actual enjoyment of the office, or as an absolute extinguishment of the pension, as contended for on the part of the Government. Taking the words of the proviso in their strict literal sense, the construction put upon them by the Government would seem to be the right construction, but as that would be inconsistent with the positive enactment of the 7th section of the Act granting a life pension, the question naturally arises whether the Legislature really intended them to be so read and understood. In construing the proviso, we may, I think, well adopt the rule laid down in *Mattison vs. Hart*, 14 C. B. 357, called the golden rule of construction; that

is to give the words their plain and natural meaning, unless it is manifest from the general scope and intention of the statute injustice or absurdity will result from so construing them. Now the intent of the Act of 4 Vict. chap. 3 appears from its preamble to have been in the first place to improve the administration of the law by reducing the number of Courts then existing in this Province and establishing a more uniform practice therein, and secondly to diminish the expense of the Judiciary. The first object was meant to be accomplished by the abolition of the Courts of Common Pleas, in one of which Judge Haliburton then presided, and the other was to be effected by granting pensions to the first Justices of those Courts from the moment the Act went into operation for less sums than the salaries they had previously received. The Legislature having thus deprived these gentlemen of their offices at a time of life when it was well known retirement from active duties was neither sought for nor desired by them, it was thought right to make them eligible to other offices, as well, it may be assumed, with the view of giving them useful and profitable employment, as by that means to effect a still further diminution of the expense of the Judiciary, that being one of the declared and important objects of the Act. It was not, it is true, made imperative upon them to take office, but the 8th section provided "that in the event of their accepting any appointment, place or office under Government of equal or greater value than the pension of £300 a year, that sum should cease to be payable, and from thenceforward should no longer be paid." And here the question arises whether it was intended that the pension of the party accepting office should, from that moment, forever cease to be paid, or cease to be paid only for so long a time as he might continue to hold and enjoy his new office. The Legislature, I admit, had a perfect right, if at all contemplated, to enact that any party accepting office should absolutely forfeit his life-pension, but I am unwilling to believe that so harsh and unreasonable a condition as this was ever intended to be imposed, particularly as that would, in effect, have operated as an exclusion from, rather than as a right to take office, which was expressly reserved to the first Justices by the Act. I cannot believe it, because it appears to me that persons deprived of offices hitherto regarded as permanent, without any fault of theirs, must have been looked upon as entitled to a favorable consideration, and liberal provision from the Legislature.

Nor can I imagine that if either for the purpose of relieving the public treasury or usefully employing their time they consented to take any office offered to them by the Government, that for accepting such office and again entering into the public service of the country their life pensions were intended to be taken away and absolutely extinguished. Such an enactment would ill have comported with the honor and sense of justice by which it appears to me the Legislature must have been influenced towards a class of men whose offices were taken away on grounds of public policy alone, and for no other reason than to carry out a public measure deemed necessary to improve the administration of the laws and lessen public expense.

There was no necessity, and there could have been no desire, for the accomplishment of these objects to subject these gentlemen to any wrong or act of injustice; still less could there have been any intention to enjoin a life of inertness and inactivity by making the acceptance of office and active employment a ground for the forfeiture of their life pensions. Impressed with this belief, I feel it incumbent upon me to look for and put some other construction on the words of the 8th section of this Act than that given to them by the learned Crown Officers, such as in my apprehension may be more in accordance with what would seem to have been the legislative intent in making a provision for persons thrown out of employment under circumstances which, it must be admitted, gave them strong claims to legislative protection. These claims, it would appear from the whole scope and tenor of the Act, were intended to be satisfied by life pensions, which ought not therefore to be taken away unless the Legislature has spoken a language not to be misapprehended, showing in the most explicit terms that acceptance of office was really meant as an absolute forfeiture of the pensions. There is no case that I am aware of in which any such question as is here submitted to us has arisen; and in the absence of any authority to govern us, we are left to exercise our own judgment as to the effect to be given to the 7th and 8th sections of this Act, bearing in mind the objects for which it was passed, and the just claims of those to be effected by it.

The American cases to which our attention was directed at the argument furnish rules for the construction of Statutes which strike my mind as worthy of consideration, arising as they do out of Statutes containing ambiguous expressions, and affecting the rights of public officers. In the case of *United States vs. Heath*, Curtis 617, S. C., 3 Cranch. 399, the question turned on the construction of a Statute declaring the amount of compensation to be paid to be $2\frac{1}{2}$ per cent. on the collection of duties on goods imported into the United States and on the tonnage of vessels. The defendant, who was the collector, claimed 3 per cent., the sum allowed previous to that Act on goods imported on which the bonds were taken by him, but the duties of which he did not collect until after the passage of the Act. The Government contended that he was only entitled to $2\frac{1}{2}$ per cent., but the Court held that the collector was entitled to the full commission claimed by him, being under the impression that the Legislature could not have intended, as against the public servant, anything so unreasonable and unjust as would be effected

by the Government construction. Johnston, J., there says: "The words of the Act—'arising on goods imported'—although in themselves indefinite in point of time, will receive a precise signification in this respect by supplying the words 'heretofore' to give them a past, or 'hereafter' to give them a future signification;" and he further remarks: "If it be necessary that the Court should make an election between the words in order to complete the sense, its choice will be immediately determined by recurring to two well known rules of construction, viz., 'that it ought to be consistent with the suggestions of natural justice, and that the words should be taken most strongly contra proferentem.'" The United States vs. Bassett, 2 Story, 380, which turned on the construction of Statutes regulating the amount of compensation to Mr. Bassett, who united in himself the respective offices of Circuit Clerk and District Clerk, the question being whether Mr. Bassett was entitled to an annual compensation as Circuit Clerk or to one only, or to which thereof, Story, J., after reviewing the clause, and referring to the construction contended for by the Government, says: "Such a mode of legislation so little supported by principles of justice or equity, ought certainly not to be adopted unless the Legislature has spoken in the most clear and unambiguous terms. If there be any ground for real substantial doubt as to the correctness of such an interpretation, that alone would seem to repel it, for it is not in a matter of doubt to be admitted that the Legislature requires services from a public officer, and yet intends to take from him the compensation which it has itself deemed a fit compensation therefor, under ordinary circumstances. Besides the act itself is restrictive of the right of the officers to all the fees and emoluments of their offices, generally allowed by law. Now, in such cases the general rule of interpretation is to give effect to the restriction only so far as the Legislature has clearly and positively spoken, since it is a derogation of private rights otherwise vested in the incumbent of office. We cannot and we ought not in such a case to say "voluit sed non dixit," for the intention can only be fitly gathered from the words, and therefore it is but just to say "non voluit quia non dixit." So in this case, if there be any ground for real substantial doubt, as I think there is as to the meaning intended to be given to the language of the proviso, the same general rule of interpretation laid down in that case may be acted upon in this, that is to give effect to the proviso only so far as the Legislature has clearly and positively spoken. But we need not alone rely on American cases for rules for the construction of statutes, for they are clearly laid down in the English cases by which we must be governed. In Hawkins vs. Gathercole, 31 L. & E. Rep., 305, where the question was, whether the words "rectories and tithes" in 1 & 2 Vict. chap. 110, were confined to lay, or extended to ecclesiastical rectories and tithes, Lord J. Turner says, "that such last mentioned rectories and tithes are within the words of the Act if literally construed, cannot of course be disputed; but in construing Acts of Parliament the words which are used are not alone to be regarded, regard must also be had to the intent and meaning of the Legislature;" and after referring to the rule laid down in Stradling vs. Morgan, in Plowden's Reports, page 204, he again remarks: "In determining the question before us we have to consider not merely the words of the Act of Parliament, but the intent of the Legislature is to be collected from the cause and necessity of the Act being made, from a comparison of its several parts, and from foreign meaning and extraneous circumstances, so far as they can justly be considered to throw light upon the subject." The Court in this case held, notwithstanding the general words of the statute, that it did not apply to ecclesiastical benefices, looking to the intent and meaning of the Legislature as collected from the cause or necessity of the Act, and a comparison of its several parts, more than to the words of the Act of Parliament itself.

Now if we compare the 7th and 8th sections of 4 Vict. chap. 3, with the view of giving a reasonable interpretation to both, I think we must read the words "accepting any office," as meant to be read "accepting and enjoying any office," otherwise we must impute to the Legislature the anomalous intention of giving a life pension in one section and extinguishing it in the other, on the ground of mere acceptance of office. I do not think anything so incongruous and unjust as this was ever intended. I think the true Legislative intent was not to extinguish the pensions on accepting and holding office, but to prevent the concurrent enjoyment of pensions and equivalent offices. To carry out that intent, the words "cease to be payable" may be read as if the word "temporarily" immediately preceded them, or as if to the words "from thenceforward shall no longer be paid," the words "while he shall continue to hold such office" were added. Either of these interpolations, which under the authority of the preceding cases, and of Wyton vs. Snaith, 16 Q. B. 496, and Perry vs. Skinner, 2 Ma. & Wils. 476, we are at liberty to make, will give the proviso its proper effect, and make it consistent with the preceding clause granting a life pension, which, in that case would not be payable during actual enjoyment of an equivalent office, and revive on resignation, or when the emoluments or salary of the new office became less than the pension. This modification of the words of the proviso, while it will do justice to the public servant, will, it appears to me, at the same time carry out the apparent intention of the Legislature by relieving the public Treasury to the full extent that was intended, and ought fairly to be done.

In forming my opinion of this case, I have assumed that it was clearly the intention of the Legislature to give the retired Judges pensions for life, as a compensation for

past services and loss of office, subject only to the temporary cessation and withholding of payment in the event of their accepting and enjoying other offices of equal or greater value. Looking at the 7th and 8th sections of the Act 4 Vict. chap. 3, with a view of carrying out what appears to me to have been the Legislative intent, and giving a reasonable effect and interpretation to both, I am of opinion that the acceptance of office did not operate as a forfeiture of the pension, and that the claimant is therefore entitled to receive the pension granted him by that Act from the time that he ceased to hold the office of a Judge of this Court.

APPENDIX No. 16.

ACTS OF ASSEMBLY.

Nova Scotia, No. 106.

Downing Street, 23rd September, 1861.

MY LORD—

I have received the Act entitled 24 Vict. Cap. 6, "An Act concerning proceedings on Judgments obtained in Courts without the Province," which accompanied your despatch No. 54, of the 7th August last.

This enactment is of a character so unusual that, before tendering to Her Majesty any advice with regard to it, I thought it necessary to submit it for the consideration of the law officers of the Crown. I have now learnt that Her Majesty cannot, in their opinion, be properly advised to leave this Act to its operation.

I am advised that the state of law which it would introduce is at variance with the letter of English law, and with the principles both of positive law and judicial decision in this country in recent times, as well as with the generally prevailing law amongst civilized states.

The judgment even of a foreign Court of competent jurisdiction proceeding on and procured by no violation of the ordinary rules of common justice, is admitted in the English Courts to be conclusive on the merits, while the judgment (unreversed) of one of the superior Courts, is absolutely conclusive in any other. But the Act in question would allow, at the option of defendants in the Colonial Courts, no effect whatever either to the judgment of a Foreign Court or even to the judgment of any one of the superior Courts at Westminster; and notwithstanding any such judgment, the defendant happening to be in Nova Scotia, and on that account to be sued there, would be at liberty to put the plaintiff to every tittle of proof, technical or otherwise, and however difficult or costly, which he had already enjoyed the right to call for, and probably might have called for and produced in the original suit. Not only so, but every affirmative defence that, if established, would have availed in the original action, might be set up and proved, or attempted to be proved, in the second. This, you can hardly fail to see, would be most impolitic, an injury and slight to the mother country, and in its consequences mischievous to the Colony itself.

You will also observe that the question is not one on which I can properly defer to the judgment of the Colonial Legislature. Denying as it does to the judgment of an English Court when alleged in Nova Scotia, that just weight which is wisely given to the decision of a Nova Scotian Court in England, it affects the mutual relations of the different parts of the Empire, and thus becomes a matter of Imperial concern.

I have therefore no other alternative than that of advising Her Majesty to disallow this Act, and I shall shortly transmit to your Lordship a copy of the Order in Council by which this is done.

I have, &c., &c.,

NEWCASTLE.

Lieutenant-Governor

The Rt. Hon. EARL OF MULGRAVE, &c. &c.

Nova Scotia, No. 110.

Downing Street, 22nd October, 1861.

MY LORD—

I have received and have had under my consideration an Act (No. 3,823) passed by the Legislature of Nova Scotia in the month of April last, and transmitted to me in your despatch noted in the margin. No. 54, 7th August, 1861.

With reference to my despatch No. 106, of 23rd September, I have reported to Her Majesty in Council my opinion that the said Act should be disallowed; and I have the honor to transmit to you herewith an Order of Her Majesty in Council, dated the 11th instant, approving that report.

I have, &c., &c.,

NEWCASTLE.

Lieutenant-Governor

The Rt. Hon. EARL OF MULGRAVE, &c. &c.

At the Court of Balmoral, the 11th day of October, 1861.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

&c. &c. &c.

Whereas the Lieutenant-Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did, in the month of April, 1861, pass an Act which has been transmitted, entitled as follows, viz.:

No. 3823. An Act concerning proceedings on Judgments obtained in Courts without the Province.

And whereas the said Act has been laid before Her Majesty in Council, together with a letter to the Lord President of the Council, from the most noble the Duke of Newcastle, one of Her Majesty's principal Secretaries of State, setting forth that he is of opinion that the Act is at variance with the letter of English Law, and therefore recommending that said Act should not receive Her Majesty's Royal confirmation. Her Majesty was thereupon this day pleased, by and with the advice of her Privy Council, to declare her disallowance of the said Act, and the same is hereby disallowed accordingly—whereof the Governor, Lieutenant-Governor, or Commander-in-Chief for the time being of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

EDMUND HARRISON.

At the Court at Balmoral, the 11th day of October, 1861.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

&c. &c. &c.

Whereas the Lieutenant-Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did, in the months of March and April, 1861, pass seventy-eight acts, which have been transmitted, entitled as follows, viz.:

No. 3818. An act to amend Chapter 134 of the Revised Statutes, "Of Pleadings and Practice in the Supreme Court."

No. 3819. An act to amend Chapter 126 of the Revised Statutes, "Of the Supreme Court and its Officers," and the acts in amendment thereof.

No. 3820. An act to amend Chapter 168 of the Revised Statutes, "Of the Administration of Criminal Justice in the Supreme Court."

No. 3822. An act to prevent Frauds upon Creditors by Secret Bills of Sale of Personal Chattels.

No. 3824. An act to amend an act for the management of the Hospital for the Insane.

No. 3825. An act to amend Chapter 62 of the Revised Statutes, "Of laying out Roads other than certain Great Roads."

No. 3826. An act to amend Chapter 46 of the Revised Statutes, "Of County Assessments."

No. 3827. An act to vest in the Commissioner of Crown Lands the Inspection of Mines.

- No. 3828. An act to authorize the imposition of a Tax upon Dogs.
- No. 3829. An act to amend Chapter 136 of the Revised Statutes, "Of Juries."
- No. 3830. An act to amend Chapter 70 of the Revised Statutes, "Of Railroads."
- No. 3831. An act relative to certain payments made from the Public Treasury.
- No. 3832. An act to continue the act to authorize a Provincial Loan.
- No. 3833. An act to continue and amend the Law regulating Customs Duties.
- No. 3834. An act to amend Chapter 29 of the Revised Statutes, "Of the Militia."
- No. 3835. An act relating to the Registry of Grants.
- No. 3836. An act to prevent Corrupt Practices at Elections.
- No. 3837. An act to establish the Line between two Polling Districts, and to add a Polling District in the County of Cumberland.
- No. 3838. An act to alter one of the Electoral Districts in the County of Annapolis.
- No. 3839. An act to establish an additional Polling District in the County of Lunenburg.
- No. 3840. An act relating to Public Records.
- No. 3841. An act to continue the act to provide for the Organization of a Volunteer Militia Force for the defence of this Province.
- No. 3842. An act to extend the operation of Chapter 61 of the Revised Statutes, "Of laying out certain Great Roads."
- No. 3843. An act to amend Chapter 90 of the Revised Statutes, "Of Poor Districts," and the acts in amendment thereof.
- No. 3844. An act to amend Chapter 137 of the Revised Statutes, "Of the Relief of Insolvent Debtors."
- No. 3845. An act to continue the laws imposing Light House Duties.
- No. 3846. An act to amend Chapter 76 of the Revised Statutes, "Of Shipping and Seamen."
- No. 3847. An act to continue and amend the laws relating to Education.
- No. 3848. An act further to amend Chapter 60 of the Revised Statutes, "Of Public Instruction."
- No. 3849. An act to amend the law regulating the Inspection of Fish.
- No. 3850. An act relative to certain Electoral Districts in the County of Inverness.
- No. 3851. An act to extend the operation of Chapter 99 of the Revised Statutes, "Of Fires and Firewards."
- No. 3852. An act to prevent the destruction of the smaller kinds of Birds.
- No. 3853. An act to amend Chapter 83 of the Revised Statutes, "Of Currency."
- No. 3854. An act to provide for defraying certain expenses of the Civil Government of this Province.
- No. 3855. An act relating to the Poor Asylum in the City of Halifax.
- No. 3856. An act concerning Streets and Street Expenditure within the City of Halifax.
- No. 3858. An act to amend the act respecting Assessments in the City of Halifax.
- No. 3859. An act to amend the act relating to the Signal Station at Halifax.
- No. 3860. An act relative to the Water Supply of the City of Halifax.
- No. 3861. An act to authorize the issue of new Debentures by the City of Halifax.
- No. 3862. An act to restrain the erection of Wooden Buildings within certain portions of the City of Halifax.
- No. 3863. An act to provide for improving a Road in Queen's County.
- No. 3864. An act to protect the Amherst Point Marsh in Cumberland.
- No. 3865. An act to provide for the erection of a Bridge across the Maccan River.
- No. 3866. An act to provide for the erection of a Bridge over the Harbor of Pugwash.
- No. 3867. An act to provide for rebuilding the St. Croix Bridge.
- No. 3868. An act concerning the County of Hants.
- No. 3869. An act to authorize a Loan for the erection of a Poor House in the County of Pictou.

- No. 3870. An act for the construction of a Public Wharf at Pictou.
- No. 3871. An act to authorize the sale of the Grammar School Lot in the Town of Pictou.
- No. 3872. An act to authorize a Loan for the erection of a Court House and Jail in Yarmouth.
- No. 3873. An act relating to the Assessment Rolls for the District of Barrington.
- No. 3874. An act concerning the County of Digby.
- No. 3875. An act relating to the County of Guysborough.
- No. 3876. An act to alter the time of holding the Sessions for the County of Victoria.
- No. 3877. An act to authorize an extension of time for payment of the Loan for Cornwallis Bridge.
- No. 3878. An act to divide Queen's County into two School Divisions.
- No. 3879. An act to revive the acts relating to the Hall's Harbor Pier Company.
- No. 3880. An act to amend the act incorporating the Nova Scotia Marine Insurance Company.
- No. 3881. An act to amend the act to Incorporate the Londonderry Iron Company of Nova Scotia.
- No. 3882. An act to amend the act for the Incorporation of the Mountain Cemetery Company of Yarmouth.
- No. 3883. An act to amend the act to Incorporate the Nova Scotia Electric Telegraph Company.
- No. 3884. An act to revive the act to Incorporate the Merchants' Exchange Company.
- No. 3885. An act to Incorporate the Board of Education of the Presbyterian Church of the Lower Provinces of British North America.
- No. 3886. An act to Incorporate the Medical Society of Nova Scotia.
- No. 3887. An act to Incorporate the Trustees of the Seaman's Bethel at North Sydney.
- No. 3888. An act to Incorporate the Gilbert's Cove Pier Company.
- No. 3889. An act to Incorporate the Pictou Marine Railway Company.
- No. 3890. An act to Incorporate Eastern Star Lodge, No. 2, of Independent Order of Odd Fellows.
- No. 3891. An act to Incorporate the Fraser Mine Company.
- No. 3892. An act to Incorporate the Halifax Relief Steamboat Company.
- No. 3893. An act to Incorporate the Dartmouth Gas-Light and Water Company.
- No. 3894. An act to Incorporate the Caledonian Hall Company of North Sydney.
- No. 3895. An act to change the name of Joseph Hymen.
- No. 3896. An act to enable William Forbes to obtain Letters Patent.
- No. 3897. An act to enable Samuel J. W. Barry to obtain Letters Patent.
- No. 3898. An act to Naturalize certain Aliens.

And whereas the said Acts have been laid before Her Majesty in Council, together with Letters to the Lord President of the Council from the most noble the Duke of Newcastle, one of Her Majesty's Principal Secretaries of State, recommending that the said Acts should be left to their operation,—Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to approve the said recommendation—whereof the Governor, Lieutenant-Governor, or Commander-in-Chief for the time being of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

EDMUND HARRISON.

APPENDIX No. 17.

BRIDGES.

The first matter to be attended to after the site of a bridge is fixed upon is to determine the proper water-way. This is often neglected. In a flat country under a mountain range, a sudden freshet makes a large flowage, whereas the same stream where it issues from the high land may be but of middling size. In such cases the river should be gauged as nearly as may be (taking care to keep on the safe side) by the water-way and velocity of current through bridges on the stream above or below if any such exist, or otherwise by measurement of the water-way in time of freshets in confined parts of the stream. The stream in the flat lands obviously requires no greater water-way than on the hill side above; often not so much as the measurement of the narrow parts of the stream, because in times of freshets there are along the sides eddies or slack water that are not to be taken into account in an estimate of the passing water. For instance if the passing water in any measurable part of the river occupies 1000 square feet of sectional area, it is manifest that the same sectional area of the opening under the bridge will give vent to the same water at the same average velocity of current; and this will be the case whether the opening be wide and shallow, or narrow and deep. If it be considered that the velocity of the stream through the bridge may be greater than at the measured section, the water-way may be proportionally reduced, and *vice versa*.

If the stream be examined in time of low water the height of freshet can generally be found very nearly by marks left upon bridges, by ice marks upon trees, or by information from the inhabitants. Then having the height of freshet water take a smooth regular place where the water is shallow, and run a level some distance above and below to get the slope of the bed, and by this the velocity of the current when at freshet height will be approximately determined. It is proper to remark that where the water runs rapidly over a bottom covered but with boulders, the quantity passing will be less than that given by the rule, the error is on the side of safety.

In tidal rivers the velocity at different heights of tide may be taken from boats, and the velocities compared with the sections of water will give the maximum quantity passing at any certain time, and by this the openings of the bridge may be regulated.

M. Syanzin, an eminent French writer, says upon this subject:

“The best precaution under all circumstances is to examine the openings of all bridges above the locality to be improved, if any, in order to ascertain the velocity resulting from their openings, the effect of this velocity upon the bottom, and to observe if it does not occasion injuries which art is obliged to obviate, and finally, if the bottom is the same as at the place where it is wished to establish a bridge. If these particulars are found to be such as a judicious construction should always present, the same opening, modified according to the quantity of water should be adopted; the modification should be such that the mean velocity under the new bridge shall be the same under similar circumstances as that under the bridge which served as the unit of comparison.”

These rules are in many cases overlooked; indeed a temporary commissioner can hardly be expected to attend to them; often he has neither the leisure nor the means for such investigations, nor a sufficient knowledge of the subject; and in many cases it might be questionable whether he would be paid for his

trouble and expense. The openings of bridges are often fixed by "guess," a large breadth of flowage is seen and the span is made wide. In many places where roads cross low lands or shallow estuaries of the sea, bridges may be seen several hundred feet in length where the fresh water stream is merely a large brook. I have seen a bridge half a mile long over a flat, dry at low water, where a span of 200 feet was a sufficient opening for the water, and an embankment upon the flat would have been cheaper than the bridge.

Having obtained the requisite information, quantity of water, height of roadway, kind of bottom, &c., the arrangement for crossing is merely a question of dollars and cents. The *least* opening for the passage of the water is determined by the measurement of the stream, but it may or may not be the cheaper plan to carry the bridging to a greater length. This depends upon the height of the roadway, and, in a measure, upon the expense of the foundation. In few, perhaps none of the rivers of this Province above the tide-way, is there occasion for more than one span, so far as the passage of water is concerned, the remainder had better be embanked, provided the expense be not too great. Where the width of the river is greater than necessary to pass the water, bridging should be compared with embanking, and in order to a fair comparison the perishable part of the structure should be provided with a renewal fund to meet repairs. This, as will appear hereafter, would be sufficient to pay for a pretty high embankment.

A bridge twenty feet in height, on blocks of timber and stone, the timber \$3 per ton, will cost about \$6 per foot lineal. A bridge on trestles twenty feet apart, timber as before, will cost about \$2 per foot. In the woods, where timber can be obtained alongside of the road, a rough pier can be put up at a less cost, but where it has to be brought from some distance, this is rather below than above the mark, and as timber becomes more scarce the cost of renewal will increase.

The average duration of timber bridges is about fourteen years, and would require a renewal fund placed at interest equal to the first cost, which brings a bridge on blocks of twenty feet in height to \$12, and on trestles to \$4 per foot lineal.

Embankment in small jobs on common roads, and where the earth is to be hauled but a short distance, would be done for fifteen cents, and for greater distances, twenty cents per cubic yard. An embankment of twenty-four feet width on the top and slopes at the sides of one and three-quarters horizontal to one perpendicular, will cost per lineal foot :

At 8 feet in height, 15 cents per yard.....	\$1 65
" 10 " " "	2 30
" 12 " " "	3 00
" 14 " " "	4 05
" 16 " " "	4 95
" 20 " " 20 cents per yard	9 48
" 25 " " "	13 70
" 30 " " "	18 66

Thus it appears that an embankment of eight feet in height can be made more cheaply than a very inferior trestle bridge; or, if permanence be calculated upon in the bridge, it may be fourteen feet in height. Or an embankment of sixteen feet in height, will cost no more than a bridge upon blocks. It may be twenty-five feet in height without being ultimately more expensive, and the annoyance of a bad bridge would be forever got rid of. Besides, the earth for the embankment can often be taken so as to improve the road.

One reason of the preference which has heretofore been given to bridges over embankments is, perhaps, the expense of embankments, caused by building them upright at the sides, with timber or stone. Such embankment will possess much of the insecurity of a bridge without railing, whilst a wall of timber will cost considerably more, and of stone doubly as much as a slope of earth.

Taking the value of timber at \$2.50 per ton, and of stone wall at \$1.80 per cubic yard, the cost per running foot of supporting the sides of an embankment with timber, with stone, or with earth, will be as follows :

APPENDIX No. 17.—BRIDGES.

Height.	Earth.	Timber.	Stone.
8 feet.....	\$0 53.....	\$1 40.....	\$2 0
10 "	0 83.....	1 61.....	2 4
12 "	1 20.....	1 97.....	2 9
14 "	1 65.....	2 30.....	3 4
16 "	2 13.....	2 62.....	3 9

It thus appears that in nearly all cases the slope of earth is the cheaper as well as the more permanent protection. Where an embankment is in the woods, and logs can be had near the site for nothing, the cost of logging up the sides may be less, but the logs soon decay, so that even in that case the ultimate expense will be greater than that of earth.

The embankment ought to terminate with a stone abutment, but that may be deferred, and a slope of earth left to be filled up at a future time. The superstructure of the bridge may be made upon a durable plan, and set upon trestles or cheap log abutments, which can be replaced with stone, at convenience. Within the muddy tide water of the head of the Bay, abutments may be made of wood as high as high water of neap tides; above that they should be of stone. Foundations below the lowest water may be of wood, wherever it is clear from the sea-worm. By these means a saving may often be effected upon bridges, without materially reducing their duration.

Abutments and piers of timber, notwithstanding their early decay, are sometimes the best, as compared with the cost. When this is the case, they should be made in the cheapest manner, with round logs; hewing and jointing does harm. An abutment made of hewn hemlock timber, well jointed together, and tarred on the outside, lasted twelve years; another hemlock abutment, put up the same year, of round logs, at some distance apart, lasted upwards of twenty years.

SUPERSTRUCTURE.—Nearly all the modern superstructures of wooden bridges are of short duration. This is not in any considerable degree owing to an inherent imperfection of the timber, for timber is often to be found sound of great age. There are in this country spruce beams eighty years old, perfectly sound, and in Europe beams may be found several centuries old. The reason of the rapid decay of timber is inattention on the part of builders to the subject of durability. Timber is usually put into bridges in square scantlings, allowing the water to sink into cracks on the upper side. There are no arrangements for preventing water from getting into mortises and joints, or for allowing the wet and damp that does get in to escape. Twelve or fourteen years is considered here to be the lifetime of a bridge; in the United States it is the same; there bridge building has fallen into the hands of patentees, whose chief object it was to get up some new form that could be made the subject of a patent, and that would bring money to the inventors—not to make durable or even substantial bridges. On almost every large bridge there is a notice, threatening a fine for any person trotting a horse upon it. What can be more absurd than to build a bridge that they dare not trot a horse upon!

In England they seem to pay as little attention to the durability of wood as in America. About twenty years ago a wooden arched bridge was built at Ouse Burn. The arch was built of Baltic pine deals, closely fitted and cemented with marine glue; the size of the beam was about two by three feet. Several years ago, according to a newspaper paragraph, it was quite decayed in the heart with dry rot, and of course wood for bridges was condemned. The reason of the decay was the shutting up of the moisture in the heart of the beam. The same beam might have been made to last fifty years or longer, at less expense. There is no necessity for wooden bridges giving out so soon. A proper arrangement of the materials, with a small outlay for protection from wet and damp, will prevent decay as much as in any ordinary building. Neither is it necessary to cover the bridge with a barn-like building. There is no secret or difficulty in making durable bridges; it is only necessary to think and observe, and proper methods will suggest themselves. No adverse argument can be drawn from the experience of the United States, because there the business is in the hands

—as above remarked—of patentees, whose object is to sell the right to build upon new plans. Neither can we estimate the durability of timber by what takes place in well finished buildings. It is there confined in air tight cells which do not admit the escape of damp; but timber in unfinished garrets and barns as old as the first settlement of the country, is to be found still sound. Mr. Keefer proposed to build the bridge at Montreal of wood, to last fifty years; the proposal was not entertained, but he was right. He might have extended the time, but of course all the patentees were against him.

To understand the means of making timber in buildings last, it is only necessary to observe what takes place in other cases. A large log of hemlock will, in a damp situation, take the dry rot; hemlock boards upon a barn are very durable. The reason is the laminas of the wood are nearly impervious to moisture, and in the larger timber it does not easily escape. The same may be seen in the birch; with the bark on decay commences immediately it is cut; split into pieces it becomes dry and hard. In the wall of a house closely covered in, the studs are apt to decay at the lower ends in some twenty years, but if the building is unfinished in the inside they last a very long time. String-pieces and other timbers of an old bridge are found to be rattled down from the top, the decay following cracks in the wood, the lower part and sides remaining sound. It is only necessary to attend to such facts as these to enable us to derive plans for preventing decay.

The principle to be kept in view in bridge-building is to prevent the water from soaking into the timber, and to allow as free circulation of air around it as possible. Experience and observation show this to be all that is necessary. Timber closed from a free circulation of air, whether by close covering or by painting when green, soon decays; in the former damp gets about it and cannot easily escape, in the latter the natural sap is retained, and in either case decay ensues.

The general principle is to keep the timber dry. To this end the tops of beams joists, &c., should be chamfered to turn off the water, and after about two years, when they have become seasoned, the seasoning cracks should be filled up, and the timber painted or tarred upon the top, but not on the sides or bottom. Where timbers lie across each other measures should be taken to prevent water from soaking into the joint. In a very few places it may be necessary to employ tin or zinc to protect mortises. In some forms of truss such places are not numerous. Even in the smallest and most common bridge the timber may be so formed as to throw off the water. Usually in such bridges four or five square timbers are laid across the opening—their tops quite flat—and in fourteen years decay penetrates half way through them. About as much would be saved in timber as would split beams into two and chamfer them, so that the improvement would cost nothing. Then by tarring the tops the wet would be kept out of them and they would dry through, and if of pine would probably last thirty or forty years. Bridges of a larger size should have a similar system carried out, and the timbers should be so arranged as to facilitate such measures.

In 1841 I built a bridge at Truro upon the arch plan, the air passes around every piece of timber, and the arches are slightly shingled, just to keep off the rain. It is but little the worse of twenty years wear, and bids fair to stand forty years longer. In fact it may be kept up for an indefinite time, because decayed pieces of timber may easily be cut out and replaced with sound, at any time. The protection of this bridge cost about twenty-five pounds. I claim no credit for this as an invention; such bridges were in use centuries ago. About the same time several bridges were built in various parts of the country, all which have been rebuilt, some of them several years ago. The Truro bridge will outlast two or three sets more of those bridges, at least.

In 1832 I built a bridge on piles, two miles from Dartmouth. The protection of the principal timber cost about six pounds for 180 feet in length. After standing twenty-three years the place was filled up with embankment, and the commissioner sold the principal timbers, which were quite sound, for making clap-boards and shingles. These may serve as specimens of what may be done in the way of preservation with very simple means.

The Shubenacadie bridge at "Parker's" was built in 1841, and rebuilt some years ago. An unnecessary expense was incurred in providing select descriptions of timber and plank. If this excess had been expended in protecting the timber from wet and damp, the bridge would be yet sound. This is only a specimen of what is common throughout the country.

About six years ago a bridge of 230 feet span was built twenty miles from St. John. It is on the plan of one of the American patents, with some additions called improvements. It cost, if my information is correct, £12 per running foot, and its duration will be less than eighteen years. I could for half the money have taken timber from the same yard and wrought it into an arch of double the strength of that bridge, and that could be easily kept up for a century. I say this advisedly, for I wrote an article on this bridge several years ago, and having followed the business of a carpenter some twenty years, am not likely to be far mistaken in the value of timber work. Durability of trestles is overlooked in the same manner. I have known a trestle bridge over a deep ravine that cost £1500 which rotted down in fourteen years, and was then replaced with an embankment and stone culvert that cost £2000. The original bridge might have been made at the same expense that it did cost to last with slight repairs sixty or seventy years. This list might be extended but it is unnecessary.

As regards the question whether abutments and piers should be upon a permanent plan or otherwise, no general rule can be laid down. The question of stone or wood must be decided by local or other circumstances. Where wood is used a comparison of the expense with stone should take into account a fund equal to the first cost, to provide for renewals.

Stone abutments, if properly done, are much more costly than common masonry. This is partly owing to the nature of the work, and partly to the necessity (under the contract system) of making a specification so clearly descriptive that it can be enforced by an inspector. *Rubble* masonry, if fairly done, and of good, well-bedded stones, is but little inferior to ashlar, and much cheaper, but it cannot be described in a specification; each stone must be laid by the judgment of the mason, and the only way to prevent bad work, is to employ an honest mason to do the work by the day.

On this subject, M. Syanzin, above quoted, says of rubble, that it forms masonry nearly equal in solidity to ashlar, but that it requires great attention to ensure a firm and substantial work. "The eyes of the master should never be turned from the workman, the work should never be parcelled out, or the workmen should never be *stinted*, on account of deception, which is generally practised on such occasions, and which it is easy to conceal." For these reasons specifications of masonry confine contractors to certain shapes and sizes of stones, which adds considerably to the cost.

The general question as to the material of the abutments of a bridge, is one of dollars and cents, and is to be solved with reference to the expense of the bridge taken as a whole. Many of the present bridges having several short spans, might, perhaps, be rebuilt with a less number, and the expense of the piers put into stone abutments. A timber arch of two or even three hundred feet, may be built strong enough for any railway train, for four or five pounds per foot run, and that, with ordinary care, will last for a century; but such a bridge would require solid stone abutments, and in some localities other forms might be cheaper.

With respect to securing the superstructure against decay, and to the substitution of embankments for bridges over low ground or shallows, there can be no dispute. An embankment of eight or ten feet in height covered with grass, and hedged with spruce as a protection to travellers and to retain the snow, would be very superior to a bridge, and in many cases the expense would be no greater.

The cost of the bridges owned by the Province in nine counties—about half the Province—is set down in the returns at £30,000. This seems to be an under valuation, but say £60,000 for the whole Province. A renewal fund, to

provide for permanence would be £60,000 more, making £120,000, the interest of which is £7,200 per year. So far as the superstructures are concerned, this sum might be reduced, but the reduction on these would be sunk in permanent abutments and embankments. By adopting a system of permanent work, the present rate of expense would probably be increased, but they would be permanent, and instead of long, rickety bridges, with little or no railing, there would, in many places, be solid embankments, with hedges at the sides; and instead of weak and dangerous structures, they would be sound and strong. By following a practice of making durable bridges, a change would be pretty generally effected in fifteen years.

There is another matter connected with bridges that should be attended to—that is, the railings. There are but few well railed bridges in the Province, particularly trestle bridges over low ground. It may be said they are sufficiently secure; perhaps they are, but passengers can have but little *feeling* of security in passing some of them, neither are they so free from accidents as some persons may be apt to imagine. There is little doubt that the insufficiency of railings arises from builders following the example of each other without thinking much of the matter, for there is really but little difference of expense between a weak railing and a strong one. Where wood is plenty, a rough strong fence of ranging timber, or even straight poles, is preferable, so far as *use* goes, to a delicate painted railing, three feet high, and is no more costly.

I have said that the timber of a bridge might stand good for a century. For this assertion I shall be in danger of being called a visionary—rather a bad character for an engineer. I subjoin a few quotations from Tredgold's principles of Carpentry. Mr. Tredgold's work is allowed to be the best authority on carpentry in the English language. He devotes one or two pages to the durability of timber, giving his authorities, from which the following are extracts:

“Of the durability of timber in a wet state, the piles of the bridge built by the Emperor Trajan, across the Danube, is an example. One of these piles was taken up and found to be petrified to the depth of three-quarters of an inch, but the rest of the wood was little different from its ordinary state, though it had been driven more than sixteen centuries.

“The piles under the piers of London Bridge had been driven about 600 years, and from Mr. Dance's observations in 1746, it does not appear that they were materially decayed; indeed they were found to the last sufficiently sound to support the massy superstructure. They were chiefly of elm.

“We have also some remarkable instances of the durability of timber when buried in the ground. Several ancient canoes have been found in cutting drains through the fens in Lincolnshire, which must have lain there for many ages. In the *Journal of Science, &c.*, published at the Royal Institution, one of these canoes is described, which was found at the depth of eight feet below the surface of the ground. It was thirty feet eight inches long, and three feet wide in the widest part, and appears to have been hollowed out of an oak tree of remarkably fine grained timber.

“Also, in digging away the foundation of old Savoy Palace, London, which was built 650 years ago, the whole of the piles, consisting of oak, elm, beech, and chestnut, were found in a state of perfect soundness; as also was the planking which covered the pile-heads. Some of the beech, however, after being exposed to the air a few weeks, though under cover, had a coating of fungus spread over its surface.

“On opening one of the tombs at Thebes, M. Belzoni discovered two statues of wood, a little larger than life, and in good preservation; the only decayed parts being the sockets to receive the eyes. The wood of these statues is probably the oldest in existence that bears the traces of human labor.

“A continued range or curb of timber was discovered in pulling down a part of the Keep of Tunbridge Castle, in Kent, which was built about 700 years ago. This curb had been built into the middle of the thickness of the wall, and was no doubt intended to prevent the settlements likely to happen

in such heavy piles of building ; and therefore is an interesting fact in the history of constructive architecture as well as an instance of the durability of timber.

“ In digging for the foundation of the present house at Ditton Park, near Windsor, the timbers of a draw-bridge were discovered about ten feet below the surface of the ground ; these timbers were sound, but had become black. Hakewell says, that Sir John De Molines obtained liberty to fortify the Mannor house of Ditton in 1396 ; and it is most probable the draw-bridge was erected soon after that time ; and accordingly the timber had been there about 400 years.

“ The durability of the framed timbers of buildings is also very considerable. The trusses of the old part of the roof of the Basilica of St. Paul, at Rome, were framed in 816, and were sound and good in 1814, a space of nearly 1000 years. These trusses are of fir.

“ The timber work of the external domes of the Church of St. Mark, at Venice, is more than 800 years old, and is still in a good state. And Aberti observed the gates of Cypress to the Church of St. Peter, at Rome, to be whole and sound, being up 550 years.

“ The inner roof of the Chapel of St. Nicholas, King's Lynn, Norfolk, is of oak, and was constructed 450 years ago.

“ Daviller states, as an instance of the durability of fir, that the large Dormitory of the Jacobin's Convent, at Paris, had been executed in fir, and lasted 400 years.

“ The timber roof of Crosby Hall in London, was executed about 360 years ago, and the roof of Westminster Hall, which is of oak, is now above 300 years old.

“ The rich carvings, in oak, which ornamented the ceiling of the King's Room in Stirling Castle, are many of them still in good preservation. It is nearly three hundred years since they were executed, and they remained in their original situation till a part of the roof gave way in 1777, when the hole was removed, and has since been dispersed among the collectors of various relics of old times.

“ Moreton Hall, in Cheshire, where the staircase winds round the trunk of an immense oak tree, and the building itself is chiefly constructed of wood, has now existed 250 years.

“ And Mr. Britton describes an old house at Islington, constructed chiefly of wood, which he has ascertained to be about 200 years old.”

From these quotations it is seen that timber under water possesses an almost endless duration, and the exclusion of air by being buried to a considerable depth in the earth seems to preserve it equally well. There is evidence of the same fact reaching still further back. In Ohio, some years ago, there was discovered quite a forest of petrified prostrate trees at the depth of fifteen to thirty feet below the surface. They have grown upon an undulating surface, and have been overwhelmed by a sudden catastrophe. There are also multitudes of petrified trees in many parts of the world which geologists think have been buried long before the Mosaic creation. To come nearer home, all around the heads of the Bay of Fundy there is wood in the bottom of the marshes which may be seen where the rivers are encroaching on the banks. In 1830 I bored through a log of birch or beech eight feet below the surface of the Truro Marsh, in a situation where it must have been deposited before those marshes had an existence. About the same time Mr. Watson of Musquodoboit, in digging a well, found a piece of wood twelve feet below the ground. It was on a pretty high hill formed of clay mixed with boulders, and must have been deposited when the hill was formed. So much for ancient deposits.

It is known that the small twigs of a growing tree will decay when left on the ground, in a single summer. In repairing a mill dam I found the twigs of spruce brush in a situation where they were not buried, but constantly wet with water trickling over them, as sound and tough as when on the growing tree. They had been in that situation about thirty-five years.

In the early settlement of this country the timber on the banks of the Shubenacadie was thrown into the river, and in 1827 the smallest twigs were perfectly sound. Many of the trees must have lain there fifty years. Out of the water they would have rotted in a single summer.

At the St. Croix River, Windsor, about a quarter of a mile below the present road, is the remains of an old bridge. The abutments were of sapling pine, nearly half sapwood. They are partly bare and covered occasionally by the spring tides which leaves a coat of mud upon them. In 1841 they were quite sound; the sap wood was discolored but as tough as ever it was. This was called the old French Bridge, and if it was what it was called, the timber must have remained in that situation nearly if not quite a century.

I have treated this subject the more diffusely, as an idea seems to prevail that wood is not to be used where durability is intended. It appears that wood immersed in water or protected from atmospheric air by burying in earth, is practically everlasting. In England it is used but sparingly in foundations, because it is doubly as expensive as stone; here circumstances are reversed, stone is three times as expensive as timber. I have known foundations laid ten or twelve feet below the water with stone, where timber would have answered equally well at one-third of the cost.

Wood below the water may be of the most inferior description, but no art is required for its protection; not so above the water. In such situations it will decay or remain sound according to quality and circumstances. The enemy here is damp and warmth; timber exposed to these in a great degree will decay whether covered in from rain or not. The best safeguard here is a free circulation of air, the more free the better. Putting a tight covering over a truss is wrong; it should only just keep off the rain, but admit as free a circulation of air as possible. In some localities, such as over torrents where there is much mist and spray, it is hardly practicable to protect the timber for a great length of time; but in most places it can be so protected. Where kept perfectly dry and exposed to fresh air it does not decay,—where sealed up from the air by water or earth impervious to air, it is equally or more durable; it is in the intermediate states that ingenuity is called for.

When wet or damp is shut up with timber it produces dry rot, thus in damp ill-ventilated cellars wood soon decays; also, the end of joists which are shut up in walls of houses, and bond timbers behind plastering are apt to take dry rot. Large timber painted or tarred before being thoroughly seasoned is also affected in the same manner: the sap cannot escape; and hemlock of large size never seasons through, but will take dry rot under any circumstances.

In some pine groves, two-thirds of the trees may be seen with some black-looking knots towards the top. They are called *concus* knots by the lumbermen, and a strip of rotten wood descends from them, often quite to the bottom of the tree. This is occasioned by small quantities of water getting into the knot hole, which cannot escape, and which eats its way along the pores of the wood. Many of the joinings of timber in bridge trusses are very much as these *concus* knots—they receive water without allowing it to escape, and the joints give way while the other parts are quite sound. The precautions to be taken to prevent these effects, is to split the large timber through the heart, that the sap may escape, and put the pieces far enough apart to allow the air to pass between; and, for the joinings, to make arrangements to keep them dry, and to let the air pass through them. If these matters are properly attended to, it seems not too much to expect that, if timber lasts seven or eight centuries in a building, it might last one century in a bridge which is not exposed to spray from the river beneath.

Upon the *quality* of the timber of this Province, as regards durability, there have not been any direct experiments that are known. A few made in England are quoted by Mr. Tredgold, from Young's Annals of Agriculture. He says:

“Inch and half planks exposed to the weather for ten years, of cedar, heart of larch, spruce fir, chestnut, abele (white poplar), and beach, remained

sound. Silver fir, Scotch fir, pinaster, walnut, sycamore and birch, were more or less decayed. This experiment is not very satisfactory, but is useful as far as it goes. White pine is not mentioned, but it is known to be much more durable than spruce; probably more durable than any on the list except cedar and chestnut, and quite equal to them. I have known shingles made from pine windfalls which had lain in the woods forty or fifty years, and I once found a pine windfall perfectly sound, which had a tree growing upon its root, (which had commenced growing after it had fallen,) eighty years old. This log was covered with moss, and in thick woods which had grown up since its fall. If that tree had been hewn square and lain with a flat side upward, so as to receive the rain into the cracks occasioned by the seasoning, as is done in bridges, it would have been rotted through in less than half the time. If it had lain with one corner upward, and the seasoning cracks been filled with putty, so as to keep out the water, it would probably have remained quite sound.

The spruce is much inferior to pine. I have never seen a very old spruce windfall that was sound, but have hardly ever seen a decayed pine, and pine stumps will remain sound for generations. There are spruce rafters in a building at Shubenacadie eighty years old, which show no signs of decay. In the small timbers of a bridge open to the air and protected from wet, it would last a long time, but it is not equal in durability to pine.

HACMATAC.—The heart-wood of hacmatac is as durable as pine—possibly more durable; but the sap wood, which is usually half the bulk of the tree, is useless. I have known a considerable expense incurred in getting it for a bridge, to very little purpose.

The *heart-wood* of red beech is very durable, and for some parts of a bridge it might be used with advantage. I have seen hearts of beech windfalls quite sound, that appeared to be very old.

But the main dependence for durability must be upon pine—old white pine, of a good growth. What is called *sapling pine*, is of very little value.

Preserving wood by injecting antiseptic substances, is a matter worthy of attention. Kyanizing has been abandoned for large timber, because the liquid did not penetrate to a great depth. Forcing coal tar into the timber has been dropped for the same reason: it closed up the outside, and caused dry rot in the middle. But timber has been impregnated with antiseptics by forcing them into the pores endwise. In this way railway ties have been lately filled with chloride of zinc, at a cost of three cents per cubic foot. Solutions of metallic salts have been forced through the longest timbers. Kyanizing by simple immersion will answer pretty well for plank not above three inches thick, and the material for a thousand feet, board measure, will cost about four dollars. The duration of the inferior woods is about doubled. Sulphate of zinc, of copper, and of iron, (copperas) have been used,—the last is called pyanizing. There is a full account of this process in the journals of the House of Assembly; but it seems to have been hardly noticed in the Province. It not only renders the wood durable but unflammable. The process consists in filling the pores with a strong solution of copperas, and following it with muriate of lime. The lime and the acid of the copperas forms gypsum within the wood and renders it unflammable as well as durable.

For a large and expensive bridge, especially if for a railway, it would be well worth while to kyanize the timber; it would make it practically proof against being fired by sparks from the engine, or by incendiaries. A railroad bridge of 200 feet span might be pyanized for \$500, about 12 per cent. of the cost, additional, which outlay would double its durability and render it fire-proof.

The following quotations are from the civil and military engineering of Professor Mahan, of West Point Military Academy:

“Numberless experiments have been made for the preservation of timber, and many processes for this purpose have been patented both in Europe and in this country. Several of these processes have yielded the most satisfac-

tory results; and nearly all have proved more or less efficacious. The means mostly resorted to have been the saturation of the timber in the solution of some salt with a metallic or earthy base, thus forming an insoluble compound with the soluble matter of the timber. The salts which have been most generally tried, are the sulphate of iron, or copper, and the chloride of mercury, zinc, or calcium. The results that have been obtained from the chlorides have been more satisfactory than those from the sulphates; the latter class of salts with metallic bases, possess undoubted antiseptic properties; but it is stated that the freed sulphuric acid, arising from the chemical action of the salt on the wood, impairs the woody fibre, and changes it into a substance resembling carbon.

"The processes which have come into most general use, are those of M. Kyan and of Sir W. Burnett, called after the patentees "kyanizing" and burnetizing. Kyan's process is to saturate the timber with a solution of chloride of mercury; using for the solution one pound of the salt to five gallons of water. Burnett uses a solution of chloride of zinc in the proportion of one pound of the salt to ten gallons of water for common purposes; and a more highly concentrated solution when the object is also to render the wood incombustible.

"The effect of time on the durability of timber, prepared by any of the various chemical processes which have just been detailed, remains to be seen; although results of the most satisfactory nature may be looked for, considering the severe tests to which most of them have been submitted by exposure in situations peculiarly favorable to the destruction of lignous substances.

"The durability of timber, when not prepared by any of the above-mentioned processes, varies greatly under different circumstances of exposure. If placed in a sheltered position, and exposed to a free circulation of air, timber will last for centuries, without showing any sensible changes in its physical properties. An equal, if not superior, durability is observed when it is immersed in fresh water, or embedded in thick walls, or under ground, as to be beyond the influence of atmospheric changes."

If the wood used in the new buildings of this city were pyranized, it might cost one or two hundred dollars each, but fire could hardly take place in them, and if it did it could not spread far. One quarter per cent reduction of insurance would pay for it, but it may be supposed that if a number of contiguous houses were so protected, insurance offices would make a much greater reduction. Besides furniture and goods would be more safe, there would be a greater feeling of security in living in such buildings, and the wood would last a double time.

One of the evils under which this country in common with some others labor is, a dearth of theoretical knowledge on subjects relating to public works, particularly bridges. In fact a bridge can hardly be built safely where a new plan is introduced, or in new circumstances, without such knowledge; and it should not be confined to engineers. Gentlemen making pretensions to education should have such a portion as to enable them to examine the pretensions of those they employ. When a person exhibits a handsome plan for a bridge, some one should be able to require him to give an account of the intensity and direction of the force upon each member, in given circumstances of weight and load, and of the means to be employed to resist these forces. If he cannot answer these questions he has not a competent knowledge of the subject; and they are questions which but few even of professed civil engineers can answer.

As a specimen of what sometimes happens for want of this knowledge, in 1836 an American bridge-builder was imported to build a bridge over the River at St. John; he spent nearly £20,000, and the bridge fell. One such man as above described, among the leading classes, would have known the undertaking to be impossible. Some years later another tried a different plan equally impossible, and after destroying a round sum, failed also. A few years ago a bridge was required at the Grand Falls of the St. John.

In 1854 a plan was submitted for a substantial cast-iron bridge at about seven or eight thousand pounds. This was considered too high, and subsequently an American bridge-builder undertook to do it for £2,000 less. The plan of the bridge was not a bad one. The bridge was opened on a winter's day; the whole village assembled, and crossed in a procession of teams and sleighs. The next day it fell under a single team. Had it fallen the day before every person on it must have lost their lives; that it did not fall can only be attributed to an interposition of providence. The next move was at the recommendation of another American bridge-builder, to build again upon a different plan, which brought the whole cost up to £15,000.

Had there been one leading man possessed of as much statistical knowledge as he could have mastered in a month, he would have seen that the bridge required £700 worth more iron, or after it fell he would have rebuilt the same bridge with the addition of £1,500 worth of iron and timber work. It would not have been as good as the cast iron bridge at about the same expense, but better than the bridge they have got for £15,000. These blunders alone have cost that Province near £30,000, and that similar things have not happened here is, probably, because there are no large rivers. In truth throughout America, both Governments and Railroad Boards are, in the conducting of difficult works, quite as apt to fall into the hands of charlatans as of men of knowledge. Hardly a year passes without the fall of bridges in the United States. The blame is laid to the wooden bridges, but it should be laid to the ignorance of directors. One man in a direction, who had a competent knowledge of the forces acting upon a bridge, could prevent these disasters.

In the United States the first bridges, such as the Trenton and Schuylkill bridges were well built; subsequently cheap patent bridges were offered to the public, and the country became flooded with them; the failures were attributed to the material, and now the ingenuity of inventors is turned to iron; and it may be predicted that, in a short time, they will become as dangerous as the wooden ones they supersede, and even more so, because it is of much more consequence to save the material. In fact there are several cases on record of iron bridges in England and elsewhere, falling within the last twenty years, some of which destroyed a great many lives. In the United States, two have fallen within the last few years—one on the New York and Erie Railroad, and another in Missouri, at the opening, the chief engineer being killed. He paid dearly for his ignorance, but if there had been one man in the directory who could have applied general principles to that work, the disaster could not have happened.

I have said that but few civil engineers understand the calculation of statistical forces upon frames, and it is well known among the profession, although it might not always be prudent to acknowledge it. But they are not to blame; the knowledge is practically beyond the reach of the greater number of them. It may be said that statics, dynamics, &c., are, or may be taught in colleges. That is true so far as general principles go; but the repulsive form in which they are presented prevents practical men as well as the greater number of students from paying attention to them. Practical applications to the works of every day life seem to be hardly thought of in such places; but to expect practical men to get rules for their guidance through such channels is something like expecting a shipmaster to study the higher calculus and astronomy to obtain rules for navigation, instead of finding such rules ready constructed to his hands. If a person had decided upon qualifying himself for ascertaining the forces upon the Grand Falls Bridge, he must have gone to the college and studied the higher parts of Algebra with Trigonometry, and perhaps Fluxions, and after he had done he would have found that this difficult path had conducted him merely to a simple rule of three question that he might have become acquainted with in an hour. Such rules relating to Navigation, Mensuration, Gauging, and it may be added, the calculation of interest, annuities, &c., are in common use; but there are none such for engineers. There is really no more difficulty in

calculating the statical forces upon a frame than in making any other arithmetical calculation, provided rules were constructed by which it is to be done. The rules would be easily applied by practical workmen, but it is not to be supposed that such persons will spend years in mathematical studies for the sake of finding them out.

If the doctrine of statics were practically taught in Colleges there would be some leading men that would be able to estimate the qualifications of persons that undertake to build bridges, but this is not likely to occur. The next best plan, possibly altogether the best, would be to establish a school for that purpose. A course of a few months would be sufficient for any judicious carpenter to get acquainted with all that is necessary; he would require previously only a good knowledge of the rules of arithmetic. A fair knowledge of statics with a good set of models of bridges which he might copy from a standard set that should be on hand, would make him a better bridge builder than three-fourths of the civil engineers and bridge builders that are imported. Small manuals of instruction with good models would enable any ingenious carpenter to build as good bridges as could be made. I mention carpenters, because they, particularly ship-carpenters, are already workers in wood, and acquainted with fitting and fastening timber together. All the new knowledge they require is, that of the forces they have to provide against in the new class of structures. But they have a great advantage over persons whose only practice in such work is in drawing pictures of it. It is commonly supposed that such persons must know all about it; the truth is very far from this. The carpenter makes a rough plan, sufficient for his object, and would certainly not get the credit of being a draughtsman, but he would know what he was about.

These observations do not apply to the gentleman whose object is merely to qualify himself for examining others; all he wants is a knowledge of the forces upon different parts of any given frame, and rules might be constructed that would render the acquisition of this kind of knowledge comparatively easy. If he wants to qualify himself for building bridges he must understand the physical properties of the materials as well as the best way of putting them together, quite a different kind of knowledge from the former, and only to be obtained perfectly by observation and practice.

There are some three or four thousand pounds per year expended in this Province upon Colleges and High Schools for teaching words; might not one or two hundred be expended in teaching things—those relating to buildings and public works? A person employed in such works in summer and in teaching and getting up models in winter might effect a change in a few years. This is not a new idea. In 1845, in a treatise that was written, but not published, it was proposed that a person might follow the public engineering in summer, take learners as assistants, and teach in winter, by which there would in a few years be a change in the qualifications of bridge and road makers.

The construction of buildings is another matter that might be studied. The principal use of a house is to enable the occupants to regulate the climate within it at the least expense. By but few is this understood, and the rich suffer as well as the poor, although in a less degree. The architect builds upon fashionable forms; the question of warmth, ventilation, and comfort, is not considered to be within his province, but it might not be quite amiss to attend a little to the philosophy of the subject as well as to appearance.

It has been said that the funds of Dalhousie College is to be devoted to founding a Museum. No doubt the object is good; a collection of foreign curiosities and preadamite shells and animals would afford amusement to many and instruction to some; but I might humbly ask whether a part of that fund might not be as usefully applied to furnishing information of a more modern character, and which is entirely neglected in other schools. It seems probable, too, that such a disposition of its funds would be more in accordance with the intention of the foundation.

APPENDIX No. 18.

MUNITIONS OF WAR.

[NOVA-SCOTIA.]

Copy of a Despatch from H. M. Principal Secretary of State for the Colonies to the Lieutenant Governor of Nova Scotia, with Proclamation and Orders in Council for prohibiting the exportation of Gunpowder, Arms, &c.

Downing Street, 10th December, 1861.

SIR,—

I transmit to you herewith for your information, a copy of a Proclamation which has been issued by Her Majesty, bearing date the 30th November, 1861, prohibiting Gunpowder, Saltpetre, Nitrate of Soda and Brimstone, from being exported from the United Kingdom or from being carried coastwise, and also a copy of an Order in Council of the same date prohibiting the exportation of the like articles from the Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man.

I also enclose a copy of a further Proclamation issued by Her Majesty on the 4th December instant, prohibiting Arms, Ammunition and Military Stores, (including Percussion Caps and Tubes), and also Lead, from being exported from the United Kingdom or from being carried coastwise, together with a copy of an Order in Council of the same date, prohibiting the exportation of the like articles from the Channel Islands and the Isle of Man. If in the Colony under your government there shall be no law in force to the effect of the provision quoted in Her Majesty's Proclamation from the Customs Consolidation Act of 1853, Her Majesty's Government are desirous that you should submit to your Legislature the propriety of passing such a law, in order that you may be in a position to prevent with promptitude the exportation of Arms and Military Stores in case circumstances should render such a measure necessary.

I have the honor to be, Sir,

Your most obedient humble servant,

NEWCASTLE.

The Earl of Mulgrave.

BY THE QUEEN.

A PROCLAMATION.

VICTORIA, R.

Whereas in and by a certain Statute, made and passed in the Parliament held in the sixteenth and seventeenth years of Our Reign, and entitled, "The Customs Consolidation Act, 1853," it is, amongst other things, declared and enacted as follows; that is to say:

"The following goods may, by Proclamation or Order in Council, be prohibited either to be exported or carried coastwise: Arms, Ammunition and Gunpowder, Military and Naval Stores, and any articles which Her Majesty shall judge capable of being converted into or made useful in increasing the quantity of Military or Naval Stores, provisions, or any sort of victual which may be used as food by man, and if any goods so prohibited shall be exported from the United Kingdom or carried coastwise, or be water-borne to be so exported or carried, they shall be forfeited."

And whereas We have thought fit, by and with the advice of Our Privy Council, to prohibit either to be exported or carried coastwise, the articles hereinafter mentioned (being articles which We judge capable of being converted into or made useful in increasing the quantity of Military or Naval Stores), We, therefore, by and with the advice of Our Privy Council, and by this Our Royal Proclamation, do order and direct that, from and after the date hereof, all Gunpowder, Saltpetre, Nitrate of Soda, and Brimstone, shall be and the same are, hereby prohibited either to be exported from the United Kingdom or carried coastwise.

Given at Our Court at Windsor, this thirtieth day of November, in the year of our Lord one thousand eight hundred and sixty-one, and in the twenty-fifth year of Our Reign.

GOD SAVE THE QUEEN.

At the Court, at Windsor, the 30th Day of November, 1861,

PRESENT:

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

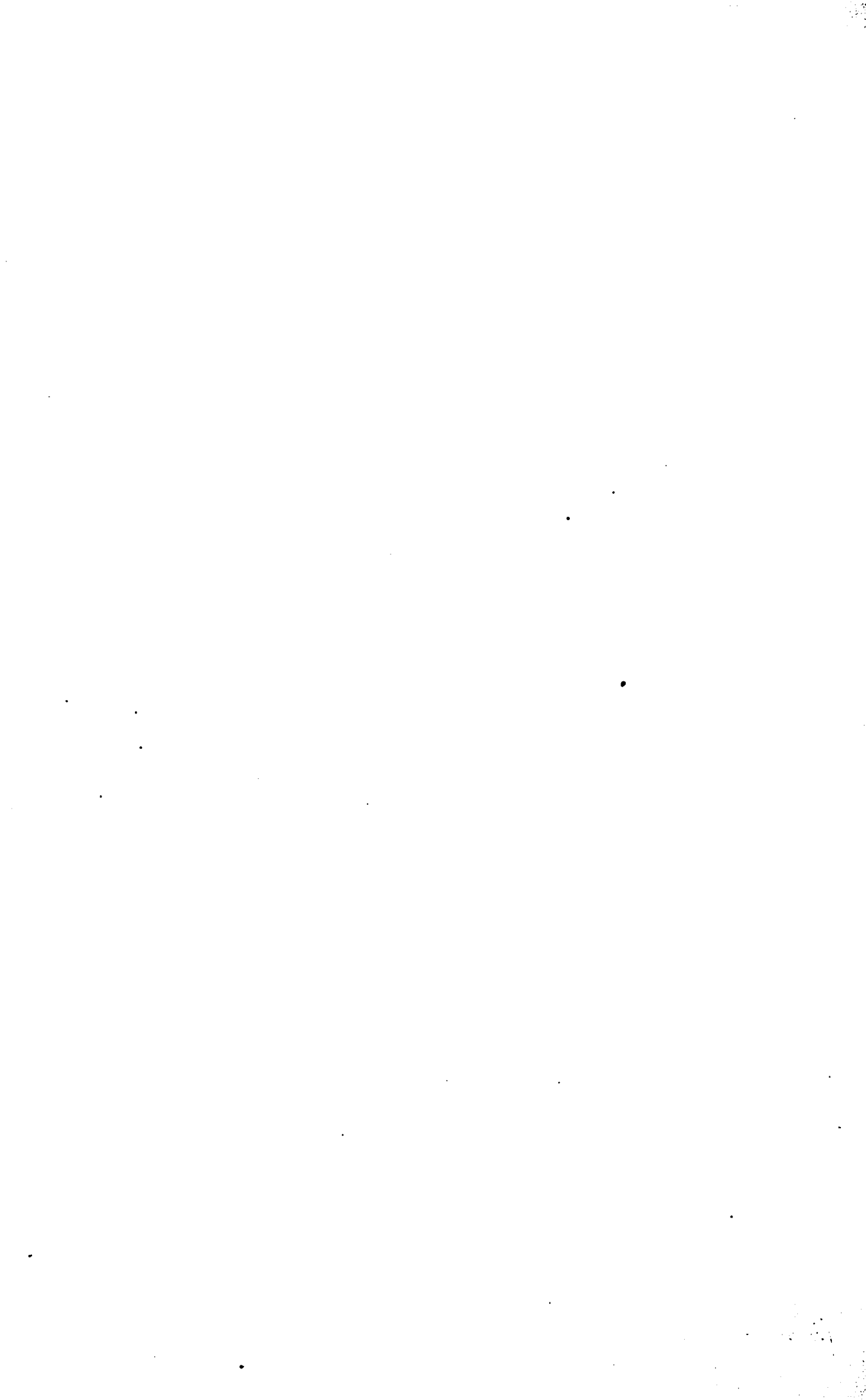
Whereas it has appeared expedient and necessary to Her Majesty, by and with the advice of Her Privy Council, to prohibit the Articles hereinafter mentioned to be exported or carried coastwise from the Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man, respectively, except as hereinafter provided. Her Majesty is therefore pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, that from and after the publication of this Order in the said Islands, respectively, the following Articles, namely,

Gunpowder,
Saltpetre,
Nitrate of Soda, and
Brimstone,

shall be and the same are hereby prohibited to be exported or carried coastwise, from the said Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man, respectively, except with the license of the Lieutenant Governor or other Officer administering the government of such Islands, respectively, for that purpose, first had and obtained.

And the Lieutenant-Governors of Her Majesty's Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man, respectively, for the time being, are to give the necessary directions herein as to them may appertain.

ARTHUR HELPS.



APPENDIX No. 19.

GOVERNOR GENERAL'S INSTRUCTIONS.

[NOVA-SCOTIA.]

Draft of a Commission to be passed under the Great Seal of the United Kingdom, appointing Viscount Monck to be Captain-General and Governor-in-Chief in and over the Province of Nova-Scotia and its Dependencies.

(Letter Patent dated 2nd November, 1861.)

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, to Our right trusty and well-beloved Cousin Charles Stanley Viscount Monck,

GREETING :

I. Whereas We did, by certain Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster the twentieth day of September, one thousand eight hundred and fifty-four, in the eighteenth year of our reign, constitute and appoint our trusty and well-beloved Sir Edmund Walker Head, Baronet, (now our right trusty and well-beloved Councillor Sir Edmund Walker Head, Baronet, Knight Commander of our Most Honorable Order of the Bath,) to be our Captain-General and Governor-in-Chief in and over our Province of Nova Scotia, during our pleasure, as by the said recited Letters Patent, relation being thereunto had, will more fully and at large appear : Now know you that we have revoked and determined, and by these presents do revoke and determine the said recited Letters Patent, and every clause, article and thing therein contained : And, further, know you that we, reposing especial trust and confidence in the prudence, courage and loyalty of you, the said Charles Stanley Viscount Monck, of our especial grace, certain knowledge, and mere motion, have thought fit to constitute and appoint, and do by these presents constitute and appoint you to be, during our pleasure, our Captain-General and Governor-in-Chief in and over our said Province.

II. And we do hereby authorize, empower, and command you in due manner, to do and execute all things that shall belong to your said command and the trust we have reposed in you, according to the several powers, provisions, and directions granted or appointed you by this our commission, and the instructions herewith given to you, or by such further powers, instructions, and authorities, as shall at any time hereafter be granted or appointed you in respect to the said Province, under our sign manual and signet, or by our order in our Privy Council, or by us through one of our principal Secretaries of State, and according to such reasonable laws and statutes as are now in force, or shall hereafter be made and agreed upon by you with the advice and consent of the Legislative Council and Assembly of our said Province.

III. And we do by these presents grant, provide, and declare, that there shall be within our said Province a Council to be called "The Executive Council" of our said Province, and that all and every the powers and authorities heretofore vested in or exercised by the Executive Council of our said Province, shall continue to be exercised by our said Council hereby re-established.

IV. And we do hereby declare our pleasure to be that the said Executive Council shall consist of such persons as you shall from time to time in our name and on our behalf nominate and appoint by instruments to be passed under the Public Seal of our said Province; all which persons shall hold their places in the said Council during our pleasure: Provided nevertheless and we do hereby declare our pleasure to be, that the total numbers of the members of our said Executive Council for the time being resident within our said Province, shall not at any time by any such appointment by you, be raised to a greater number in the whole than nine.

V. And we do by these presents grant, provide and declare, that there shall be within our said Province a Council to be called "The Legislative Council" of our said Province, and that all and every the powers and authorities heretofore vested in or exercised by the Legislative Council of our said Province, shall continue to be exercised by our said Council hereby re-established.

VI. And we do hereby declare our pleasure to be that the said Legislative Council shall consist of such and so many members as have been or shall hereafter be from time to time for that purpose nominated and appointed by us under our Sign-Manuel and Signet, or as shall be provisionally appointed by you until our will therein shall be known, all which members shall hold their places in the said Council during our pleasure: Provided, nevertheless, and we do hereby declare our pleasure to be that the total number of the members of the said Legislative Council for the time being resident within our said Province shall not at any time by any such provisional appointments be raised to a greater number in the whole than twenty-one.

VII. And we do further direct and appoint that eight members of our said Legislative Council shall be a quorum for the dispatch of the business thereof, and that the senior member for the time being of the said Council shall preside at all the deliberations thereof.

VIII. And we do hereby authorize and empower you to constitute and appoint Judges, and in cases requisite Commissioners of Oyer and Terminer, Justices of the Peace, and other necessary officers and ministers in our said Province, for the better administration of justice, and putting the laws into execution.

IX. And we do hereby give and grant unto you, so far as we lawfully may, full power and authority, upon sufficient cause to you appearing, to remove from his office, or to suspend from the exercise of the same, any person exercising any office or place within our said Province or its Dependencies, under or by virtue of any commission or warrant granted, or which may be granted by us, or in our name, or under our authority.

X. And we do hereby give and grant unto you full power and authority, with the advice and consent of our said Executive Council, from time to time, as need shall require, to summon and call General Assemblies of the freeholders and settlers in the said Province, under your Government, in such manner and form as has been already appointed and used, or according to such further powers, instructions and authorities as shall at any time hereafter be granted or appointed you, under our sign manuel and signet.

XI. And our will and pleasure is that the persons thereupon duly elected by the major part of the electors of the respective Counties and places, and so returned,

shall, before their sitting, take the oath of allegiance, which oath you shall commission fit persons, under the public seal of our Province, to tender and administer unto them ; and until the same shall have been so taken, no person shall be capable of sitting, though elected.

XII. And we do hereby declare that the persons so elected and qualified, shall be called and deemed "The General Assembly of our Province ; and that you, with the advice and consent of our said Legislative Council and Assembly, or the major part of them, respectively, shall have full power and authority to make, constitute and ordain laws, statutes and ordinances for the public peace, welfare, and good government of our said Province, and the people and inhabitants thereof, and such others as shall resort thereto and for the benefit of us, our heirs and successors, which said laws, statutes, and ordinances are not to be repugnant, but as near as local circumstances will admit, agreeable to the laws and statutes of this our United Kingdom of Great Britain and Ireland : Provided that all such laws, statutes, and ordinances of what nature or duration soever be within three months or sooner after the making thereof, transmitted to us under the Public Seal of our said Province for our approbation or disallowance of the same, as also duplicates thereof by the next conveyance.

XIII. And in case any or all of the said laws, statutes, and ordinances not before confirmed by us shall at any time be disallowed and not approved and so signified by us, our heirs or successors under our or their Sign-Manual and Signet, or by order of our or their Privy Council unto you, then such and so many of the said laws, statutes, and ordinances as shall be so disallowed and not approved, shall from thenceforth cease, determine, and become utterly void and of none effect, anything to the contrary thereof notwithstanding.

XIV. And to the end that nothing may be passed or done by our said Legislative Council or Assembly to the prejudice of us, our heirs and successors, we will and ordain that you shall have and enjoy a negative voice in the making and passing all laws, statutes, and ordinances aforesaid.

XV. And you shall and may likewise from time to time as you shall judge it necessary, adjourn, prorogue or dissolve all General Assemblies as aforesaid.

XVI. And we do hereby authorize and empower you to keep and use the Public Seal of our said Province, for sealing all things whatsoever that shall pass the said seal.

XVII. And we do hereby give and grant unto you full power and authority as you shall see occasion in our name and on our behalf to grant to any offender convicted of any crime in any Court, or before any Judge, Justice, or Magistrate within our said Province or its Dependencies, a pardon either free or subject to lawful conditions, or any respite of the execution of the sentence of any such offender for such period as to you may seem fit, and to remit any fines, penalties, or forfeitures which may become due and payable to us.

XVIII. And we do, by these presents, give and grant unto you full power and authority, from time to time, to give, order and warrant for the preparing of grants of the custodies of idiots and lunatics, and of their estates, as are or shall be found by inquisition thereof taken, or to be taken, and returnable into our Courts of Chancery, and thereupon to make and pass grants and commitments under our Public Seal of our said Province, of the custody of all and every such idiots and lunatics, and their estates, to such person or persons suitors in that behalf, as according to the rules of law and the use and practice in those and the like cases you shall judge meet for that trust.

XIX. And we do, by these presents, authorize and empower you, within our said Province, to grant licenses for marriages, letters of administration, and pro-

bates of wills, as the same have been granted by your predecessors, and to present any person or persons to any churches, chapels or other ecclesiastical benefices, to which we shall from time to time be entitled to present.

XX. And we do hereby authorize and empower you to make and execute, in our name, and on our behalf, under the public seal of our said province, grants and dispositions of any lands within our said Province which may be lawfully granted or disposed of by us.

XXI. And in case of your death, incapacity, or absence, out of our said Province, we do, by these presents, give and grant all and singular the powers and authorities herein to you granted, to our Lieutenant Governor for the time being of our said Province; and in case of the death, absence, or incapacity of any such Lieutenant Governor, to such person as we may by warrant under our sign manual and signet, authorize and appoint to be the administrator of the government of the said Province, such power and authorities to be by him executed and enjoyed during our pleasure. But if upon your death, incapacity, or absence out of our said Province, there be no person upon the place commissioned and appointed by us to be our Lieutenant Governor, or specially appointed by us to administer the government within our said Province, our will and pleasure is, that during such absence or incapacity, or until our further pleasure shall be known, the senior military officer for the time being in command of our forces within our said Province, shall take upon him the administration of the government thereof, and shall execute in our said Province this our commission, and the several powers and authorities therein contained, in the same manner, and to all intents and purposes as other our Captain-General and Governor-in-Chief should or ought to do.

XXII. And we do hereby command all our Officers and Ministers, Civil and Military, and all other the inhabitants of our said Province, to be obedient, aiding and assisting unto you in the execution of this our commission and of the powers and authorities herein contained.

[NOVA-SCOTIA.]

Instructions to our Right Trusty and Well-Beloved Cousin Charles Stanley Viscount Monck, our Captain General and Governor in Chief in and over our Province of Nova Scotia and its Dependencies, or in his absence, to our Lieutenant Governor, or the Officer administering the Government of our said Province for the time being.

Given at our Court at Windsor the second day of November, in the twenty-fifth year of Our reign.

I. Whereas, We have, by our Commission under the Great Seal of our United Kingdom of Great Britain and Ireland, bearing even date herewith, constituted and appointed you, the said Charles Stanley, Viscount Monck, to be during our pleasure, our Captain General and Governor in Chief in and over our Province of Nova Scotia; and whereas, we have thereby authorized and empowered and commanded you, in due manner, to do and execute all things that shall belong to your said command, and the trust we have thereby reposed in you according to the several powers, provisions and directions granted or appointed you by our said Commission and the instructions therewith given to you, or by such further powers, instructions and authorities as therein are mentioned, and according to such reasonable laws and statutes as are now in force, or as shall hereafter be made and agreed upon by you, with the advice and consent of the Legislative Council and Assembly of our said Province: Now by these our Instructions, under our Royal Sign-Manuel and Signet, being the instructions so referred to and accompanying our said Commission, we do declare our will and pleasure to be, that you so soon as may be after the

publication of our said Commission, do take the oath appointed to be taken by an Act passed in the twenty-first and twenty-second years of our reign, entitled "An Act to substitute an Oath for the Oaths of Allegiance, Supremacy and Abjuration, and for the relief of Her Majesty's Subjects professing the Jewish Religion," and likewise that you do take the usual oath for the due execution and performance of the office and trust of our Captain General and Governor in Chief in and over our said Province, and for the due and impartial administration of justice, all which said oaths our Executive Council of our said Province, or any three or more of the members thereof, have hereby full power and authority, and are required, to tender and administer unto you.

II. And to the end that our said Executive Council may be assisting to you in all affairs relating to our service, you are to communicate to them those our instructions and any additional instructions which may be, in like manner, thereafter given to you by us.

III. And we do hereby declare, and it is our pleasure, that our said Council shall not proceed to the despatch of business unless duly summoned by your authority, nor unless five members of the said Council be present and assisting at any meetings at which any such business shall be despatched. And we do further direct that, if in any case you see sufficient cause to dissent from the opinion of the major part or of the whole of the said Executive Council, upon any question brought by you under their consideration, it shall be competent to you, upon any such occasion, to execute the powers and authorities vested in you by our said commission and by these our instructions in opposition to such their opinions; it being, nevertheless, our pleasure that, in every case, it shall be competent to any member of our said Council to record at length, on the minutes of our said Council, the grounds and reasons of any opinion or advice he may give upon any question brought under the consideration of such Council.

IV. And it is our pleasure, and you are hereby authorized to appoint, by an instrument under the public seal of the Province, one member of our said Executive Council to preside in your absence, and to remove him and appoint another in his stead. And if, during your absence, the member so appointed shall also be absent, then the senior member of the Council actually present shall preside, the seniority of the members of the said Council being regulated according to the order of their respective appointments.

V. And we do further direct and command, that a full and exact journal, or minute, be kept of all the deliberations, acts, proceedings, votes and resolutions of our said Executive Council; and that at each meeting of the said Council, the minutes of the last preceding meeting shall be read over, confirmed or amended, as the case may require, before proceeding to the despatch of any other business.

VI. And whereas we have, by our said Commission, declared our pleasure to be, that there should be within our said Province a Council, to be called the Legislative Council of our said Province, with certain powers and authorities therein mentioned, and have further declared our pleasure to be that the said Council shall consist of such and so many members as have been, or may thereafter for that purpose be, nominated and appointed by us under our royal sign manual and signet, or as should be provisionally appointed by you until our pleasure therein shall be known: Provided always that the total number of the members of the said Legislative Council resident within our said Province, shall not, at any time, by any such provisional appointment, be raised to a greater number in the whole than twenty-one: Now know you that we, reposing especial trust and confidence in the wisdom, prudence, and ability of the persons who are now members of the said Legislative Council, do, by these our instructions, re-constitute and re-appoint each and all of them to be Legislative Councillors for our said Province during our pleasure.

VII. And we do especially require and enjoin that whenever you shall think fit in the exercise of the authority hereby vested in you, to appoint any person or persons provisionally as aforesaid to be a member or members of our said Legislative Council, you do in every such case forthwith transmit to us through one of our Principal Secretaries of State the names and the qualifications of the several members so provisionally appointed by you to be members of our said Council to the intent that the said appointments may be either confirmed or disallowed, as we shall see occasion.

VIII. And we do hereby authorize and require you from time to time, and at any time hereafter, by yourself, or by any other person authorized by you in that behalf, to administer to all and every person or persons as you shall think fit, who shall hold any office or place of trust or profit, or who shall at any time or times pass into our said Province, or who shall be resident or abiding therein, the oath commonly called the Oath of Allegiance, together with such other oath or oaths as are usually given for the performance of official duties or for the clearing of truth in judicial causes.

IX. And it is our will and pleasure that if any of the members of our said Council, residing in our said Province, shall hereafter wilfully absent themselves from the said Province, and continue absent above the space of six months together, without leave from you first obtained under your hand and seal, or shall remain absent for the space of one year without leave given them under our Royal Signature, his or their place or places in the said Council shall immediately thereupon become void: and if any of the members of our said Council residing in our said Province, shall wilfully absent themselves hereafter from the said Council when duly summoned by you, without good and sufficient cause, and shall persist in such absence after being thereof admonished by you, you are to suspend such Councillors so absenting themselves, till our further pleasure be known thereon, giving immediate notice thereof to us, through one of our principal Secretaries of State. And we do hereby will and require you that this our royal pleasure be signified to the several members of our said Council, and that it be entered in the Council books as a standing rule.

X. And whereas by our said commission you are authorized and empowered, with the advice and consent of the Legislative Council and Assembly of our said Province or the major part of them, respectively, to make, constitute, and ordain laws, statutes and ordinances, for the public peace, welfare and good government of our said Province: it is our will and pleasure that the following regulations be carefully observed in the framing and passing all such laws, statutes and ordinances as may be passed by you with the advice and consent of our said Council and Assembly, *videlicet*: that the style of enacting the said laws, statutes and ordinances, be by the Governor, Lieutenant-Governor or Officer administrating the Government, as the case may be, Council and Assembly and no other:

That each different matter be provided for by a different law, without including in one and the same act such things as have no proper relation to each other: that no clause be inserted in any act or ordinance which shall be foreign to what the title of it imports: and that no perpetual clause be part of any temporary law.

XI. When any Bill is presented to you for our assent, of either of the classes hereinafter specified, you shall (unless you think proper to withhold our assent from the same) reserve the same for the signification of our pleasure thereon: subject, nevertheless, to your discretion, in case you should be of opinion that an urgent necessity exists, requiring that such Bill be brought into immediate operation; in which case you are authorized to assent to such Bill in our name, transmitting to us by the earliest opportunity, the Bill so assented to together with your reasons for assenting thereto; that is to say:

1. Any Bill for the divorce of persons joined together in holy matrimony.
2. Any Bill whereby any grant of land or money, or other donation or gratuity, may be made to yourself.

3. Any Bill whereby any paper or other currency may be made a legal tender, except the coin of the realm, or other gold or silver coin.
4. Any Bill imposing differential duties.
5. Any Bill, the provisions of which shall appear inconsistent with obligations imposed on us by treaty.
6. Any Bill interfering with the discipline or control of our forces in our said Province by land and sea.
7. Any Bill of an extraordinary nature and importance, whereby our prerogative, or the rights and property of our subjects not residing in the Colony, or the trade and shipping of the United Kingdom and its Dependencies, may be prejudiced.
8. Any Bill containing provisions to which our assent has been once refused, or which has been disallowed by us.

XII. And it is our will and pleasure that all Commissions to be granted by you to any person or persons to be Judge, Justice of the Peace, or other necessary officer, shall, unless otherwise provided by law, be granted during pleasure only.

XIII. And whereas, by our said Commission we have authorized you to present any person or persons to any church, chapel, or other ecclesiastical benefice within our said Province, to which we may from time to time be entitled to present, we do declare our will and pleasure to be that you do not present any minister of the United Church of England and Ireland to any ecclesiastical benefice without a certificate from the Bishop of _____ or his Commissary, of his being conformable to the doctrine and discipline of the said Church. And it is our will and pleasure that the person so presented shall be instituted by the Bishop, or his Commissary, duly authorized by him.

XIV. And whereas you will receive through one of our principal Secretaries of State a book of tables in blank, commonly called the "Blue Book," to be annually filled up with certain returns relative to the revenue and expenditure, militia, public works, legislation, civil establishment, pensions, population, cause of exchange, imports and exports, agricultural produce, manufactures and other matters in the said "Blue Book," more particularly specified with reference to the state and condition of our said Province: Now we do hereby signify our pleasure that all such returns be accurately prepared and punctually transmitted to us from year to year through one of our Principal Secretaries of State.

XV. And whereas great prejudice may happen to our service, and the security of our said Province, by the absence of our Lieutenant Governor, we direct that he shall not, upon any pretence whatever, without having first obtained leave from us for so doing under our Sign-Manual and Signet, or through one of our Principal Secretaries of State.



APPENDIX No. 20.

RAILWAY REPORT.

*Railway Office, Halifax, N. S.,
January 25, 1862.*

SIR,—

I now submit, for the information of his Excellency the Lieutenant Governor, an annual report of this department of the public service for the year ending 31st December, 1861.

An editorial of the Boston Railway Times, of the 4th of January, 1862, as the results of a review of the operations of American railways for 1861, contains the following :

“In the north, west, and middle States, many of the roads have been for a number of months taxed to their utmost capacity. The reports, as a general thing, show decreased passenger earnings, but at same time very largely increased freight revenues.”

Operations upon the railways of this Province for 1861, as regards passenger traffic, prove no exception to those of the United States. For while the earnings of the Nova Scotia railways for 1861, including the unpaid service done for the province, exceed those of 1860 by \$4,472.83, and those of 1859 by \$14,066.18, yet the earnings for passenger traffic in 1860 exceed those in 1861 by \$3,985.31. The freight business, however, for 1861 exceeds that of 1860 by \$8,443.07.

The number of passengers for the years 1860 and 1861, respectively, exclusive of drivers with horse and waggons, passing free, are as follows :

1860,	-	-	-	-	-	-	-	-	88,044
1861,	-	-	-	-	-	-	-	-	81,359
Excess for 1860,									6,685

When, however, it is borne in mind that the average travel in 1860 was favorably disturbed, by the circumstance of the visit of the Prince of Wales in the months of July and August, it is easy to account for this excess. The excitement produced by the discovery of gold fields in Nova Scotia, during 1861, may have slightly contributed to the increase of passengers for the year ; but owing to the circumstance that the gold fields mainly attractive, were situate so as to be easily reached by navigation, I attribute not much importance to any argument based upon such an assumption. Lunenburg is more easily and more cheaply reached from Windsor, and all localities west and south of it, by the main roads or by water, than by rail and by water ; and but very few persons east of the Shubenacadie River travel by rail to reach Tangier. What effect the more recent discoveries inland and about the metropolis may have upon the passenger traffic during the coming summer, remains to be determined.

In view of the great depression produced by the civil war in the United States, and the natural effects, as well upon trade as upon travel, I feel assured that with many it will be matter of surprise that the revenues of the road for 1861 exhibit such favorable results as they do.

On the 20th day of February last John Morrow, Esq., late accountant, who had charge of construction books from the commencement of the works, and of

revenue books, till about two years ago, owing to increased infirmity and years, resigned his situation. His successor, Mr. Thomas Foot, was immediately appointed in his room, and assumed the double duty of keeping both sets of books, which he has satisfactorily discharged to the present time. With the balance of construction funds now exhausted in the erection of an engine house, wharf, &c. at Richmond, and in other operations, the labor and care of keeping construction books and accounts will not hereafter occupy much time.

While upon this subject, I may avail myself of the occasion as a fitting opportunity to refer to the new method of classification noticed in my report for 1860. It is developed in the tables which accompany the accountant's report for 1861, and shows clearly, and I trust satisfactorily, the several heads under which the expenditures are disbursed. It furnishes also desirable elements for contrast and comparison with other roads.

Maintenance of way, &c., as will be seen by the accountant's tables, is a large item upon the Nova Scotia lines, amounting to no less than \$366.56 per mile for 1861. Considering that it would be false economy to permit the permanent way to fall into disrepair, the effect of such a state of things being most disastrous to the rolling stock, I have spared no efforts to place and keep it in first class condition. In Nova Scotia, during the year 1861, upwards of 20 per cent. of the gross earnings of the road have been disbursed upon maintenance, &c., as the figures furnished prove. Roads deeply and continuously covered with snows during the winter months, as in New Brunswick and Eastern Canada, are more difficult, possibly, to manage, but the road bed is far less likely to be displaced by the action of frost, and trains may more safely travel upon them at ordinary rates of speed, than where, as on the peninsula of Nova Scotia, and nearer the sea, the permanent way is frequently bare and subjected to the severe action of sudden and heavy frosts. As an illustration, I may remark that the snows of the fall of 1860 covered the ground before the frost had penetrated to any great extent. In the month of February a searching thaw occurred, which was succeeded by one of the coldest nights of the season. The ensuing morning exhibited the permanent way greatly disturbed and racked. Several thousand joint chairs, a quantity equal probably to the entire breakage since the opening of the road, were destroyed by a single night's frost. The attention of the road inspector was, in consequence, directed to the insufficiency of the joint chairs, and an improved, heavier pattern provided. The new joint chairs, cast by Messrs. Dimocks, of Windsor, from the new pattern, prove to be a superior article. The road inspector's report shows that out of 8649 of the new model, but one or two have broken, and these on examination proved to have been defectively cast.

The expense of maintenance of way, &c., for 1861 has been heavy. New sleepers sufficient to relay about seven miles of road, have been substituted for old and decayed ones removed; and upwards of \$5,000.00 have been expended upon the item of new chairs alone.

The receipts of the road from all sources, for 1861, amount to	\$120,917.66
Those for 1860 to	116,742.89

Showing a balance in favor of 1861	\$4,174.77
------------------------------------	------------

The expenses for 1860 are	96,472.26
Those of 1861	94,114.88

Being less in 1861 than 1860 by	\$2,357.38
---------------------------------	------------

(See accountant's report, Appendix A.)

The tables furnished by the traffic superintendent exhibit the sources whence the revenues are derived. The fact already mentioned that the passenger traffic and receipts are in diminution of those for 1860, while that of freight has been in excess, prove conclusively that the working of the road has been conducted with all proper regard to economy. It requires no labored argument to show that passengers are the cheapest, least expensive, and most desirable kind of traffic for railway transportation. A larger revenue than in 1860, derived from goods traffic necessarily required a larger staff of employees, and could be secured only by

increased locomotive power, and greater expenditure both for road and rolling stock repairs.

In 1860 the road received credit of over \$1,000.00 for work done carrying passengers and freight for the provincial Government. Members of the provincial Parliament paid travelling fare as private persons. In 1861 this policy was changed. The Railway department was required to furnish free transportation to members of Parliament of both houses after their arrival in the city, to carry the Halifax volunteers to and from Windsor gratis, and to pass goods from the interior destined for the International Exhibition, and persons employed in the service of the commissioners at Halifax, free, which has been done accordingly.

In one point of view it matters but little whether or not this class of services be paid for out of the public treasury, and the amount returned thither again as earnings of the road, in conformity with the practice adopted in New Brunswick, and sanctioned here as regards the Post Office department; but I deem it due to the management of the road that a correct report of this unpaid service be kept and submitted with the annual report.

In 1860 the disbursement of \$36,794.78 construction funds yielded \$2,356.30 engine hire to the credit of revenue; in 1861 from \$35,147.81 disbursed, but \$1,623.25 has been realized for revenue.

At the close of 1860, by advertising and otherwise, efforts were made to call in all out-standing debts and I had hoped that all, or nearly all, accounts were rendered. Since the beginning of 1861, the department have had to pay, however, a sum equal to \$413.62 for liabilities of previous years. At the commencement of 1862, I estimate that the out-standing liabilities of the department for 1861 amount to about \$1000.00.

The amount taken upon the main line for passengers in 1860 was		\$33,949.52
in 1861		30,372.37
For horse and waggon freight, 1860	\$6,016.93	
1861	6,079.76	
For other freight; 1860	22,228.19	
1861	29,101.18	
Upon the Windsor branch for passengers 1860		\$27,835.87
1861		26,512.19
For horse and waggon 1860	\$5,898.72	
1861	5,850.51	
For other freight 1860	\$16,541.69	
1861	18,111.77	

The absence of relative increase on "other freight" Windsor branch for 1861 is largely attributable to the sum disbursed filling Windsor wharf in 1860, and to the total stagnation of plaister traffic in 1861, owing to the war in the United States.

It is not unworthy of remark, the effects of hard times, and scarcity of money, upon the travelling community. In 1860 the total number of passengers by the main line was

Of these travelled 1st class	24,280	
Do. 2d class	26,290	
In 1861 total passengers main line were		44,553
Of these travelled 1st class but	16,935	
Do. 2d class	27,618	

The returns upon the Windsor branch exhibit economy on the part of the travelling public to about as large an extent as on the main line.

In 1860 the total number of passengers was		37,454
Of these travelled 1st class	20,337	
Do. 2d class	17,097	
In 1861 the total number of passengers was		36,164
Travelled 1st class but	16,593	
Do. 2d class	19,571	

The average receipt for each passenger for 1860 was 70 cents. For 1861 the

average receipt is precisely the same sum, viz., 70 cents, in both cases exclusive of free drivers, proving that the travel of each passenger for 1861 must have been upon an average, longer distances than in 1860.

The total mileage—that is, for regular and extra passenger and freight trains— for 1861, is	141,053
Do. for 1860	138,336

The report of the traffic superintendent and the tables annexed contain a large amount of statistical information, well condensed and ready for reference. (*Appendix B.*)

The locomotive superintendent's report, with the tables annexed is to be found in *Appendix C.*

Upon the resignation of Mr. A. Moir, on the 1st day of March, 1861, Mr. William Johnston was appointed his successor, and has proved his competency to fill the responsible situation. His devotion to the duties of his office has afforded me much satisfaction. The cost of locomotive power during the year will be found to compare favorably with other lines. The detailed report furnished by this officer renders it unnecessary that I should here enlarge, except it may be in reference to a paragraph contained in the report of a committee of the House of Assembly at its last session, which is as follows :

“The committee also regard it as true economy and sound policy, that the entire rolling stock belonging to the Province, should be kept at all times in good repair, that accidents may be avoided, and that the annual deterioration may be reduced to the lowest point. Whatever the deterioration is, it ought to be estimated quarterly, or annually, and charged against the earnings of the road.”

A glance at the accountant's report will convince the reader that no considerations of false economy have weighed in regard to outlays upon the rolling stock. A sum equal to \$173 per mile of the entire length of the main line and branch has been expended on rolling stock, which is upwards of 13 per cent., considerably more than one eighth of the gross earnings.

The “accidents” of a fatal character upon the lines for 1861, as remarked by the traffic superintendent, have been two ; but neither of them was in any way attributable to deficiency in the rolling stock, nor chargeable to any cause excepting the indiscretion of the victims themselves. The danger of attempting to mount or dismount from a car in motion is too self-evident to require remark, and yet I regret to say that in spite of all experience, caution, and remonstrance, passengers are in the habit constantly of placing their lives in eminent jeopardy by such inconsiderate conduct.

The committee in question recommend a quarterly or annual estimate of the deterioration of rolling stock. I am not aware of any data from which a reliable estimate of this kind could be prepared. I have endeavored to ascertain from persons long engaged on other lines their views on this subject, and all parties with whom I have conversed agree in saying that no tables could be compiled upon this point which would be satisfactory. For instance, a locomotive that has run thousands of miles may go into shop and come out new tyred, newly equipped, newly painted and improved to an extent that makes it a better and more valuable article than the day it was first turned out. This is no extreme case ; it has occurred in Nova Scotia the past season. No. 10 engine was more or less injured by the accident at Cobiquid road. It was put into shop and thoroughly repaired, and turned out hundreds of dollars better than the day it was purchased.

During the last year two of the first-class passenger cars were thoroughly repaired, refitted, and repainted. They are now to that extent more valuable than they were at the close of 1860. Some slight consideration for age, and wear and tear of wooden frame work excepted. Wheels, springs, axles, mountings, as they give way, are constantly being removed, and replaced with new, till perhaps eventually the car may meet an accident, and is replaced by a new one altogether, and all at revenue expense. On every well-managed road this is the policy that obtains, and if a proper system of repair and renewal be enforced, the depreciation of rolling stock is, or ought to be, very trifling.

A moderate amount of outlay in repainting the passenger and box cars, during the ensuing season, which I propose shall be done as soon as shed accommodation

can be secured, will greatly add to the appearance, and conduce to the preservation of this class of rolling stock.

The road inspector's report (*Appendix D.*) treats the subject of the permanent way so fully that I do not find occasion to enlarge upon what I have already remarked. The only reason why our road does not compare more favorably with those of older or more densely populated countries, is for the want of traffic. The high roads running parallel with the lines, I hesitate not to affirm, are all but deserted, except as to local travel. It has been the object of my ambition, since I have presided over this department of the public service, in every practicable way, consistent with a proper regard of the revenues of the road, to secure the largest possible amount of traffic. To effect this object, no surer method can be adopted, I take it, than to keep the lines in good working order, under safe and competent management. I have not hesitated throughout to impress upon the road inspector, and the several road masters, the necessity of keeping the permanent way in first class repair, with the assurance that every proper provision would be made in this office for the expense.

During the current year I anticipate an increased expense for renewal of sleepers, and have made provision accordingly. Contractors for upholding find it their interest to provide sleepers when old ones are condemned by the road masters, and are allowed twenty cents for each new one, placed in *situ*, as a substitute for one removed. In addition I have contracted for a quantity equal to ten thousand, to be delivered in suitable places along the lines, flattened and fitted for service, at an average price of 12½ cents each. The cost of sleepers, when the road was first constructed, was upon an average considerably over double this amount.

Immediately after the prorogation of the Assembly, in accordance with suggestions contained in a report of a committee of the House of Assembly, I took action on the subject of the unfinished engine house at Richmond, which resulted in a decision to erect a new building on a new site, upon a new principle. The able report of W. B. Smellie, Esq., C. E., (*Appendix E.*) under whose direction the completion of this work, as well as the erection of a new wharf at Richmond, and other extensive operations there, have been conducted, leave me scarcely anything to add. Mr. Smellie having finished the design of the new wharf, and prepared the specification for the new engine house, I decided to place him in charge, and authorized him to oversee the erection of the work. He has discharged this duty to my entire satisfaction; and I have reason to believe that under his inspection the several contracts referred to in his report, have been thoroughly executed. His engagements with the department would have closed with the year, but for an application on the part of Major-General Doyle, commander of the forces, for the use of the large building situate upon the old wharf, and the stone building formerly used as an engine house, for the purpose of fitting them up temporarily as barracks. This request having been complied with, I engaged Mr. Smellie's services until the war department shall have completed an undertaking entered into on their part to alter and fit up the buildings in question, and to build for the department a new store as a substitute for that occupied as barracks, and which is in course of erection. The understanding being that the war department shall bear the expense of Mr. Smellie's salary for superintending until the completion of their engagements.

Having during the year had an opportunity of inspecting many of the more modern and best constructed engine sheds in Canada and the Western States, I feel confident that that now erected at Richmond, for its capacity, will compare favorably with any structures of the kind which have fallen under my observation.

The responsibilities which attach and are inseparable from the management of a line of railway are scarcely to be appreciated by any but those upon whom they devolve. Ever since the Nova Scotia lines have been opened, the necessity of telegraphic communication with the intermediate and terminal stations has been experienced. During the year 1860 I opened a correspondence with the American telegraph company, through Mr. J. Hoyt, their agent, with the view of enabling the department to connect the principal intermediate stations with their wires, and in this way save the necessity and expense of erecting new lines. For reasons, not necessary here to be explained, the negotiation did not succeed. It has, how-

ever, recently been re-opened, with better prospects of a successful termination; and the basis of an arrangement has now been settled, by which the American telegraph company, in consideration of certain equivalents to be conceded by the government and the railway department, agree to connect with the railway stations. As soon as I shall be enabled to have the station masters properly instructed, I hope to have the intermediate stations placed in telegraphic communication with each other, and all with the terminal stations. The advantages to result are so many, so important, and so various, that I shall not occupy the reader's time in their enumeration. Single lines of railway are not now considered as at all equipped, unless in connection with lines of telegraph; and as already remarked, the advantages accruing are such as few, except those who are charged with their management, can properly appreciate.

Had the Richmond station been in telegraphic communication with the intermediate stations on the 21st March last, I am of opinion that an accident which occurred in consequence of the efforts to clear the track, which had been so drifted as to interrupt the travel on the branch and Halifax portion of the main line, for the previous twenty-four hours, with its consequences, would have been avoided.

In reference to this subject, I take the liberty, in closing my observations upon it, to introduce the following extract from one of the very able reports of D. C. McCallum, Esq., superintendent of the New York and Erie railroad. He observes as follows:

“I would remark in this connection, that the use of the telegraph is a most important auxiliary in working the road, as by the rules in force, trains moving in one direction possess positive rights to run without regard to time or without reference to any opposing train; and an opposing train upon reaching a point where, by the time table, it should be met and passed by a train having a right to the road, is not permitted to leave until the arrival of such train; but by the use of the telegraph, conductors in such cases may be immediately communicated with, and directed to move forward without the slightest danger of collision. * * * * * A single track railroad may be rendered more safe and more efficient, by a proper use of the telegraph, than a double track railroad without its aid.”

In accordance with the recommendation of the report of the committee of the House of Assembly, on the subject of a petition from Hants county, praying relief from taxation for station grounds at Windsor, I directed Mr. Smellie to make a survey of the Governor's farm, so called, and to prepare an allotment of it, with various reservations, in accordance with a plan suggested. A number of lots were subsequently advertised, and put up for public sale, and disposed of accordingly, the gross proceeds being \$3,932. The title to this property having been by act of the Legislature conveyed to the Chairman of the Board of Works, I caused the papers, plans, and particulars of the sale to be placed in the hands of the Attorney General, for the purpose of preparing titles to the respective purchasers.

In conclusion, I have again to bear witness to the general good conduct of the officers and employees engaged in the management of this department of the public service.

I have the honor to remain,

Sir,

Your obedient servant,

J. McCULLY.

The hon. the Provincial Secretary.

OFFICERS OF THE NOVA SCOTIA RAILWAY.

HON. J. McCULLY,	Chief Commissioner.
THOMAS FOOT,	Accountant.
W. B. SMELLIE,	Acting Engineer.
W. MARSHALL,	Road Inspector.
ABM. FEETHAM, W. FAULKNER, W. YOULD,	Roadmasters.
GEORGE TAYLOR,	Traffic Superintendent.
JOHN ADAMS,	Clerk.
JAMES ALEXANDER,	Freight Master, Halifax.
ARTHUR BUSBY,	Ticket Master. do.
E. MORAN,	Station Master, Bedford.
JAMES H. HODSON,	do. do. { Junction and Beaver Bank.
W. HILTZ,	do. do. Uniacke.
W. L. SWEET,	do. do. Newport.
CHARLES E. HARDING,	do. do. Windsor.
A. McDONALD,	do. do. Elmsdale.
J. KIRKPATRICK,	do. do. Shubenacadie.
W. F. BOGGS,	do. do. Stewiacke.
E. MCPHREE,	do. do. Brookfield.
H. McCALLUM,	do. do. Truro,

W. JOHNSTON, Superintendent, Locomotive department.

W. U. JONES, Clerk.

APPENDIX.

(A.)

Railway Office, Halifax, January, 1862.

SIR,—

I beg to submit the following account and summaries, with their abstracts, showing the financial operation of the Nova Scotia Railway for the year ending 31st December, 1861.

1ST. REVENUE SERVICE.

A 1. Revenue Account with Abstracts.

(a) Locomotive Power.

(b) Merchandise and Passenger Cars.

(c) Maintenance of Way and Buildings.

(d) General Charges.

A 2. Quarterly summary of Working Expenses.

A 3. Do. of Receipts and Expenses.

2ND. CONSTRUCTION SERVICE.

B 1. Capital Account.

Detailed quarterly accounts of the above, with the vouchers, have been furnished to the Financial Secretary.

REVENUE SERVICE.

The new classification of accounts for working expenses, which came into operation at the commencement of the year, has given much satisfaction, each service being clearly defined and distinguished, and will afford great facility for future comparisons.

Revenue account (A 1) compares favorably with the operations of last year.

The total receipts from all sources show an increase of	\$4,174 77
And the working expenses a decrease of	2,357 38

Making an increase in the total nett receipts of	6,532 15
--	----------

The result is still more favorable as compared with 1859, as will be seen on reference to the following table :

ACCOUNT.	Year ending 31st Dec., 1859.	Year ending 31st Dec., 1860.	Year ending 31st Dec., 1861.
Receipts from all sources,	\$102,877 57	\$116,742 89	\$120,917 66
Working expenses,	111,274 88	96,472 26	94,114 88
	8,397 31	20,270 63	26,802 78

There being an increase in the nett earnings of 1860 over 1859 of	\$28,667 94
---	-------------

Do. 1861 over 1859 of	35,200 09
-----------------------	-----------

An increase in the total receipts from all sources in 1860 over 1859 of	13,865 32
---	-----------

Do. 1861 over 1859 of	18,040 09
-----------------------	-----------

And a decrease in the working expenses of 1860, as compared with 1859 of	14,802 62
--	-----------

Do. 1861 as compared with 1859 of	17,160 00
-----------------------------------	-----------

On reference to the "quarterly summary of working expenses (A 2)," it will be seen that the largest expenditure on this service was in quarter ending 30th June, which is in excess of March quarter by

	\$3,918 73
" September "	2,931 12
" December "	1,772 43

and which is owing to the large charge made to "maintenance way and buildings," (abstract c), for chairs used in repairing the road, and also for new sleepers to replace old and decayed ones—

This account being in excess of March quarter by	\$2,125 10
" " September "	2,751 78
" " December "	2,384 95

Showing that the next largest cost to this service was incurred in March quarter, at which time it will be remembered the heavy breakage of chairs by the frost took place, and the renewal of which had to be borne, to a large extent, by this and the following quarter.

There is a gradual increase each quarter in the cost of locomotive power—the last—

December quarter being in excess of March by	\$1,419 68
" " June by	963 97
" " September by	441 66

This excess arises from the extra cost incurred for new wheels, tyres, &c., used in repairing the several locomotives, and wages for performing this work.

It may be necessary here to state that the cost of repairs to locomotives, arising from the accident at Cobequid road, is not included in the above, that being charged to a separate account in "General Charges," as will be seen on reference to abstract (d).

Quarterly summary of receipts and expenses (A 3), shows the largest nett earnings were in September quarter, that being in excess of

March by	\$11,108 92
June by	5,790 72
December by	5,180 00

It will also be observed that there is an excess in this quarter in the total receipts from all sources over March of

	16,543 27
June,	2,859 60
December,	4,021 31

And a decrease in the working expenses, as compared with

June quarter, of	2,931 12
September,	1,158 69

And an excess in March of \$987 61

The increase in working expenses in June and September quarters is explained in my previous remarks on A 2.

As nearly as I can estimate, the outstanding accounts of 1861, to be paid in 1862, will amount to about \$1000, being some \$600 more than paid in 1861 belonging to 1860.

CONSTRUCTION SERVICE.

The books and papers belonging to the above were placed in my charge on 20th February last, at which date John Morrow, Esq., the late accountant, resigned, and from which it will be seen that there has been received from the Receiver General, to 31st December, 1860,

	\$4,253,431 35
31st December, 1861,	34,196 92

\$4,267,628 27

And expended to 31st December, 1860,	\$4,236,109 62	
“ 31st December, 1861,	35,147 81	
	<u>4,271,257 43</u>	
LESS.		
Per credit acc't to 31st Dec., 1860,	\$2,540 77	
“ “ 1861,	1,400 03	
	<u>3,940 80</u>	
		<u>4,267,316 63</u>
Leaving a balance unexpended of		\$311 64

The credit account deducted, amounting to \$3,940 80, is for amounts received for sale of sundries belonging to the department, and money returned for land damages, &c., &c., which of course decrease expenditure account by that sum.

I have the honor to be, Sir,

Your obedient servant,

THOMAS FOOT,
Accountant.

The hon. J. McCully, Chief Comm'r Railways.

(A 1.)

REVENUE ACCOUNT.

DR.

Year end'g 31st Dec. 1860.	Expenditure, 1861.	Total.
	Locomotive power, per abstract (a)	\$33,543 77
	Merchandise and pass'r cars, " (b)	18,154 60
	Maintenance way and buildings, " (c)	33,998 57
	General charges, " (d)	8,417 94
\$96,472 26	Total,	94,114 88
20,270 63	Balance nett revenue,	26,802 78
<u>\$116,742 89</u>		<u>\$120,917 66</u>

CR.

Receipts, 1861.

\$112,470 92	Traffic Supt.—for details see Appendix B., Abstract (c. 1)	\$116,028 18
3,823 48	Old material,	4,483 08
448 49	Sundry sources, rents, &c.	406 40
<u>\$116,742 89</u>		<u>\$120,917 66</u>

ABSTRACT (a).

LOCOMOTIVE POWER.

Wages of drivers, firemen, and cleaners,		\$6,675 81
Firewood consumed in running,	\$10,962 78	
Oil	1,323 65	
Tallow	746 15	
Waste	245 74	
		<u>13,278 32</u>
Salary of superintendent and clerk,		1,454 44
Materials, &c., for repairing engines and tenders, including packing	2,760 12	
Wages for repairing engines and tenders,	5,686 41	
Work not done by railway for do.	285 40	
		<u>8,791 93</u>
Repairs to machinery, workshops and engine houses,		609 53
Repairs and renewal of tools, lamps, &c.		462 73
Water pumping, wooding-up, and wood-shed and pump and tank repairs,		2,288 76
Miscellaneous,		42 25
		<u>\$33,543 77</u>

ABSTRACT (b).

MERCHANDIZE AND PASSENGER CARS.

Wages of conductors, brakemen, porters, and shunters,		\$6,475 36
Oil consumed for packing,	\$548 59	
Waste	41 18	
		<u>589,77</u>
Traffic superintendent's salary, clerk, and office expenses,		1,247 24
Salaries of station masters and freight agents,		3,667 00
Materials, &c., for repairing cars,	1,690 78	
Wages for	2,643 81	
Work not done by railway for do.	185 50	
		<u>4,520 09</u>
Repairs to workshops, and repairs and renewal of tools, lamps, &c.		78 02
Small stores used on the trains,		183 71
Fuel		132 63
Wages to switchmen and signalmen,		727 47
Drawbacks and overcharges on goods forwarded and tickets refunded,		483 71
Miscellaneous,		49 60
		<u>18,154 60</u>

ABSTRACT (c).

MAINTENANCE OF WAY AND BUILDINGS.

Maintenance of way by contract (including fencing)	\$21,734 06	
Ditto by day's labor, foremen and laborers' wages,	647 72	
		<u>22,381 78</u>
Salaries inspector and roadmasters,		2,697 69
Chairs, spikes, sleepers, &c.		7,941 01
Small stores,		40 80
Repairs of tools,		27
Repairs to stations, wharves, buildings and platforms,		720 88
Repairs to snow ploughs,		116 19
Miscellaneous,		99 95
		<u>33,998 57</u>

ABSTRACT (d).

GENERAL CHARGES.

Salaries chairman, accountant, and office expenses,		\$4,081 25
Printing, advertising, and tickets,		977 33
Stationery,		358 48
Damages to animals and goods,		183 37
Station watchmen,		626 55
Fuel, oil, light, and incidental expenses at stations,		814 09
Accident at Cobequid road: Repairs to locomotives, &c.	\$987 24	
Sundry expenses,	307 21	
		<u>1,294 45</u>
Expenses year 1859,		44 10
Expenses Prince's visit, 1860,		18 50
Miscellaneous,		19 82
		<u>\$8,417 94</u>

(A 2)

Quarterly Summary of Expenses for year ending 31st December, 1861.

Account.	March 31.	June 30.	Sept. 30.	Dec. 31.	Total.
Locom'tive power	\$7,672 59	\$8,128 30	\$8,650 61	\$9,092 27	\$33,543 77.
Merchandize and passenger cars,	4,029 91	4,608 96	4,388 56	5,127 17	18,154 60
Maintenance way and buildings,	8,190 00	10,315 10	7,563 32	7,930 15	33,998 57
General charges,	1,873 06	2,631 93	2,150 68	1,762 27	8,417 94
Totals,	21,765 56	25,684 29	22,753 17	23,911 86	94,114 88

(A 3)

Quarterly Summary of Receipts and Expenses for year ending 31st December, 1861.

Specification.	March 31.	June 30.	Sept. 30.	Dec. 31.	Total.
Receipts from all sources,	\$19,542 19	\$33,225 86	\$36,085 46	\$32,064 15	120,917 66
Expenses,	21,765 56	25,684 29	22,753 17	23,911 86	94,114 88
	2,223 37	7,541 57	13,332 29	8,152 29	26,802 78

(B 1)

CAPITAL ACCOUNT.

DR.

1860.			
Dec. 31. To amt. expended to date, per last report		\$4,236,109 62	
Less per credit acct. rents, &c.		2,540 77	
1861.			\$4,233,568 85
Dec. 31. To old engine house, balance			
10 per cts. &c.		1,212 56	
New wharf at Richmond,		5,335 07	
Circular engine house :			
Building,		13,163 09	
New turntable,		2,083 04	
Excavating site,		1,394 20	
Stations and new sidings :			
At Richmond station,		5,463 93	
At other stations,		1,458 27	
Survey extension into city,		2,070 96	
Machinery, new boiler house at Richmond, &c.		227 10	
Rent and expenses,		1,037 26	
Removing wood sheds and laying water pipes, &c.		1,214 26	

Dec. 31.	Permanent way,	455 65	
	Miscellaneous,	6 32	
	Expenses sale of Governor's farm lots,	26 10	
			<u>35,147 81</u>
			4,268,716 66
	Less per credit, acct. contra,		<u>1,400 03</u>
			4,267,316 63
	Balance,		<u>311 64</u>
			<u>\$4,267,628 27</u>

CR.

1860.			
Dec. 31.	By cash received from Receiver General to date,		\$4,233,431 35
1861.			
Dec. 31.	By cash received from Receiver General,		34,196 92
	Cash per credit account:		
	Land damages returned by Govern't,	\$775 25	
	Interest acct. on do.	94 95	
	Rents for shop in building, &c.	200 00	
	Sale of omnibusses,	225 03	
	Sundries,	15 30	
			<u>1,400 03</u>
			<u>\$4,267,628 27</u>

(B)

Richmond, January, 1862.

SIR,—

I beg leave to submit for your consideration the following returns, shewing the earnings from the different sources of traffic upon the Nova Scotia Railway for the year ending 31st December, 1861.

Return (a 1) Superintendent's Account Current with Revenue for 1861.

Do (b 1) shows the various sources of revenue and aggregate earnings at each station.

Do. (c 1) shows mileage of trains, number of passengers, and quarterly receipts from the Main Line and Windsor Branch, and summary of totals.

Do. (d 1) shows the number of passengers of each class carried per month, and recapitulation.

Do. (e 1) shows the monthly receipts for passengers at stations.

Do. (f 1) shows the monthly receipts for horses and waggons at the respective stations.

Do. (g 1) shows the monthly earnings of freight at each station.

Do. (h 1) & (i 1) monthly comparative statement of earnings on Main Line and Windsor Branch, for three years, 1859, 1860, and 1861.

Do. (j 1) shows the description of freight forwarded from each station.

You will observe that the aggregate earnings of the Railway during the past year (1861) as per returns, amount to the sum of

	\$116,028 18
Add carriage of members of Legislative Council, House of Assembly, and Officers,	\$263 52
Carriage of Volunteers to Windsor and back, attending prize rifle shooting.	652 05
	915 57
	\$116,943 75

This amount shows an increase over 1861 of \$4,472 83, including the transport of members and volunteers, which items I have merely presented in order to give the road credit for the actual service performed, as it was arranged that they should travel free during the session.

The total mileage of trains in 1861 exceeds that of 1860 by 2,717 miles.

The number of passengers carried during the past year, as per returns,	80,717
Members of both Houses,	159
Volunteers to Windsor and back,	483
	642
	81,359

being 6,685 less than in 1860.

The number of drivers carried in 1861 not enumerated in return of passengers,

Do. do. 1860	7,398
	7,502
The gross earnings of passenger traffic, as per returns, amount to	\$56,884 56
Add carriage of Members,	\$263 52
Do. do. Volunteers,	652 05
	915 57
	\$57,800 07

being a decrease of \$3,985 31 from 1860 in this branch of traffic.

Horse and Waggon receipts show a few dollars increase.

The Freight business during the past year exhibits an increase over 1860 of \$8,443, 07.

I regret to find there has been a falling off in passenger travel during 1861. The through travel to and from the United States, during the past season, has been on a limited scale; and I presume the general depression of trade over the

Province has been the means of impairing the local traffic, as the intermediate stations exhibit a general decrease of nearly 8 per cent.

I am glad to observe that the freight traffic shows a favorable increase. The transport of square timber from Truro, and intermediate stations on Main Line, and deals from Still Water, Windsor Branch, to Richmond, for shipment to England, and also a large number of bricks from near Elmsdale and Shubenacadie, for Halifax market, form the principal items of this increase. The inconvenience and expense hitherto experienced in shipping at Richmond will now be obviated since the erection of the wharf, whereby cars can be run to any part of it alongside the vessel, which will be a saving to the shipper of at least a dollar and a half per car load, a considerable item in the transshipment of rough freight, such as cord wood, wharf logs, &c., when a large trade is carried on. You will observe that the largest proportion of this increase is derived from the Main Line. On the Windsor Branch, during 1861, a large decrease in plaister trade has taken place, in consequence of the demand for the present being limited, owing, I understand, to the civil war in the United States. The general freight (particularly hay and straw) has increased to such an extent that frequently our present supply of covered cars has been inadequate to meet the requirements, without risk of damage to property.

The extension of siding accommodation, and alteration of several tracks at Richmond, are of material advantage in expediting the marshalling of trains.

The want of telegraph communication along both lines is still seriously felt. I am convinced that no single line of railway can be satisfactorily and efficiently operated without the means of telegraph at the important stations. During the past season it has been found necessary to run special trains to connect the Windsor and St. John steamer with the mail steamers to and from England; and frequently arrangements had to be made after the departure of the afternoon trains, consequently much delay and inconvenience to travellers, and anxiety in the management of the road.

I regret to notice two casualties which occurred with the passenger trains, whereby two persons were so severely bruised as to cause death,—one at Four Mile Station, and the other at Windsor Junction. I cannot see that any blame can be attributed to the officers, as in both instances the parties were endeavoring to get on the train when in motion.

I am Sir, your obedient Servant,

GEO. TAYLOR.

The Hon. Jonathan McCully.

(a 1.)

NOVA SCOTIA RAILWAY.

Superintendent of Traffic Department in Account with Revenue.

DR.

1861.			
Jany. 1.	To bal. from Dec. 31, 1860,		\$1,568 86
Mar. 21.	Receipts 1st Quarter,	\$19,049 93	
June 30.	Do. 2nd Do.	31,060 00	
Sep. 30.	Do. 3rd Do.	34,504 45	
Dec. 31.	Do. 4th Do.	31,413 80	
			<u>116,028 18</u>
			\$117,597 04

CR.

1861.			
Decr. 31.	By Cash paid Railway Commissioner,		\$114,408 86
	Overcharges on Freight, as per weekly returns,		214 51
	Balance arrears at Stations,		2,973 67
			<u>\$117,597 04</u>

GEORGE TAYLOR,
Superintendent of Traffic.

(b. 1.) Return showing the various sources of Revenue and Aggregate Earnings of each Station for the year ending Dec. 31, 1861.

Name of Agent.	Station.	Passenger Traffic.	Horse and Wagon traffic.	Freight traffic.	Total.
Arthur Busby, Passenger Agent.	Richmond	\$21689 20	\$4409 92	\$21053 84	26099 12
Jas. Alexander, Freight do.	Do.				21053 84
Edward Moran, Station do.	Bedford	1779 54	359 76	903 49	3042 79
J. H. Hodson, Do.	Windsor Junction	747 10	24 15	95 68	866 93
George Nichols, Do.	Grand Lake	197 98	68 98	40 14	307 10
A. G. McDonald, Do.	Elmsdale	1261 14	467 30	920 74	2658 18
Do.	Fletcher's			36 91	36 91
Do.	Truro Road		27 81	30 61	58 42
A. Kirkpatrick, Do.	Shubeneadie	1739 85	267 31	1670 86	3678 02
Wm. F. Boggs, Do.	Stewiacke	1186 43	639 78	957 35	2783 56
Edward McPhee, Do.	Brookfield	1082 41	396 45	1626 49	3105 35
Hugh McCallum, Do.	Truro	6910 44	1703 50	5838 72	14452 66
J. H. Hodson, Do.	Beaver Bank	354 13	74 04	177 48	605 65
Wm. M. Hiltz, Do.	Mt. Uniacke	940 88	319 36	396 53	1656 72
John L. Sweet, Do.	Newport	2609 34	479 14	2233 30	4981 78
Chas. E. Harding, Do.	Windsor	9477 59	2693 17	7139 06	19309 82
John Murray, Conductor.		234 16			234 16
Elisha Leasby Do.		170 71			170 71
John Ryan, Do.		316 27			316 27
J. McC. Archibald, Do.		304 09			304 09
A. G. McDonald, Do.		70 99			70 99
H. Hyde, Stage Proprietor,		1963 03			1963 63
T. S. Lindsay, Do.		1321 17			1321 17
J. King & Bros., Steamboat Proprietor,		1348 00			1348 00
Season Tickets, Commissariat,		1058 87			1058 87
General Post Office,		461 29			461 29
P. Way Con. Engine & Car Hire,				2400 00	2400 00
Construction Do.				59 00	59 50
				1623 25	1623 26
		\$56884 56	\$11930 67	\$47212 95	116028 18

GEORGE TAYLOR.

(C. 1.)
Statement shewing the Mileage of Trains, number of Passengers, and Quarterly Receipts, for the year ending December 31, 1861.
MAIN LINE.

Quarter ending.	Mileage of trains.	No. of Passengers.			Amounts received for				Total.	
		1st class.	2nd class.	Total.	Passengers.	Horses & Waggon.	Freight.	Total.		
March 31,	19190	2480	4799	7279	\$5013 83	\$1365 79	\$5501 70	\$11881 32		
June 30,	20239	4413	6747	11160	7425 35	995 95	8618 56	17039 86		
September 30,	20830	6211	8073	14284	9819 11	1382 27	8418 43	19619 81		
December 31.	20383	3831	7999	11830	8114 08	2335 75	6562 49	17012 32		
Total,	80642	16935	27618	44553	30372 37	6079 70	29101 18	65553 31		
WINDSOR BRANCH.										
March 31,	14080	1845	3556	5401	3394 50	998 32	2775 29	7108 61		
June 30,	15353	4125	5944	10069	7354 63	694 14	5971 37	14020 14		
September 30,	15560	6638	5258	11896	9143 23	1416 27	4325 14	14884 04		
December 31,	15418	3985	4813	8798	6619 83	2742 18	5039 47	14401 48		
Total,	60411	16593	19571	36164	26512 19	5860 91	18111 77	50474 87		
SUMMARY.										
March 31,	33270	6325	8355	12680	8408 33	2364 11	8277 49	19049 93		
June 30,	35592	8538	12691	21229	14779 98	1090 09	14589 93	31000 00		
September 30,	36390	12849	13331	26180	18962 34	2798 54	12743 57	34504 45		
December 31.	35801	7816	12812	20628	14733 91	5077 93	11601 90	31413 80		
Total,*	141053	33528	47189	80717	56884 56	11930 67	47212 95	116028 10		

* Mileage of engines engaged in shunting and in assisting trains and on maintenance of way not included. Drivers with carriages not included.

GEORGE TAYLOR.

(d1.)
Statement showing the number of Passengers for the year ending December 31, 1861.

MAIN LINE.				WINDSOR BRANCH.					
Month.	1st class.	2d class.	Total.	Totals.	Month.	1st class.	2d class.	Total.	Totals.
January,	883	1732	2615	7270	January,	680	1042	1722	5401
February,	748	1434	2182		February,	556	975	1531	
March,	849	1633	2482		March,	609	1539	2148	
April,	951	2180	3131	11160	April,	1086	1766	2852	10069
May,	1247	2254	3501		May,	1307	1865	3172	
June,	2215	2313	4528		June,	1732	2313	4045	
July,	2126	2605	4731	14284	July,	1705	1650	3355	11896
August,	2301	2854	5155		August,	2502	1820	4322	
September,	1784	2614	4398		September,	2431	1788	4219	
October,	1562	2628	4190	11830	October,	1950	1005	3024	8789
November,	1255	2414	3669		November,	1112	1592	2704	
December,	1014	2957	3971		December,	914	1556	2470	
Totals,	16935	27618	44553	44553	Totals,	16593	19571	36164	36164

RECAPITULATION.

MAINE LINE—1st class,	16,935	2d class,	27,618	Total,	44,553
WINDSOR BRANCH—1st class,	16,593	2d class,	19,571	Total,	36,164
	<u>33,528</u>		<u>47,189</u>	Total,	80,717

GEORGE TAYLOR.

(e1)

Statement of Monthly Receipts at the respective Stations and in the Cars for the year ending 31st December, 1861.

PASSENGERS.

Stations, &c.	Jan'y.	Feb'y.	March.	April.	May,	June.	July.	August.	Sept'r.	October.	Nov'r.	December.	Aggregate.
Richmond,	\$1250 57	\$982 40	\$1020 74	\$1488 84	\$1638 07	\$2308 71	\$2598 21	\$2655 09	\$2259 04	\$2110 08	\$1079 01	\$1788 84	\$21689 20
Bedford,	82 06	52 83	92 53	117 00	151 05	179 56	164 42	237 24	228 82	179 70	161 90	181 84	1779 64
Windorf Junction.	41 73	31 50	36 60	51 30	51 86	73 33	60 97	59 78	99 53	78 18	82 00	79 03	747 10
Grand Lake,	8 37	9 87	12 88	11 33	24 19	22 06	26 05	22 17	15 24	16 08	11 08	17 16	107 08
Elmsdale,	73 37	70 65	84 06	108 51	100 57	103 30	133 36	115 49	117 90	140 04	119 51	93 78	1201 14
Skubnacadie,	140 48	118 85	122 57	120 98	149 63	184 32	185 65	178 15	148 27	143 93	117 72	123 30	1739 85
Stowacko,	88 01	43 34	64 98	105 82	109 93	104 81	142 39	116 26	94 43	118 01	93 27	105 23	1186 43
Brookfield,	66 84	59 13	56 11	103 93	85 57	93 07	124 38	110 35	77 87	80 50	88 43	130 23	1082 41
Turo,	471 40	386 05	333 46	480 53	564 33	627 04	748 28	864 30	679 93	620 37	485 76	648 49	6910 44
Beaver Bank,	19 40	15 09	24 51	29 29	26 65	31 15	38 79	37 73	36 25	31 91	31 66	31 80	354 13
Mount Uniacko,	45 11	44 37	56 89	87 46	77 70	90 85	110 61	93 46	88 79	94 37	76 85	74 37	940 33
Newport,	117 85	125 93	163 78	178 85	204 97	240 20	204 36	277 14	230 30	207 99	157 21	160 70	2269 34
Windsor,	362 39	325 80	394 00	676 45	940 42	1080 79	1087 93	1219 35	1058 89	982 46	726 75	625 07	9477 59
Conductors,	69 19	39 94	62 27	70 34	75 13	80 14	76 82	98 68	128 69	126 73	133 81	134 48	1696 22
H. Hyde, Stago Co.	41 31	27 54	47 43	75 74	234 00	194 31	250 16	258 58	233 33	276 94	190 49	133 11	1963 03
T. S. Lindsay, do.	69 62	87 98	82 62	113 99	186 06	151 47	103 28	108 03	52 02	166 00	129 87	78 03	1321 17
King & Co. Steamboat Co.,				54 00	63 50	54 00	35 00	254 50	391 00	329 50	123 50	37 00	1348 00
Season Tickets,	201 25	123 00	42 00	76 50	97 00	32 50	120 75	123 37	12 50	142 25	66 25	15 00	1058 87
Commissariat.			8 04			367 20			80 10			55 89	401 29
Totals.	\$3149 55	2544 36	2714 42	3906 95	4847 82	6025 21	6156 51	6822 27	5983 50	5852 54	4407 20	4414 11	\$56884 50

(f 1.)
Statement of Monthly Receipts at the respective Stations for the year ending December 31. 1861.

HORSE AND WAGGOON TRAFFIC.

Stations.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggreg'e.
Richmond,	\$398 96	\$306 72	\$188 74	\$216 25	\$220 97	\$281 02	\$280 29	\$358 03	\$372 44	\$579 77	\$551 59	\$655 14	\$4409 92
Bedford,	16 86	13 82	15 99	16 65	23 04	27 61	35 58	28 81	46 93	34 07	59 16	41 24	359 76
Windsor Junction,	1 45	4 75	4 20	1 05	2 20	5 25	7 87	4 30	2 96	4 22	4 71	2 31	24 15
Grand Lake,	7 80	8 19	17 93	18 34	44 33	34 59	43 94	4 75	6 77	5 84	7 90	11 90	68 98
Millsdale,	17 64	8 60	5 50	3 65	12 31	30 83	21 13	39 90	59 60	72 50	71 17	39 17	467 30
Truro Road,	10 06	13 08	10 22	9 60	12 31	30 83	21 13	32 23	28 20	35 15	17 14	18 42	27 31
Shubonacadie,	38 91	29 80	26 81	31 69	21 22	35 90	51 43	27 12	25 33	121 12	118 26	107 17	639 78
Stewiacke,	44 93	5 41	8 16	26 02	17 82	32 29	15 94	35 27	17 74	46 31	37 90	98 07	396 45
Brookfield,	55 52	140 19	50 29	43 84	53 40	99 72	124 09	123 92	125 89	108 27	140 05	404 21	1703 50
Truro,	289 63	50	1 15	7 51	6 58	3 00	10 35	7 91	9 37	7 95	7 71	8 98	74 04
Beaver Bank,	3 03	13 59	14 22	21 73	26 11	24 70	26 61	26 27	37 52	37 08	47 27	25 06	319 36
Mount Uniacke,	19 20	7 20	11 80	9 50	11 74	30 80	24 35	37 19	88 78	130 78	81 62	35 02	479 14
Newport,	10 36	206 59	119 21	96 69	56 29	83 81	71 38	166 18	372 17	506 36	393 36	403 98	2693 17
Windsor.	217 15												
Total,	\$1131 50	758 44	474 17	503 21	497 36	689 52	712 96	891 88	1193 70	1689 42	1537 84	1850 67	11930 07

(G. 1.)

Statement of Monthly Receipts at the respective stations for the year ending December 31, 1861.

FREIGHT.

Stations.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggreg't.
Richmond,	\$763 23	1450 38	1186 47	1833 02	2820 50	2633 09	1968 74	1878 47	1744 83	1888 51	1488 63	1402 97	21053 94
Bedford,	36 85	67 24	150 71	104 95	98 09	47 59	50 97	45 61	64 42	68 35	87 33	81 38	903 49
Windsor Junction,	2 70	6 87	6 70	5 37	11 64	9 72	4 00	3 83	3 83	13 53	15 52	12 00	95 68
Fletcher's,	2 50	2 12	2 63	2 75	2 79	2 01	6 62	1 40	1 82	80	14 15	3 32	30 91
Grand Lake,	1 05	3 83	6 80	3 78	3 73	5 29	3 17	1 20	5 95	77	1 90	2 67	40 14
Elmsdale,	50 53	40 13	77 08	71 05	121 42	104 96	108 04	76 52	75 33	83 91	64 07	56 70	929 74
Truro Road,	2 30	2 43	2 65	5 43	6 75	2 67	1 61	1 12	1 32	2 22	1 51	60	30 61
Shubenacadie,	74 92	92 36	90 57	178 51	188 32	145 00	173 46	145 85	143 03	160 77	146 67	131 40	1670 80
Stewiacke,	72 55	51 55	66 38	89 45	96 17	82 08	95 43	114 30	72 65	96 98	65 02	54 79	957 35
Brookfield,	116 18	86 77	86 42	138 66	178 68	113 67	179 01	195 39	136 36	159 20	111 21	124 94	1626 49
Truro,	390 99	332 46	384 38	549 90	561 99	337 32	597 15	524 40	504 98	721 30	441 82	492 03	5838 72
Beaver Bank,	13 80	11 08	14 40	24 04	31 06	15 17	15 00	12 43	15 13	4 10	11 66	9 61	177 48
Mount Uniacke,	24 70	43 04	30 89	46 44	43 93	27 75	43 53	25 48	21 59	32 56	27 70	28 92	396 53
Newport,	184 24	101 68	169 43	249 98	225 19	217 31	168 07	148 16	119 92	266 84	167 06	197 42	2233 30
Windsor,	440 73	466 81	465 96	849 21	875 99	513 01	563 62	644 81	627 05	561 94	711 50	418 43	7139 06
Post Office,			600 00			600 00			600 00			600 00	2400 00
Pent. Way Contr's. engine and car hire, Construction,					59 50	255 00	234 00	457 00	105 00	237 25	282 50	52 50	59 50 1623 25
Totals,	2177	272758	753341	474152	545325	755111	644224	424275	944243	214299	083633	253669	6847212 95

(h L)
Comparative Statement of Receipts on the Main Line for the years ending Dec. 31, 1859, 1860, and 1861.

	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggregate.
1859.													
Passengers,	1924 97	1603 94	1894 72	2023 75	2352 40	3477 25	3577 13	3121 90	3476 31	2893 68	3330 45	3824 02	33500 52
Horse & Waggon,	451 60	335 38	249 00	130 05	106 03	178 55	112 45	194 82	355 27	427 82	529 99	720 55	3791 51
Freight,	981 48	941 08	1802 40	1407 65	1390 12	2127 30	1630 58	1451 88	2047 48	2147 40	1644 44	2518 42	20090 23
Totals,	3358 05	2880 40	3946 12	3561 45	3848 55	5783 10	5320 16	4768 60	5879 06	5468 90	5504 88	7062 99	57382 20
1860.													
Passengers,	1757 60½	1726 03	2968 18½	2175 44½	2334 47	3642 91	2524 01	4794 11	3528 83	2246 73	3510 27	272740 87	33949 52
Horse & Waggon,	404 14	426 24½	240 02½	281 11½	270 34	472 52	432 98	352 72	621 09	685 01	884 79	945 93	6016 93
Freight,	1295 17	1231 94	2353 88	1478 71½	2020 34½	2476 69	1934 25	1396 71	2362 98	1981 38	1648 66	2047 47	22228 19
Totals,	3456 91½	3384 27½	5562 09	3935 27½	4625 15½	6592 12	4891 24	6543 57	6512 90	4913 12	6043 72	5734 27	62194 64
1861.													
Passengers,	1906 97	1556 39	1550 47	1992 05	2539 43	2893 87	3390 62	3575 01	2853 48	2966 52	2466 39	2681 17	30372 37
Horse & Waggon,	788 50	365 99	212 30	294 40	295 24	406 31	471 60	477 89	432 78	609 32	667 43	1059 00	6079 76
Freight,	1295 69	1800 28	2345 73	2596 74	3091 10	2930 72	2872 89	2948 03	2597 51	2690 94	1780 52	2091 03	29101 18
Totals,	3990 16	3782 66	4108 50	4883 19	5925 77	6230 90	6735 11	7000 93	5883 77	6266 78	4914 34	5831 20	65553 31

(i 1)
Comparative statement of Receipts on the Windsor Branch for the years ending December 31, 1859, 1860, and 1861.
1859.

	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov'r.	Dec'r.	Aggregate.	
Passengers, Horse & Waggon, Freight,	1638 07 118 98 564 03	1029 42 126 88 573 38	1102 35 8906 987 44	1681 23 73 93 1071 00	1816 08 88 06 1353 34	3279 08 101 28 1421 90	08 2633 124 91 90 1030	82 2854 276 07 934 88	78 3225 07 1247 88 1475	00 2835 88 1056 45 1632	36 2084 55 744 86 55 1443	95 2524 86 948 32 45 1305	19 32 35 60	26704 33 4997 38 13793 60
Totals,	2321 08	1729 68	2178 85	2826 16	3257 48	4802 26	3789 56	4066 33	5948 33	5524 40	4273 26	4777 86	\$45495 31	
	1860.													
Passengers Horse & Waggon, Freight.	1322 98 281 47 661 37	1091 39 417 05½ 750 26	1659 73½ 325 76½ 1319 63	1776 89½ 171 94½ 946 46½	1926 83 135 11 1088 26½	3229 73 280 70 1457 49	73 2472 325 66 982 96	86 4741 380 59 865 44	31 3697 59 1078 44 2016	91 2020 09 867 97 59 2735	25 2164 87 818 69 53 2568	45 1730 815 68 25 1149 44	52 68	27835 87 5898 72 16541 69
Totals.	2265 82	2258 70½	3305 13	2895 30½	3150 29½	4967 92	3781 48	5987 34	6792 59	5624 75	5551 39	3695 64	50276 28	
	1861.													
Passengers, Horse & Waggon, Freight.	1242 58 344 00 881 58	987 97 392 45 898 47	1163 95 261 87 995 74	1914 90 208 81 1555 80	2308 39 202 12 2234 65	3131 34 283 21 2180 92	34 2765 241 36 92 1351	89 3247 413 99 53 1327	26 3130 760 92 91 1645	08 2886 10 1080 70 1608	02 2000 10 870 41 09 1852	87 1732 791 67 73 1578	94 65	26512 19 5850 91 18111 77
Totals.	2468 16	2278 89	2421 56	3679 51	4745 16	5595 47	4358 78	4989 16	5536 70	5574 21	4724 01	4103 26	50474 87	

(J 1.)
Statement showing description of Freight forwarded from each Station during the year ending December 31, 1861.

Name of Station.	Single Horses.	Empty Wag'ns or Sleighs.	Loaded Wag'ns or Sleighs.	Hnds. & Puns.	Bbls. & Kegs.	Boxes.	Baskets.	B'als & sundry packages.	Bundles Iron.	Bars Iron.	Castings.	Feet of lumber.	Cars of lumber and timber.	Cars logs, masts and spars.	Cords of wood.	Shingles.	Cords of bark.	Cars of laths and lathwood.	Staves and hoop wood.	Bundles of hay and straw.
Richmond,	2934	1531	1197	1350	29554	11503	114	15620	1962	12463	1072	1000		12						25
Bedford,	472	341	116	138	1286	265	26	100	5	15		4100	20	4	743					
Fletcher's,	1				4	1		11												
Grand Lake,	74	39	38		1							6800	31	6	114	31000			93	530
Elmsdale and Truro Road,	456	123	366	3	83	79	4	124	1	1		28000		32		463000				685
Shubenacadie,	266	201	93	10	196	215	15	188	20	6		49130	31						87	40
Stewiacke,	397	267	127	2	224	2251	10	324	1	1		5000	34	59	84	285500		25		
Brookfield,	255	100	125	262	216	98	4	46	14			6056	60							110
Truro,	796	354	454	140	2231	1733	10	477		127			143							849
Windsor Junction,	42	29	10	1	91	72		7				257250		148	710	10000	24			
Beaver Bank,	105	49	57	2	2	3		4				17700	25	78	540	312000			79250	20
Mount Uniacke,	321	108	193	6	82	32	1	14	1	4		71350	218	15	1458	1267750		16		3084
Newport,	260	145	130		818	135	11	73		19		2000	171	7	558	18000	36			2144
Windsor,	1114	278	882	7	2793	4470	137	3992	25	56	763	6000	68			63750				
	7493	3565	3758	1919	37581	20857	332	20980	2029	12692	1835	454386	801	361	4207	2441000	60	41	79430	7437

(J. 1.)—Continued.

Name Station.	Cars of Plaster.	Cars of Stone.	Cars of Brick.	Cars Sand Clay.	Cars Bath'ware.	Coils of Rope.	Skins and Hides.	Stoves.	Carcases Meat.	Pork in carcasses.	Cows or Oxen.	Calves.	Sheep.	Tubs of Butter.	Hams.	Qtls. of Fish.	Chests of Tea.	Bags Potatoes, Oats, &c.	Pieces and lots Furniture.	Ploughs.	Hay Presses.	Canoes.	Cars Junpr. knees.	Cars of Shooks.	Cars Machinery.	Rolls Leather.	Cars Bl. Sleepers.	Railway Chairs.	Cars of Rails.						
Richmond,						1792	1572			3	69	6	183			901	1245	8823	708									504							
Bedford,										29	40	3				25	46	648																	
Fletcher's,									42	31	135	131	423					608																	
Grand Lake,							4		52	45	197	157	1503	208				747								25									
Elmsdale and							17		5	77	205	153	1483	377				774						1											
Truro Road,		1176000		14	17				26	130	646	151	1430	1253				590																	
Shubenacadie,		600000		2					105	13	521	1606	183	2573	4732	1013		13053																	
Stowiacke,		3000																																	
Brookfield,																																			
Truro,																																			
Windsor Junc.																																			
Beaver Bank,																																			
Mount Uniacke,							25		29	12	51	42	72					392																	
Newport,	169										510	300	2552					2422																	
Windsor,		54	36000	121							1135	121	1014	866					230																
	169	62	1815000	140	17	1792	1723	13	675	2941	4662	1271	11250	7436	1613	926	1291	248057	1004	2	2	2	2	2	7	2	618	10	4130	2					

(C.)

LOCOMOTIVE DEPARTMENT,

Richmond, January, 1862.

SIR,—

Herewith I beg to submit the returns in connection with the locomotive department, for the year ending 31st December, 1861.

Return No. 1. Shows the number of miles run, and stores consumed by each locomotive, during the year.

Return No. 2. Shows the number of miles run, and the average consumption of stores per mile by locomotives, on regular and extra passenger trains.

Return No. 3. Shows the total number of miles run on all services, with fuel and stores consumed, with the averages.

I accepted office as Locomotive Superintendent on the first day of March, 1861. Upon entering on my duty, I found great inconvenience from the detached state of the respective workshops,—the machine shop being so far from the engine-shed, in which a great deal of the lighter class of repairs is done. The removal of the articles required for such service was attended with much trouble, loss of time and expense. The turntable, too, being so inconveniently situated, with so many sets of points to pass upon a sharp curve, it was often difficult in stormy weather to reach it. The table having been left uncovered, exposed to the action of the frost, made it difficult to work, and after causing heavy expenses for repairs, in the month of May last gave out entirely. Previous to this, the machinery about it had become so strained, that it was unsafe to have an engine turned upon it. Since the new engine-house has been built, the table it contains has been in use, and is all that I could wish. It affords great accommodation to this department of the service.

The sidings have been extended during the summer, and trains can now be marshalled without interfering with the Main Line, and can be started, too, with more punctuality. There is also good accommodation for the unloading of timber at the new wharf; cars can be put in and left there until unloaded. Formerly they had to be shunted one by one, requiring a large addition of locomotive accommodation.

You will perceive, by referring to Return No. 1, that our consumption of wood, oil, and tallow, is slightly greater than in 1860. We used no coal, however, in 1861, while in 1860 there were about 24 tons consumed. By comparing the average number of cars in each train, it will be seen that there is $1\frac{1}{2}$ cars, per train, more than in 1860, which fully accounts for the greater consumption of stores. With reference to tallow, it was an imported article, of very poor quality as a lubricating substance, and was impregnated with salt, which is injurious to valves and cylinders. The Nova Scotia article we are now getting, is good and free from salt, and much better as a lubricator.

The cost of motive power for regular and extra passenger trains in 1860 is given at 18.57 cents per mile; for 1861 the cost by the same calculation is found to be 19.15 cents. The total cost of motive power per mile run on all services is 21.53 cents.

You will observe from return No. 1 that six of the locomotives have not been in use during the year. The remainder are in general good working order. The action of the frost upon the road-bed in the beginning of winter, and previous to the fall of snow, renders the line very hard and unyielding, and is therefore severe upon this branch of our rolling-stock; in fact, three winter months are as injurious as the remaining nine, especially on springs and tyres, which it is difficult to keep in running order.

I would beg to bring under your notice the necessity of telegraphic communication along the lines. A single line cannot be safely and efficiently worked without such communication, especially where extra trains are required to be sent out, as due notice must be given of the intention. Likewise in snow-storms, and in

cases of casualties taking place, there is often great delay caused from the want of means for such communication.

Referring to the action which occurred at Cobequid Road on the 21st March last, I have to remark that the damage sustained was confined principally to the cabs, hand-railings, and outside works, which came in contact with the snow-plough. None of the axles of the engines or tenders were strained. There were 4 engines out at the time, with the snow-plough attached. I intended, after arriving at the Junction, to send two to Windsor and two to Truro. The wind had drifted the snow very hard, and having endeavored unsuccessfully on the day previous to leave Richmond with two engines, I considered it safer and better to send out four. When snow is hard and deep, a heavy steam power, with a slow rate of speed, is far safer than light locomotive power, requiring greater speed.

The following is a statement of the Rolling Stock, with remarks :

Passenger Engines from Neilson & Co.	10
“ “ “ Portland Co.	5
Ballast,	5
	—
Total,	20
	—
First Class Passenger Cars,	10
Second,	8
Mail Vans,	5
Freight Cars,	21
Horse and Cattle Cars,	19
Sheep Car,	1
Platform Cars,	101
Side-tip Ballast Cars,	12
Scotch, “ “	1
Snow Ploughs,	3

FIRST CLASS PASSENGER CARS.

These cars are in good running order. During the past year two have been thoroughly painted, in the same ornamental style as when new. It would be desirable to varnish two, and paint and varnish the remaining six, as they can be spared from service, and a convenient shed be provided to hold them, while it is being done. Eight new cast-iron wheels have been put under these cars during the year.

SECOND CLASS PASSENGER CARS.

All of these cars are in good running order; five of them have been repaired during the season, receiving new canvass covering for the roofs, well coated with paint. The bodies begin to require painting.

BOX CARS.

These comprise 21 freight, 19 cattle, 5 mail, and 1 sheep car. Thirty-eight are in good running order; 3 freight, 4 cattle, and 1 sheep car are now under repair, for wood work only.

PLATFORM CARS.

Ninety-one of these are in good running order; ten are in course of repair. The increase of freight during the past year, and the demand for extra freight-trains for cord wood, lumber, timber and shingles, are likely ere long to require more of this description of stock. Seventy-two new wheels have been put under the platform cars.

SIDE-TIP CARS.

These have done but little service; but the wood-work requires some repairs. The wheels are in good order. There were last year 3 brake vans on hand, but

their want of adaptation to our road, and the great expense of running them attached to trains was so fully demonstrated, that they have been condemned and dismantled.

CAR SHOP.

The want of a suitable car-shop has long been felt,—all the work having at present to be done outside, in all weathers. The constant exposure of the cars as been very injurious to them. So soon as the troops evacuate the stone building improvised for barracks, the department will be provided with accommodation suitable for the purpose, as well as for carpenter and paint-shop. During the year, among other things, the following articles have been imported for renewal services, viz. :

28	30-inch	Tender-Wheels.	
20	28	“ Truck	do.
180	33	“ Car	do.
4		Engine-driving Wheel Tyres.	
8	Truck	do.	do.

I have the honor to be,

Sir,

Your obedient Servant,

W. JOHNSTON,
Locomotive Superintendent.

To the Hon. J. McCully.

RETURN No. 1.
Statement of Mileage and Consumption of Stores for year ending December 31, 1861.

No. OF ENGINE.	MILES RUN.					CONSUMPTION OF				
	Regular & Extra Passenger and Fgt. Trains	Construction Works.	Shunting and assisting Trains.	Maintenance of Way.	Totals.	Wood, cords.	Oil, gals.	Tallow, lbs.	Waste, lbs.	
1	90	525		23	638	30 25	13 75	43 50	21 50	
2			160	86	10512	246 75	112 37	521 25	167 50	
3	10266		2643	180	5410	151 00	51 13	274 25	56 00	
4	2587		73		22277	535 02	101 02	856 25	388 50	
5	22204		74		14224	429 63	88 38	655 25	268 00	
6	14130	20	1792		7504	186 62	61 75	311 25	109 50	
7	5712		1132	805	15286	434 00	133 75	676 50	353 25	
8	13349		14		15956	437 50	94 00	819 25	280 00	
9	15942		920		11042	259 00	67 75	493 75	212 50	
10	10122		238		21103	535 00	131 50	897 25	283 00	
11	20865									
12	6224		1313	1210	8747	206 50	78 75	334 25	135 50	
13	4743		858	286	5902	164 38	62 87	280 75	79 75	
14	11965	15	544	1473	13982	314 75	110 25	519 75	218 00	
15	2294		320	593	3207	85 50	42 75	84 25	41 00	
Totals 1861,	140493	560	10810	4656	155790	4016 50	1156 62	6767 50	2564 00	
Do. 1860,	142062	3026	5366	8926	159380	4061 75 and coal 24,186 lbs.	1028 87	4357 75	2908 75	

RETURN No. 2.

Showing number of Miles run, Wood, Oil, Tallow and Waste consumed, together with the averages of the Regular and Extra Passenger Train Engines.

On what Line running.	Total miles run.	Total Wood burnt, cords.	Total Oil used, gallons.	Total Tallow used, lbs.	Total Waste used, lbs.	Miles run to 1 cord wood.	Miles run to 1 gallon oil.	Miles run to 1 lb. tallow.	Miles run to 1 lb. waste.	Average No. of cars in each Train.
Halifax and Truro,	76092	1817 62	522 37	2962 75	1082 00	41 86	145 66	25 68	70 32	13 41
Halifax and Windsor,	56425	1544 75	391 50	2700 75	1088 75	36 52	144 12	20 89	51 82	9 92
Totals and averages,	132517	3362 37	913 87	5663 50	2170 75	39 41	145 00	23 39	61 04	11 06
Year 1860 for comparison,	135854	3272 50	730 25	3578 75	2391 00	41 28	186 03	37 96	56 81	10 00

RETURN No. 3.

Showing total Miles run on all services, Fuel and Stores consumed, for the year ending 31st December, 1861, with averages.

How employed.	Total miles run.	Wood burnt, cords.	Oil used, gals.	Tallow used, lbs.	Waste used, lbs.	Miles run to 1 cord wood.	Miles run to 1 gallon oil.	Miles run to 1 lb. tallow.	Miles run to 1 lb. waste.	Average No. of cars in each Train.
Betw'n Halifax & Truro,	80082	1909 62	567 37	3127 75	1160 00	41 93	141 15	25 60	77 65	13 41
Do. Halifax & Windsor,	60411	1636 75	435 50	2865 75	1167 75	36 96	138 71	21 00	51 73	9 92
On Construction Works,	560	28 25	13 25	44 00	23 60	19 82	42 26	12 50	24 34	
Shunting and assisting,	10081	330 80	95 62	532 00	124 00	30 46	105 43	18 95	81 30	
Maintenance of Way,	4656	111 00	44 88	198 00	89 25	41 94	137 43	23 52	52 16	
	155790	4016 50	1156 62	6767 50	2564 00	38 79	134 71	23 02	60 70	11 67

(D.)

NOVA SCOTIA RAILWAY,

Richmond, 17th January, 1862.

SIR,—

For your information I have the honor to submit the following report upon the state and condition of the Railway works, under my inspection and superintendence.

The embankments at Sackville river bridge and Five-mile lake viaduct, referred to in my report of January, 1861, have been widened, without interfering in any way with the running of the trains.

The embankment at Barney's brook still continues to subside on the east side. The contractor for upholdence has now widened this embankment, so that the road may be properly straitened in the early part of the spring, it being considered advisable not to alter the road-bed until the new work is properly consolidated.

The embankment at Polly Bog, between pegs 1618 and 1633, where the road has been built across a morass, has settled about two feet, and will require to be raised should any further subsidence take place.

A severe freshet occurred on the 17th April, 1861, causing considerable damage to culverts and drains, on various parts of the line. The principal were—culverts under Little Meadow brook embankment, and the Wallace and Scott's embankments near St. Croix bridge; they were all more or less undermined, and the walls had partially fallen, leaving pillars at intervals merely sufficient to support the covers. The drain under Doull's embankment, about two miles north of Windsor Junction, was not sufficient to pass the freshet; several gaps were made in the embankment, and the ballast washed away for a considerable distance. The wing walls and pitching of the twelve feet arched culverts near Truro, also sustained considerable damage. In all these cases the contractos for upholdence have repaired the works.

On the 27th December last, a very heavy surf, beating against the deep embankment at Grand Lake, dislodged the material for a distance of three hundred feet, for the most part as far in as the centre of the track, and in some places to the outer rail. About 1000 yards of rock were required to make good the damage, and the trains were enabled to proceed regularly on the 2d inst.

New ballast to a large extent has been spread by contractors for upholdence during the season, particularly on the Windsor Branch.

Owing to subsidence on a soft road-bed, the ice made on the day and two preceding nights to the 21st March covered the rails near Cobequid road to the depth of four inches. On the 21st, the track being drifted with new snow, the snow-plough mounted the rail, and some injury resulted to the rolling stock.

The masonry and timber work of all bridges have been carefully inspected, and I have to report them in good order.

The cost of upholdence has been greatly increased, in consequence of a large quantity of new sleepers having been substituted for decayed ones, and so large an amount of breakage in joint chairs. No less than thirteen thousand six hundred and thirty-three old sleepers have been removed and replaced by new ones during the year.

When the winter of 1860 and 1861 set in, there was but little frost in the ground. A sudden and heavy thaw in February, succeeded by one of the severest frosts of the season, proved very destructive to the joint chairs. In the course of a single night and day a heavy breakage occurred, several thousand chairs were shattered, eight thousand six hundred and forty-nine new joint chairs were required to be cast, and have been put in during the year; these have all been made on a new and improved pattern, a couple only (which were found to be defective by cast) are reported to have broken.

When the winter frost set in at the close of 1861, the road-bed on the Windsor Branch and Main Line was in excellent condition. The drainage of the lines

throughout the past year has had my particular attention ; and although some of the clay embankments are more or less troublesome in consequence of slides and slurry, yet all this class of difficulties has been successfully dealt with, without producing any interruption to the travel.

The rails upon the Nova Scotia lines have proved to be of a good material, very few, unless in case of a manufacturing defect, have required to be renewed, and these either within terminal stations, or upon some of the sharper curves. The great mass of the rail superstruction is apparently as good as ever, and warrants me in saying, that, unless in some cases at the joints, the wear and tear is as yet scarcely perceptible.

A badly constructed wood-shed blew down at Windsor, which required to be entirely rebuilt early in 1861. The erection of the new engine-house at Richmond, the building of the new wharf, the enlargement of the station grounds, and the increase of siding accommodation required, necessitated considerable expenditure in connection with these works ; nearly three quarters of a mile of track required to be refitted, over half a mile relaid, and upwards of three quarters of a mile of entirely new road constructed.

I have the honor to be,

Sir,

Your most obedient Servant,

WILLIAM MARSHALL,
Road Inspector.

The hon. J. McCully.

(E)

ENGINEER'S OFFICE,

Halifax, January, 1862.

SIR,—

I beg to submit the following report on the new works executed during the past year, under my superintendence.

Up to the end of March last I was engaged under Mr. Light upon the survey and plans of the proposed extension into the city, submitted to the Legislature at its last sitting.

The railway committee, in their report to the Assembly of last session, having submitted that "the increasing traffic in lumber, deals, and the productions of the forest, renders it very desirable that some additional facilities should be given to the shipment of lumber at Richmond," I was directed to prepare plans and specifications of the timber work for a wharf 640 feet long by 50 feet in width, and accessible by engines and cars. This work was early in May submitted to competition. On receiving the tenders, the government decided to build a length of only 300 feet for the present, but so situated as to admit of an extension of 400 feet in a straight line whenever considered necessary, and so as not to interfere with any extension of the station grounds at a future time. The work was completed early in the month of September.

Along the outer front, for a length of 200 feet, there is an average depth of water at low tide of 20 feet. On the inner side the water is about 5 feet less in depth.

The situation of the wharf is pronounced the most convenient that could be selected, and when the shipment of timber again commences, will prove of the greatest utility. The rails extend along its whole length, and goods of any description may be landed direct from the cars into a vessel.

The little bay or pond formed between the wharf and the shore will be found very convenient for mooring the heavy timber, which is usually shipped by vessels' port-holes.

The embankment necessary to connect the wharf with the main line and sidings, was made from the material brought from the site of the new engine-house and from the hill south of the station. Great convenience will be afforded by this embankment in the unloading and storing of timber and similar heavy goods waiting shipment.

About the end of April it was decided to examine the state of the walls of the engine-house at Richmond, which had been standing in an unfinished condition since December, 1859, as directed in the report of the committee of the House of Assembly, as follows:—"The committee have directed their attention to the condition of the new engine-house at Richmond, with a view to determine whether that structure should be finished, and whether certain claims arising out of its erection should be compromised or paid. The results of a very careful investigation, conducted with the aid of practical men, architects and masons, have decided the committee to recommend that, should it be ascertained, when the frost is out of the walls, that they can be repaired and completed, so as to bear the roof, the roof shall be put on and the engine-house completed, the government having power to adjust the claims of the contractors on fair and equitable principles."

Messrs. Lang, Malcom, and Davis, builders in the city, were selected to examine and report upon the state of the building. The following correspondence thereupon took place:—

*Railway Office,
Halifax, 1st May, 1861.*

GENTLEMEN,—

Under a report of a committee of the House of Assembly, you have been selected to report upon the condition of the unfinished engine-house at Richmond.

Herewith is enclosed a copy of that part of the committee's report applicable to the subject.

I shall be glad to be favored with your views as early as circumstance will permit.

I have, &c.,

J. McCULLY.

Messrs. Geo. Lang, R. Malcom, and R. Davis.

Halifax, 6th May, 1861.

SIR,—

Your letter of the 1st instant, enclosing copy of directions from a committee of the House of Assembly to examine and report upon the present condition of the new engine-house in the course of erection at the railway station, Richmond. Have, in accordance with your request, examined the same, do report, that we have duly examined the said engine-house, and give it as our opinion that the walls, in their present state, are not fit to support the roof, in consequence of the frost having acted upon the mortar and thereby destroyed its binding qualities.

We found the north wall to have an inclination inwards and out of plumb; the south wall in the same condition. Whether this may have arisen from the effect of the weather, or defect in building, we were unable to ascertain; but would suggest that the whole of the walls be taken down to the spring of the arches, and to have another survey, so as to ascertain whether the walls are sufficient to carry on the work and finish the building.

We have, &c.,

GEORGE LANE,
ROBERT MALCOM,
ROBERT DAVIS.

The hon. J. McCully.

*Railway Office,
Halifax, 16th May, 1861.*

GENTLEMEN,—

I have to inform you that the walls of the new engine-house have been taken down, as recommended by you, and it is now ready for further inspection.

I shall be glad to have your further report at an early day.

Yours, &c.,

J. McCULLY.

Messrs. Lang, Malcom, and Davis.

Halifax, N. S., May 25th, 1861.

SIR,—

Referring to our preliminary report upon the engine-house at Richmond Station—agreeably to that report, you have caused the walls to be taken down to the part of the building recommended by us. We have again been called upon to make a further report, and in accordance with your request, have examined the walls of the building, and are of opinion that they are capable of being carried up to the height originally contemplated.

GEORGE LANG,
ROBERT MALCOM,
ROBERT DAVIS.

When the walls are completed, the undersigned are of opinion that the original design is not calculated to sustain the roof.

ROBERT MALCOM,
ROBERT DAVIS.

The h n. J. McCully.

I was immediately thereafter directed to prepare plans and specifications for the completion of the building as it stood; and to meet the views of each of the above gentlemen, provision was made for strengthening the walls by building buttresses under each of the arched ribs, they having expressed themselves satisfied of the stability of the structure if thus supported.

Plans and specifications were also prepared for a new building of a different design, having a turning-table in the centre, with lines of rails radiating therefrom, and affording accommodation for twenty engines, leaving it with the government to adopt either of the plans they thought proper on a comparison of tenders to be taken. The specifications in both instances provided that all material upon the ground, furnished by the first contractor, should be used in completing the original or in the erection of the new building.

In general terms, the tenders for the old building included the completion of the outer walls with buttresses, and the finishing of the interior as originally contracted for, except that arrangements were made, by economizing all available space, to accommodate thirteen engines, in place of eight, as was first contemplated; that for the proposed new design included the taking down and removing the old building, the entire completion of the walls and roof, with interior finish similar to first building.

The lowest tender for the old building—that of Messrs. S. Sutherland and Sons—was \$5,200. That for the new building, by Mr. George Lang, was \$10,567.

From an estimate made upon the receipt of the tenders, taking into account the excavation necessary for the site, and the probable increase in the foundations, together with the additional accommodation to be afforded by the proposed new building, the government determined to erect the same. Mr. Lang, on being called upon to fulfill the contract, and notified that the time specified for the completion of the building should be strictly adhered to, declined to enter upon the same, for the reasons that the time was too limited, and that the buildings he was engaged upon would not admit of his whole attention being given to this work. The next tender—that of Mr. John Brookfield, for \$11,963—was accepted on his satisfying the government of his ability to complete the work in the time allowed.

The excavation for the site formed no part of the above contract, but was undertaken by Mr Brookfield at his schedule price for such work, and which was very low. The quantity of excavation removed was 2,450 cubic yards, costing \$1394.20.

When the plans for this building were made the site had not been determined, consequently the quantity of excavation and masonry in the foundations could not be accurately ascertained. About half of the site fixed upon was made ground, and, from the necessity of founding the walls on the original formation, a portion of them reached to the depth of fourteen feet, thereby increasing the quantity of work beyond that provided for in the specification. The extra work under this head amounted to \$682.

To make a comparative statement of the tenders for the two buildings it is necessary to add to the amount of cost for the old building the value of the roof contracted for, and also the cost of erecting smoke-jacks over each engine, not provided for.

The amount required to complete the old building would therefore stand thus :

Amount of tender to finish walls, &c.		\$5,200
Do. contract for roof,		7,573
Do. estimate for smoke-jacks		520
		<hr/>
		\$13,293
Amount of tender for new building,	\$11,963	
Do. extra in foundations, &c.	682	
	<hr/>	12,645 00
Do. preparing site,		1,394. 20
		<hr/>
		\$14,039 20

Although the cost of preparing the site, properly speaking, forms no part of the cost of the building, still it is necessary to introduce it here for the purpose of showing a comparison of the fresh expenditure required to complete this unfinished work. Any other amounts for finishing the interior beyond the above are common to both buildings, and are therefore not considered in making comparisons.

The total cost of the building, as it now stands, is as follows :

Amount of tender and extra foundations, as above,	\$12,645 00	
Laying rails, &c.	141 00	
Whitewashing, &c.	76 00	
Work done by department,	301 09	
		\$13,163 09
Preparing site,		1,394 20
		<hr/>
		\$14,557 29

The building was commenced on the 4th day of July, and, with the excavation for the site, was carried on as rapidly as possible. The rock excavation delayed the progress of the brick work for a time, but by the 16th September the walls were completed, and the roof boarded in by the middle of October. The building should have been finished by the 1st November, but the difficulty above alluded to delayed the completion until the 26th November, since which time the engines have been duly accommodated. Every effort was made by the contractor to expedite the work, and but for the great energy he brought to bear upon its execution, the building could not have been finished this season.

It was considered desirable to provide a new turning table for this building. The table in the old building was examined with the view of adapting it to the present, but it was found much damaged and strained, having been frequently broken and repaired. Besides, to have made it available in the new building would have required the entire alteration of the driving machinery, the wheels and supports for another line of rails, and the whole area framed and boarded over. To have done all the work necessary to have made this table serviceable, would have cost as much as the new one, and could never have afforded any satisfaction. The new table is of the most approved pattern, and is worked with great ease, so much so that one man can turn an engine in a tenth part of the time which it formerly took four men. The cost of this turning table was \$2083.04.

The turning of the engines at Richmond, during the last three winters, has been a source of the greatest anxiety to the department,—the whole of the forces from the workshops being frequently engaged till midnight at the operation. This difficulty is now removed, and every comfort and convenience afforded.

The old table has been removed from the ground, and those parts of the machinery in good order stored away for the purpose of repairing those at Windsor and Truro—they being of the same pattern.

The wood shed with its water-tank has been removed and re-erected on the siding leading to the new engine house. The water pipes that connected with the water-tank and stone building have been extended, and communicate with the tank on its new site, as well as with the machine shop, and engine house—1200 feet in all. An apparatus has been erected in the latter building for supplying the tenders, and also a hydrant for connecting immediately with the engine boilers, and for general purposes.

Considerable improvement has been made during the summer in the siding accommodation at Richmond.

The embankment forming the station yard has been widened 12 feet, and a new line of rails upwards of 1200 feet long laid down. This is connected with one of the old sidings which has been extended and improved, and now forms a through siding 2000 feet long. The siding to the wharf connects with this, so that accommodation is afforded for a large timber traffic. A portion of this siding is given up to the unloading of brick and other building material which is carted into the city.

To lessen the number of points and crossings in the station yard, and to make

the wharf connection more convenient, the two lines leading into the south end of the stone building were taken up, and the entrance to this building given by the north end. By this alteration we get the use of all the three lines of rail inside the building, one of which had never been used previously from the difficulty of access.

The main line as it leaves the passenger shed has been changed, and a more direct line given to the main track at this place. Besides the straightening of the road, this alteration enables the second line in the passenger shed to be used exclusively for carriages, and otherwise greatly facilitates the arrangement of the trains, much less time being taken up in this operation than heretofore. This change has also permitted of our dispensing with four sets of the points and crossings over which the trains had to pass on entering or leaving the station, and as they were being traversed almost constantly in the shunting of the trains, the benefits arising from the alterations, especially during the winter months, cannot be too highly estimated.

The siding to the new engine house is 290 yards in length, is nearly straight, and of easy access. Connecting with this siding, two lines have been relaid into the machine shop, and also a line along its side for the accommodation of wheels and axles ready for use.

The service ground in the neighborhood of the new building and machine shop has been levelled off, and now wears quite a neat and finished appearance.

I have the honor to be,

Sir,

Your obedient servant,

W. B. SMELLIE,
Engineer.

The hon. J. McCully, Commissioner of Railways, &c. &c. &c.



APPENDIX No. 21.

PUBLIC ACCOUNTS.

The Joint Committee of the Legislative Council and House of Assembly, appointed to examine the Public Accounts, have examined the same and the vouchers therewith submitted, and beg to report as follows :

By the Receiver General's accounts there appears a balance against him of \$125,177 90. There is due to the Bank of Nova Scotia \$130,541 76 ; less cash on hand, \$5,363 86 ; leaving the amount due by the Province as reported.

Your committee find that the revenue arising from excise duties is \$588,351,—being a decrease from the same service in 1860 of \$83,070 20. By the returns there appears to be a general falling off upon all articles consumed ; the only increase is a small amount of \$816 53 upon whiskey and sugar.

The gross amount of light duties collected during the past year was \$32,065 70,—being an increase from the same service over 1860 of \$1351 80.

There was due from Collectors of Excise and Light duties on 31st December, 1861, \$33,716 ; since paid, \$28,457 49 ; leaving in the hands of these officers \$5258 51 on the 12th of March, 1862—that is from former Collectors \$2265 21, and present Collectors \$2993 30.

The Collector at Canso (Fraser) accounts stand thus :

Balance reported 31st December, 1861,		\$3087 25
Since paid in 1862,	\$2131 53	
Orders in Receiver General's hands,	825 12	
Do. hands of Collector,	130 60	
	3087 25	

The attention of your committee has been called to a balance reported to be due by the collector at North Sydney, standing over the past two years ; they find the balance said to be due by this officer occurred in the change of duties on the 31st March, 1858. A party having brandy, gin and wine in the warehouse, took it out on paying the old duties, a day or two after the passage of the act imposing additional duty. The collector, not having been made aware of the change in time to impose the additional duty, which is just the amount standing against him. Your committee therefore recommend the amount, say \$61 27, be credited back to the collector at North Sydney, assured, under the circumstances, that the amount should not stand against him.

(See Appendix A.)

CASUAL AND TERRITORIAL REVENUE.

The proceeds from the casual and territorial revenue are as follows :

The amount paid into the Treasury was		\$31,767 47
Received from the Provincial Secretary's Office,	3,820 00	
Do. Mining Associations,	27,947 47	
	31,767 47	
From same sources, 1860,	29,308 30	
Do. do. 1861,	31,767 47	
Increase over 1860 of	\$2,459 17	

(See Appendix B)

The amount paid into the treasury from gold fields was \$13,869 80

BOARD OF STATISTICS.

The accounts of the board are quite satisfactory, and have been correctly kept. The amount expended by the board, exclusive of printing and binding census returns, was

	\$12,823 86	
Less proceeds of sale of sundry articles,	18 91	
	<u> </u>	12,804 95
Amount paid by Receiver General up to 31st December, 1861,		12,500 00
		<u> </u>
		304 95
Amount provided for in this year's estimate for printing and binding census returns,	1,832 20	
Expended by board as above,	12,804 95	
	<u> </u>	
Total cost of taking census,		<u>14,637 15</u>

CROWN LANDS.

The gross proceeds of Crown lands sold and applied for in 1861 amounted to	\$16,587 05	
Do. mining licenses	670 00	
Do. trespasses on Crown lands	106 58	
	<u> </u>	17,363 63

Deduct Charges.

Paid Deputy Surveyors,	6,969 81	
“ Registrars of Deeds,	205 60	
“ Rejected petitions,	3,105 53	
“ Incidental expenses,	585 82	
“ Rejected mining leases,	190 00	
“ Trespasses to Seizing Officers,	28 00	
“ Advances to W. A. Hendry, Commissioner to Cape Breton,	460 00	
	<u> </u>	11,544 76

Overplus,		5,818 87
The amount paid by Rec. General for salaries in office at Halifax amounts to		4,955 00
		<u> </u>
Nett credit for the year,		863 87

The gross receipts of 1860 amounted to	22,167 63	
“ do. 1861 do.	17,363 63	
	<u> </u>	
Decrease in 1861,		4,804 00
Amount of charges for 1860 was	13,292 55	
“ do. 1861 “	11,544 76	
	<u> </u>	1,747 79

Difference in favor of 1860 in overplus,		3,056 21
Overplus of 1860,	8,875 08	
Do. 1861,	5,818 87	
	<u> </u>	3,056 21

The Commissioner of Crown Lands has received from the treasury,	14,400 00	
Balance in hands 31st December, 1860,	223 77	
	<u> </u>	14,623 77
Deduct charges, as above,		11,544 76
		<u> </u>
Balance transferred to gold fields account,		\$3,079 01

GOLD FIELDS ACCOUNT.

Amount transferred from Crown lands account,	\$3,079 01
“ expended in connection with this service,	2,705 25
	<hr/>
Balance in hands of Commissioner of Crown Lands Dec. 31st, 1861,	373 76
	<hr/>

POST OFFICE.

The accounts of this department are found to be correct.

The total expenditure for the year,	\$69,444 35½
Do. income do.	40,052 13
	<hr/>
Deficiency for the year 1861,	29,392 22½
	<hr/>
The income of 1860 was	41,347 56
“ do. 1861 “	40,052 13
	<hr/>
Decrease in 1861,	1,295 43
Expenditure of 1861 was	69,444 35½
“ of 1860 (exclusive of grant to steamer for conveyance of mails from St. John to Windsor, &c.)	67,095 76
	<hr/>
Increase of expenditure in 1861,	2,348 59½
	<hr/>
Increase of deficiency in 1861,	3,644 02½
Total deficiency in 1861,	29,392 22½
Do. do. 1860,	25,748 20
	<hr/>
Increase of deficiency in 1861,	3,644 02½
	<hr/>

The committee notice that the amount of postage collected at Halifax during the year, exclusive of packet postage, amounts to	6,601 03½
The amount collected in quarter ending 31st Dec., 1860, was	1,170 04
Do. do. 30th Sept., 1861,	1,220 15
	<hr/>
	2,390 19
	<hr/>
Amount collected in quarters ending 31st March and 30th June,	4,210 84½
Charged for Legislative postage in these quarters,	2,921 80
	<hr/>
Amount received from ordinary sources in these quarters,	1,289 04½
	<hr/>

By which it appears, that during the two quarters in which the Legislature is in session, the amount of postage collected from ordinary sources in Halifax is but a trifle above a moiety of what is collected during the remaining two quarters of the year. It is, however, but fair to remark, that a part of the \$2,921 80 charged to the Legislature, is for packet postage.

(See Appendix to Post Master General's Report.)

PROVINCIAL RAILWAY.

The Railway expenditure to 31st December, 1860, was,	\$4,233,577 21
Expended in 1861,	35,147 81
Less suspense account,	1,400 03
	<u>33,747 78</u>

Total expended up to 31st Dec., 1861,	4,267,324 99
Cash in hands of Commissioner 31st Dec., 1861,	311 64

Total amount received from Receiver General for construction to date,	4,267,636 63
---	--------------

Interest Account.

Amount paid for interest on debentures up to 31st December, 1860,	812,404 87
Interest on debentures, 1861,	242,100 00
Expense account, 1861,	100 00
	<u>1,054,604 87</u>

Total paid for interest on debentures,	1,054,604 87
Amount in Baring Brothers hands, balance of construction funds,	1,039 40
Ditto, balance of interest,	115 13
	<u>1,154 53</u>

Total monies raised for railway services,	5,323,396 03
---	--------------

Sources from which the same have been derived.

Bonds sold in London,	3,500,000 00
Do. " Nova Scotia,	500,000 00
Premium and discount,	133,829 13
Earnings of 1855,	3,607 65
Savings' Bank,	300,000 00
New issue of treasury notes,	208,000 00
General revenue up to December 31st, 1860,	428,644 12
Do. for interest 1861,	242,100 00
Do. for construction, 1861,	7,000 00
Balance of interest from Baring Brothers, for 1860,	215 13
	<u>5,323,396 03</u>

Construction Account for 1861.

Cash in hands of Commissioner 31st December, 1860	72 00
Balance in hands of Receiver General do.	27,196 92
Do. Baring Brothers do.	1,039 40
Cash advanced by Receiver General 1861	7,000 00
	<u>35,308 32</u>

Due Bank of Nova Scotia	
December, 31st, 1860,	209 50
Expended in 1861,	35,147 81
Less suspense account,	1,400 03
	<u>33,747 78</u>
	<u>33,957 28</u>

Balance of construction, December 31st, 1861,	1,351 04
In hands of Baring Brothers,	1,039 40
Cash in hands of Commissioner,	311 64
	<u>1,351 04</u>

Revenue Account for 1861.

By traffic account,	116,028 18	
“ sale of old material,	4,483 08	
“ receipts from sundries,	406 40	
	<hr/>	120,917 66
To working expenses,		94,114 88
		<hr/>
Balance of nett revenue,		<u>26,802 78</u>

The committee recommend that the balance of construction fund in the hands of Baring Brothers and Co. be drawn by the Receiver General and paid over to the Commissioner of Railways, as it may be required for the service of the railway.

BOARD OF WORKS.

The accounts and vouchers of this branch of the public service have been checked and found to correspond with each other.

The total expenditure of the Board on the several sources under its control during the year, was, \$100,054 56

Cash paid to Receiver General,	\$5,541 44	
Deposited on account of Brown fund,	261 30	
Do. do. Bell do.	120 00	
	<hr/>	5,922 74
Total money paid by Board in 1861,		<u>105,977 30</u>

The amount received from the Treasury (exclusive of the salaries of the Chairman of Board and Inspector of Light Houses), was	\$98,513 17	
From various sources under control of the Board,	5,679 54	
“ Brown fund,	150 00	
“ Bell fund,	60 00	
Balance on hand December 31st, 1860,	1,095 79	
	<hr/>	105,498 50
Balance due Board 31st December, 1861,		<u>478 80</u>

In the Receiver General's accounts the following credits appear :

Hospital for Insane,	\$4,230 07	
Board of Works,	1,023 52	
Sable Island,	287 85	
	<hr/>	5,541 44

The amount due the Board for services of the department to December 31st, 1861, was	\$15,441 54
Balance due Board to date,	478 80

Total due for services of department to Dec. 31, 1861, 15,920 34

There is due to the Board from counties and other sources for the maintenance of inmates at the Hospital for the Insane, 13,567 92

(See Appendix C.)

BROWN FUND.

This fund is invested as follows :

Provincial debentures,	£1,000	0	0	stg. =	\$5,000	00
Paid for premium on do. a 1 p. c.	10	0	0	" =	50	00
Deposited in Bank of British North America,	350	0	0	cy. =	1,400	00
Do. Savings' Bank,	143	17	2	" =	575	43
						<u>7,025 43</u>

In conformity with the Will of the Testator, who so generously bequeathed this fund, the expense of maintaining two of the patients in the Hospital for the Insane, and the one half of the expense of a third, is chargeable upon it, which for the past year amounted to \$260.

The dividends for 1861 were :

Interest on Provincial debentures,				\$300	00
Do. Deposit in Savings' Bank,				14	07
Do. Do. Bank of British North America,				42	00
					<u>\$356 07</u>
Deduct expense of patients as above,					260 00
					<u>\$96 07</u>

The committee would recommend that the sum deposited in the bank of British North America be withdrawn, and re-invested in some fund where the dividends would be more advantageous to the purposes intended by the testator.

BELL FUND.

This fund has for its foundation a donation of Three hundred pounds from the late Hon. Hugh Bell, and Two hundred pounds from a friend of his, who placed that amount in his hands to be dealt with as his own.

The whole Five hundred pounds was invested by Mr. Bell in Provincial debentures, and he also invested the interest accruing thereon in the Savings' Bank.

In a letter addressed to the Commissioners of the Hospital for the Insane, under date 16th December, 1858, Mr. Bell says : " My intention was, that it should be for some extra comfort and convenience beyond the ordinary routine of the institution, and therefore made arrangements in my Will that ' the interest for the first four years should be for a library, and afterwards for such things for the benefit of the inmates (of course without distinction of creed or sect) as might be deemed useful.' "

The balance in favor of the fund in the Savings'

Bank 31st December, 1861, was	£154	1	11	cy. =	\$616	38
Provincial debentures,	500	0	0	" =	2,000	00
Six months interest on ditto, deposited in Savings' Bank, January 1st. 1862,	15	0	0	" =	60	00
						<u>\$2,676 38</u>

As the interest intended by the generosity of the donor for a library has now accumulated, the committee would recommend that it be appropriated to that purpose, either in the purchase of books, or by allowing it to remain invested and expending the interest arising therefrom in the purchase of such periodicals or books as may be deemed most proper for the benefit of the institution.

SAVINGS' BANK.

The committee having examined the accounts of this department, report the following statement. Before doing so, however, it is necessary that they should explain the mode in which they have arrived at the result. By reference to the public accounts of 1861, appendix 13, folio 6, it will be seen that the sum of £127,719 3s. 7d., including interest, was due to depositors. In making up the statement of that year the committee found that the cashier's *abstract*, giving the above amount, was exceeded in the *general ledger* by £39 4s. 10d. As the error could not be traced at the time, the committee preferred basing their report upon the lesser sum, on the ground that while the *general ledger* only shewed the total amount of cash received and paid out each month with the interest made up at the end of the year during Mr. Lawson's incumbency, the *abstract* was copied by Mr. Duckett himself from the depositor's ledger, and presented in detail the balance struck on each depositor's account on the 31st December, 1860.

In the present report the committee adopt the general ledger as their basis, because it has appeared that during the past year, the cashier, on comparing his *abstract* again with the depositor's ledger, found that several names and sums, amounting to £103 12s. 10d., had been omitted in the former, and which, if added, would prove that the £39 4s. 10d. in the general ledger was not only correct, but that a further sum of £64 found in the depositor's ledger, but omitted in the general ledger, was also due to depositors.

The confidence of the committee in the correctness of the general ledger during the past year is the more confirmed from the fact, that the Receiver General compared weekly the receipts and disbursements of the bank with the cash in hand, and also compared the weekly account with a monthly statement. The results, after the most careful investigation, were carried into the general ledger; and the committee cannot imagine that in this part of the department an error or omission could occur. The depositors' ledger is a record of the depositors' accounts, and the daily receipts and expenditures of the bank are posted into it, and checked by the assistant clerk. In the opinion of the committee, however, there is a greater probability of errors occurring in this part of the work, as there are about 1700 separate accounts to be balanced, and interest calculated, at least once a year, and in many instances at broken periods throughout the year.

As has been stated, last year, the *abstract* from this ledger presented a deficiency of £39 4s. 10d., while this *abstract* of the present year, on the contrary, exceeds the general ledger by £30 14s. 8d. The only way the committee can account for this discrepancy is, that notwithstanding the care taken to check the entries, one or more debits have, in posting, been placed on the credit side, and in this view of the case such depositors have been paid or credited more than they were entitled to; meantime the amount is charged in deficiency account of the cashier.

The committee recommend that all pass books not presented to the bank in the course of the year, be called in before the 31st December, 1862, for the purpose of adjusting the same with the books of the bank.

Statement of Savings' Bank.

To amount due depositors, with interest, made up to 31st Dec., 1861, per <i>abstract</i> ,		£129,356	0	10	
To balance due bank for interest accruing to 31st Dec., 1861, exclusive of deficiency account,			553	14	0
				<u>129,909 14 10</u>	
CR.					
By amount due by province paid into the general revenue,		£125,000	0	0	
By cash in hand,			4,909	14	10
				<u>129,909 14 10</u>	
By balance of surplus funds in hands 31st Dec., 1861,			£553	14	0

Statement of Surplus Fund.

Balance due 31st December, 1860,	£1,401 11 5	
Amount of funds for 1861,	£164 8 0	
Less expenses,	14 10 10	
	<u>149 17 2</u>	1,551 8 7
By balance due as above,	£553 14 0	
Deficiency of account, 1860,	£902 11 11	
Do. do. 1861	1 11 6	
	<u>904 3 5</u>	
Difference in balance between ledger and abstract 1860,	64 8 0	
Do. do. 1861,	30 14 8	
Less Deficiency,	1 11 6	
	<u>29 3 2</u>	
	<u>93 11 2</u>	<u>1,551 8 7</u>

(See Appendix D.)

MILITIA.

The accounts of the Adjutant General of Militia have been examined, and the amounts drawn on account of the grants of 1860 and 1861 correspond with the statement of the Receiver General.

It appears that the sum of £817 9 9, the proceeds of old arms sold, was paid into the treasury, and carried to General Revenue in 1859, and that no part of this amount has yet been appropriated for the purpose of purchasing new arms, as contemplated by the act of 1857. In 1860, a further sum of \$1210 50 was paid into the same fund, from which, as will appear by the accounts, \$479 55 have been drawn for the purchase of new arms.

The following returns from the Financial Secretary's office shew the state of the Militia Funds to 31st December, 1861 :

Militia arms sold, 1859,		<u>£817 9 9</u>
This amount carried to General Revenue 1859.		
Balance of old arms sold, 1860,		\$1,210 50
Less drawn by Col. Sinclair, 1860,	240 00	
“ do. do.	<u>239 55</u>	
		479 55
Balance in hands of Receiver General, 31st December, 1861,		<u>730 95</u>
Grant, 1860,	8,000	
Do. 1861,	<u>8,000</u>	
		16,000 00
Less drawn by Col. Sinclair in 1860,	2,400	
“ do. do. 1861,	<u>8,896</u>	
		<u>11,296 00</u>
Balance of grants undrawn,		<u>4,704 00</u>
Balance 31st December, 1861,		<u><u>5,434 95</u></u>

Against the above balance Col. Sinclair presents a statement, shewing that liabilities existed at the end of the year amounting to \$4,392 84.

The Adjutant General's account of expenditure, as per Journals of 1860,	\$2,274 22	
Do. do. for year 1861,	9,218 70	
Balance of cash in hand 31st December, 1861,	4 49	
		11,497 41

Derived from following sources :

Commander-in-chief's drafts on Receiver General in 1860,	2,400 00	
Do. do. do 1861,	8,896 00	
Col. Sinclair received for ammunition,	201 41	
		<u>11,497 41</u>

In addition to the above sum of \$201 41 received for ammunition, the Adjutant General reports that a further sum of \$751 are still due by officers commanding corps, for the same service.

The committee recommend that, in future, vouchers, detailing the service for which payment is made, be taken by the Adjutant General, and that his accounts be audited quarterly by the Financial Secretary.

The following explanatory statement is made by Lieut. Col. Sinclair :

Companies.

The metropolitan and Dartmouth companies receive the same allowance, in every respect, as those in the country ; and these allowances are solely regulated by the respective numerical strength of all the corps in the province, the proportions being as follows :

Halifax companies, No. 1,	\$40 00	
Do. 2,	45 00	
Do. 3,	40 00	
Do. 4,	40 00	
Do. 5,	40 00	
Do. 6,	35 00	
Dartmouth do. 7,	35 00	
Do. 8,	35 00	
		<u>\$310 00</u>

Country companies receive \$924 00.

Nine Staff-sergeants are employed in the country, at an aggregate cost of \$3,600 a year. In consequence of having been able to have the services of the line hitherto, the expense of this department in the city and Dartmouth now current is \$200 a year. It never exceeded \$800, even when an officer was employed.

The Drill Room has been built at Halifax, and kept in proper repair, at a total expense of \$1,912, namely—

Building,	\$1,216 00	
Repairing, when about to come down,	490 00	
Shutters, \$32; Carpenters' fittings, \$13,	45 00	
Ballasting,	161 00	
		<u>1,912 00</u>

The only other expense incidental in the city being for lighting the room.

(See Appendix E.)

The sum of \$63,000 of old and defaced Province notes, handed to your committee by the Provincial Secretary, has been destroyed.

By a certificate from the Commissioners there has been the same amount signed and issued in their place, which leaves the Provincial issue as before reported, \$447,458.

(See Appendix F)

The Receiver General's accounts have been examined, likewise the cash balance; the coupons for interest counted, and all have been found correct.

(For list of undrawn road monies, see *Annual Financial Returns in Appendix.*)

(For list of undrawn monies for various services, see *Estimate of Revenue and Expenditure, in Appendix.*)

Statement of the Total Revenue of Nova Scotia, for the year ended 31st December, 1861, indicating the sources whence derived.

Excise duties,	\$588,351 00
Light duties,	32,065 70
Secretary's Office, for fees,	3,964 45
Royalty on coals,	28,887 88
Crown Lands, for lands sold,	16,589 73
Do. for mining licenses and trespasses,	736 90
Gold Fields,	13,869 80
Hospital for Insane,	15,461 74
Board of Works,	1,023 52
Sable Island,	287 85
Lords of Treasury for Sable Island,	2,000 00
Canada, New Brunswick, and Prince Edward Island,	4,918 10
Board of Revenue,	2,067 41
Indian Reserves,	318 48
St. Peter's Canal,	470 59
Miscellaneous,	146 97
Distressed seamen,	1,403 27
Signal station,	516 80
Post communication, per Postmaster's account,	40,052 13
Railway revenue, exclusive of sale of old material, &c.	116,166 03
	<hr/>
	869,307 35
	<hr/>

(For Annual Account of Board of Revenue, see Appendix G.)

INDEBTEDNESS OF THE PROVINCE OF NOVA SCOTIA.

DR.

To amount of Province notes, old and new issue,		\$447,458 00
Do. Borrowed of Savings' Bank,		500,000 00
Do. Undrawn monies, as per abstracts A. B.		115,853 06
Do. Railway damages due to Counties,		926 60
Do. Provincial bonds sold,		4,000,000 00
Do. Balance due Bank of Nova Scotia,	\$130,541 76	
Less cash on hand,	5,363 86	
	<hr/>	125,177 90
		<hr/>
		5,189,415 56

Cr.

By amount due from	Collectors of Excise,	\$33,716 00	
Do.	do. Casual Revenue,	41,884 00	
Do.	do. Canada, New Brunswick, and P. E. Island;	5,318 10	
Do.	do. Dalhousie College,	20,000 00	
Do.	do. Counties for Road advances,	15,697 88	
Do.	do. Gold at International Exhibi- tion,	8,652 47	
Do.	do. In hands of Baring Brothers,	1,154 53	
Do.	do. Bank of Nova Scotia, to cre- dit of Railway,	311 64	
		<hr/>	126,734 62
			<hr/> <hr/>
			\$5,062,680 94
			<hr/> <hr/>

All of which is respectfully submitted.

SAML. CREELMAN, *Chairman*,
JOHN CREIGHTON,
FREEMAN TUPPER, } Legislative Council.

JNO. ESSON, *Chairman*,
R. P. GRANT,
MOSES SHAW,
JOHN L. BROWN,
ALEX. MACFARLANE, } House of Assembly.

COMMITTEE ROOM, 3rd April, 1862.

APPENDIX.

(A.)

Balances Due by Collectors of Light, Impost and Excise Duties.

PORTS.	Due 31st Dec. 1861.	Since paid.
Halifax, acting collector,	54 86	54 86
Advocate Harbor,	24 49	24 49
Amherst,	1090 77	1087 33
Annapolis,	933 62	929 85
Antigonishe, former collector,	7 43	
Do. present collector,	175 32	163 04
Arichat,	1477 12	1477 86
Barrington, former collector,	99 37	
Do. present collector,	77 62	242 50
Baddeck,	613 07	620 97
Bear River,	512 30	523 38
Beaver River,	68 09	68 09
Bridgetown,	1190 92	1190 52
Cape Canso,	13 51	14 54
Canada Creek,	181 64	183 03
Chester, former collector,	80 38	
Church Point,	615 61	615 61
Clementsport,	276 20	276 20
Cornwallis,	884 82	884 82
Cow Bay,	75 37	
Cheverie,	36 12	36 12
Digby,	1600 00	1234 04
Five Islands,	47 84	47 74
French Cross,	184 66	181 76
Great Bras d'Or,	27 87	27 87
Harbour au Buiche,	38 12	38 12
Hantsport,	391 14	393 09
Harbourville,	396 72	396 09
Horton,	868 92	318 11
Joggins,	583 18	583 18
La Have, former collector,	170 10	
Do. present collector,	149 06	144 37
Liverpool,	1529 13	1529 31
Little River,	12 18	12 18
Lingan,	334 56	248 00
Londonderry,	416 55	416 55
Lunenburg,	34 59	34 59
Louisburg,	52 35	34 11
Margaree,	66 16	64 48
Mahone Bay,	72 47	72 47
Maitland,	282 53	282 53
Margaretville,	259 35	259 35
North Sydney,	1460 32	1399 05
Parrsborough, former collector,	1496 40	
Do. present collector,	282 79	50 00
Pictou,	2413 79	2398 14
Pugwash,	136 50	149 89
Pubnico,	44 48	44 50
Port Hood,	163 25	163 25
Port Medway, former collector,	404 53	

Balances Due by Collectors of Light, Impost and Excise Duties—Continued.

PORTS.	Due 31st Dec. 1861.	Since paid.
Port Medway, present collector,	322 64	322 64
Port Mulgrave,	37 19	24 19
Port Williams,	109 15	70 00
Ragged Islands,	401 46	401 44
Sydney, C. B.	944 24	926 01
Shelburne,	303 51	303 51
Sandy Cove,	193 63	193 44
Sheet Harbour,	45 10	45 10
Ship Harbour,	302 44	302 44
St. Mary's River,	103 30	34 25
St. Ann's,	34 72	34 72
Tatamagouche,	230 15	146 30
Thorne's Cove,	61 84	61 84
Truro,	1187 94	1181 29
Tusket,	352 87	352 24
Wallace,	26 15	26 15
Waiton,	2 97	2 97
Westport,	145 33	155 85
Weymouth,	877 33	422 19
Wilmot,	209 02	209 02
Windsor,	1287 45	1287 45
Yarmouth,	698 43	692 01
Canso Strait, Light Duty,	3087 25	2131 53
Canso Cape, do.	185 53	185 53
Shelburne, do.	0 59	
Pubnico, do.	4 40	4 40
Tusket, do.	0 60	
White Haven,	145 75	25 00
	\$33,716 00	\$28,457 49

(B.)

Memorandum of Monies received by the Receiver General on account of Casual Revenue, between the 1st January and 31st December, 1861.

1861.

Jan'y 12.	Rec'd from Secretary's office—fees collected,	\$1,620 00
22.	Do. M. Bourinot, Royalty on coal raised at C. Breton,	160 00
28.	Do. J. D. B. Fraser, do. do. Pictou,	98 60
29.	Do. James Grant, do. do. Pictou,	2 50
Feb'y 4.	Do. M. Bourinot, do. do. C. Breton,	92 30
12.	Do. S. Cunard, Royalty on coal raised at Pictou, Jog- gins, Sydney, Lingan, and Point Anconi, for 1860,	27,446 67
Mar. 19.	Do. Patrick Collins, Royalty on coal raised at Little Bras d'Or,	147 40
April 11.	Do. Secretary's office—fees collected,	800 00
Augt. 5.	Do. do. do.	600 00
Octr. 15.	Do. do. do.	800 00
		31,767 47

Rec. General's Office, Halifax, Dec. 31, 1861.

(C.)

The Province of Nova Scotia (from January 1st to December 31st) in account with the Board of Works.

DR.

1861.			
To disbursed on acct.	Government House,	\$4935	14
“	Province Building,	5269	05
“	Penitentiary,	7171	91
“	Hospital for Insane,	31354	66
“	Sable Island,	4422	96
“	Schr. Daring,	4871	99
“	Light Houses,	40949	16
“	Board of Works,	1065	69
“	Digby Wharf,	14	00
Depst'd. on acct.	Brown Fund, \$261 30; Bell		
	Fund, \$120,	381	30
		<u>100,435</u>	86
Paid over to Receiver General,			5,541 44
			<u>\$105,977 30</u>
Dec'r. 31. To balance brought down,		\$478	80

CR.

By balance as per acct. current, Dec. 31, 1860,		\$1095	79
Cash from Receiver General in 1861,*		98513	17
		<u>99608</u>	96
Government House, crts.		74	27
Penitentiary, “		185	93
Hospital for Insane, “		4175	67
Sable Island, “		440	26
Schr. Daring, “		181	59
Light House, “		621	82
Brown Fund, “		150	00
Bell Fund, “		60	00
		<u>5889</u>	54
Balance carried down,			478 80
			<u>\$105977 30</u>

HUGH MUNRO,
Chairman.

Office of Board of Works,
Halifax, December 31st, 1861.

* Salaries of Chairman of Board of Works, and Superintendent of Light House, paid by honorable Receiver General.

(C.) Continued.

Statement of Monies paid on account of the various services under control of the Board of Works for 1861; credits to the various services; payment of arrears for 1860, and nett cost for 1861.

SERVICE.	Paid in 1861.	Credits for 1861.	Arrears due for 1860.	Paid on acct. 1861.	Unpaid acct. Dec. 31, 1861.	Total cost for 1861.
Government House, - - - - -	\$4935 14	74 27	1055 55	3879 59	806 13	4685 72
Province Building, - - - - -	5269 05		2036 54	3232 51	1391 40	4623 91
Penitentiary, - - - - -	7171 91	185 93	521 65	6650 26	718 14	7368 40
Hospital for Insane, - - - - -	31354 66	4175 67	2841 13	28513 53	2178 75	30692 28
Sable Island, - - - - -	4422 96	440 26	1042 99	3379 97	1034 11	2414 08
Schooner Daring, - - - - -	4871 99	181 59	902 50	3969 49	1922 32	5891 81
Light Houses, - - - - -	40949 16	621 82	5609 23	35339 93	7203 40	42543 33
Board of Works, - - - - -	1065 09		259 82	805 87	182 29	988 16
Digby Wharf, - - - - -	14 00			14 00	5 00	19 00
	100054 56	5679 54	14269 41	85785 15	15441 54	101226 69

(C.) Continued.

Provincial Hospital for Insane.—Expenditure for Provisions, Labor and Salaries for 1860 and 1861.

	1860.	1861.	Difference.
Food, Labor and Salaries,	\$4455 88 6969 45 <u>\$11425 33</u>	Food, Labor and Salaries, \$5465 22 5572 30 <u>\$11037 52</u>	Increas. Decrease, Nett decrease, \$1009 34 1397 15 <u>\$387 81</u>
Average number of patients, Allow for 10 Officers and ser- vants, half year,	70 5 <u>75</u>	Average number of patients, 105	
Being for each, per annum, \$152 34 for the same items,		Being for each, per annum, \$105 12 for the above items.	

The above statement includes Labor and Salaries paid and unpaid, but embraces only expenditure for provisions actually consumed.

(D.)

SAVINGS' BANK.

CASH ACCOUNT.

Dr.

1861.			
Jany. 31.	To balance in hand,		£3257 7 11
"	Cash this month,		1447 16 6
Feby.	Do.		1040 7 7
March	Do.		1601 7 9
April	Do.		3522 7 11
May	Do.		3470 19 6
June	Do.		2563 7 7
July	Do.		3581 9 3
August	Do.		2904 7 6
Sept'r.	Do.		1943 19 1
Oct'r.	Do.		2937 11 2
Nov'r.	Do.		2842 16 11
Dec'r.	Do.		1141 8 10
			<hr/>
			32,255 7 6
May 11.	Cash from Receiver General,	£500	
Dec. 31.	Do.	4500	
			<hr/>
			5000 0 0
			<hr/>
			£37,255 7 6
			<hr/>
1862.			
Jan'y. 1.	Balance brought down,		£4909 14 10

Cr.

1861.			
January.	By Cash paid this month,		£3527 5 0
February	Do.		2021 16 11
March	Do.		1213 2 2
April	Do.		4142 10 10
May	Do.		3900 15 7
June	Do.		1636 2 6
July	Do.		3258 16 9
August	Do.		2688 2 9
Sept'r.	Do.		2314 4 0
Oct'r.	Do.		3113 2 3
Nov'r.	Do.		2619 15 8
Dec'r.	Do.		1893 9 5
			<hr/>
			32,331 1 10
Dec'r. 31.	Cash paid A. & W. McKinlay,		14 10 10
			<hr/>
			32,345 12 8
	Balance,		4,909 14 10
			<hr/>
			£37,255 7 6

E. DUCKETT, *Cashier.*

Savings' Bank Office, Halifax, 31st Decr., 1861.

DEPOSITORS' ACCOUNT.

DR.

1861.			
Dec. 31.	To balance due depositors at this date,		£127,719 3 7
	Sundry accounts omitted, and errors—Abstract, 31st December, 1860, per statement annexed,		103 12 10
			<u>127,882 16 5</u>
	Deposits received—		
	March quarter,	£4,089 11 10	
	June do.	9,615 13 10	
	Sept'r do.	8,508 3 7	
	Dec'r do.	7,009 1 10	
		<u>29,222 11 1</u>	
			157,045 7 6
	Balance of Interest,		4,611 0 6
			<u>£161,656 8 0</u>
1861.			
Dec'r. 31.	To balance brought down,		£129,325 6 2
	This amount difference between Ledgers and Abstract, 1861,		30 14 8
			<u>£129,356 0 10</u>

CR.

1861.			
	By deposits paid—		
	March quarter,	£6762 4 1	
	June do.	9679 8 11	
	Sept'r do.	8261 3 6	
	Dec'r do.	7628 5 4	
		<u>52,331 1 10</u>	
	Balance,		129,325 6 2
			<u>£161,656 8 0</u>

E. DUCKETT, *Cashier.*

Savings' Bank Office, Halifax, 31st Decr., 1861.

(E)

MILITIA RETURNS.

Adjutant General's Office,
Nova Scotia Militia.

HALIFAX, N. S., November 1, 1861.

(ABSTRACT A.)

Pay List and Travelling Expenses of Staff Sergeants of Militia.

1861.			
Aug. 1.	Sergt. Rogers, on account of pay due,		\$30 40
4.	" White, do. and arrears \$10,		40 00
9.	" Martin, do.		30 00
9.	" Brooks, do.		30 00
15.	" Collins, do.		30 00
22.	" Ouligan, do. 1 quarter,		90 00
26.	" Reynold's, do. 1 month,		32 00
28.	" Riley, do.		32 00
29.	" Rogers, do. travelling expenses,		11 12
Sept. 2.	" Walls, pay and ferriage,		8 90
4.	" Collins, do. and travelling expenses,		31 50
17.	" Brook's pay, half yearly bal. and travelling expenses,		44 50
17.	" Rogers, monthly pay,		30 00
18.	" Martin, do.		30 00
24.	" Johnson, by order of his Excellency,		40 00
26.	" Rogers, arrears and pay to Oct. 3,		35 00
28.	" Walls, pay and ferriage to date,		8 20
28.	" Martin, travelling expenses from Pugwash,		5 00
28.	" Collins, pay to 26th, small contingent included,		12 37
Oct. 2.	" Brooks, travelling expenses from Digby,		9 00
3.	" White, pay and part travelling expenses,		34 50
3.	" Collins, pay to date,		15 00
3.	" Collins, stationery and arrears,		12 00
4.	" Martin, pay \$30, arrears \$5, trav. expenses \$4 22,		39 22
14.	" White, pay,		30 00
18.	" Brooks, do.		30 00
18.	" Codrington, do.		30 00
30.	" Riley, do.		32 00
			<u>\$802 71</u>

(A true abstract.)

R. BLIGH SINCLAIR, A. G. M.

Sums paid by order of His Excellency the Commander-in-Chief, by Cheque on Bank B. N. A.

1861.		
Jan'y. 13.	Capt. Rowley, for armory and contingent for 1860, for 7 months,	\$15 16
Jan'y. 21.	J. Eagen, for bullet moulds,	42 00
Jan'y. 21.	A. & W. McKinlay, for stationery,	60 81
Jan'y. 28.	E. Wallace, Esq., for sums paid by him,	25 89
Feb'y. 12.	Paid to Mr. Mahony for Drill building,	1216 00

Contingent and armory allowance.	Feb'y. 16.	Capt. Traunweizer, for armory and contingent for 1860,	\$28 00	
	Feb'y. 18.	Capt. Rowley, balance do.	10 84	
	Feb'y. 16.	Capt. Mackinlay, Halifax, do.	28 00	
	Do.	Capt. Chearnley, do.	30 00	
	Do.	Capt. Kenny, do.	28 00	
	Do.	Capt. Bulger, do.	28 00	
	Do.	Capt. Anderson, do.	26 00	
	Do.	Capt. Falconer, do.	26 00	
	Do.	Capt. Hartshorne, do.	24 00	
	Feb'y. 21.	Capt. Le Visconte, do.	25 00	
	Do.	Lieut. Col. Brown, do.	50 40	
	Do.	Capt. Gesner, do.	24 00	
	Do.	Capt. Milberry, do.	26 00	
	Do.	Capt. Macdonald, Hawkesbury, do.	26 00	
	Do.	Capt. Hart, do.	26 00	
	Do.	Capt. Mackay, do.	26 00	
	Do.	Capt. Macdonald, Antigonishe, do.	24 00	
	Do.	Capt. Ruggles, do.	26 00	
	Do.	Capt. Veits, do.	24 00	
	Do.	Capt. Reid, do.	22 00	
	Do.	Capt. Dexter, do.	24 00	
	Do.	Capt. Fowler, do.	26 00	
	Do.	Capt. Longley, do.	26 00	
	Do.	Lieut. Col. Scott, do.	50 40	
	March 7.	Capt. Fowler, (Sergt. Collins' expenses travelling from Amherst to Truro, Halifax and Cornwallis,		12 00
	8.	W. G. Harrington, for truckage and expense of targets at the Point,		8 00
	16.	Keating, for portable powder magazine,		22 50
	19.	Commissariat department, for ammunition,		666 42
			\$2723 42	

(E. E.)

R. B. SINCLAIR, A. G. M.

April 2nd, 1861.

Miscellaneous Orders by His Excellency paid by Cheque to Order.

1861.

April 23.	A. M. Uniacke, Esq., for legal advice,	\$10 00
25.	Messrs. Farquharson & Carter, for militia clothing,	8 35
27.	Fuller's express, freight of ammunition,	21 00
30.	W. Gossip, for military publications,	5 10
May 1.	Sergt. Brooks, subsistence and travelling expenses,	6 50
13.	Fuller's express, freight of ammunition,	5 00
13.	Col. Sinclair, for small sums (<i>abstract C.</i>)	21 62
14.	G. Lang, for ballasting drill building,	59 90
16.	Mr. Hill, for repairing drill room,	490 97
22.	Capt. Munro, Sergt. Cox's subsistence,	71 12
23.	Corpl. Nash, 63rd Regt., militia uniform,	7 00
28.	Sergt. Graves, 62nd, Militia Sergts. sword,	10 00
31.	Sergt. Martin's travelling expenses,	6 00
31.	Gas Company for lighting drill building,	-40 50
June 1.	George Ackhurst for militia sword,	10 00
12.	Lieut. Col. Sinclair, forage for a year for one horse,	108 00
12.	Thos. Neville, freight of ammunition from magazine,	15 90
17.	Commissariat department, for ammunition and other stores,	237 13

July 16.	Ouligan's fare from Guysborough to Pictou mines,	\$5 55
16.	Commissariat, balance of account due and paid June 17th,	102 58
23.	H. Wisdom, work done in drill building,	32 00
23.	Hunter, gas fitter, for do.	174 50
26.	Sergt. Walls, freights of ammunition,	20 00
26.	Gibbons, for ballasting drill building,	12 00
		<hr/>
		1480 75
	Cheque not presented,	5 55
		<hr/>
		\$1475 20

(E. E.)

R. B. SINCLAIR, A. G. M.

Miscellaneous Orders of His Excellency, paid by Cheques, from Nov. 1st, 1861, to January 1st, 1862.

Cheques, No.	Date 1861.			
{	Outstanding cheques from last quarter.	83	Oct. 17. W. B. Townsend, Sergt. Whyte's travelling expenses from Yarmouth to Windsor, including 10s. due to the editor of the Yarmouth Tribune, and £2 13 4½ to be stopped out of Sergt. Whyte's pay on account of subsistence disallowed,	\$24 68
		88	26. Mr. Wisdom, for work done in the drill room,	13 40
		90	Nov. 1. Jas. Kearney, 7 Jersey frocks for use of the staff sergeants,	9 25
		91	1. Commissariat department, ammunition and other articles supplied,	650 01
		92	2. Editor Royal Gazette, on acc't, for printing circulars, &c., per acc't,	260 00
		6	13. Andrew King, Lieut. Crowthe's expenses at the Windsor meeting,	4 50
		8	14. Wm. Hawke, making uniform for Sergt. Whyte,	7 37
		10	16. American telegraph company,	5 79
		11	18. Thos. Neville, tracking targets and ammunition and detention at ordnance stores,	17 00
		16	Dec. 5. Railway office, freight of ammunition, targets, tents, &c., to Windsor and back to Halifax,	21 60
		17	6. Lt. Col. Sinclair, Capt. Le Visconte's contingent paid by Col. S. after transfer of account to Bank of Nova Scotia,	25 00
		20	10. Fuller's express, freight of arms and ammunition to out stations,	12 49
		23	17. Capt. Longley, Sergt. Brooks' travelling expenses from Paradise to Brier Island,	7 00
		26	26. Sergt. Whyte, travelling Annapolis to Windsor,	\$5 50
			Do. Windsor to Halifax,	1 35
			Do. Baggage from station,	0 45
			Do. Halifax to Sydney,	12 00
				<hr/>
		19 30		
		<hr/>		
		\$1077 39		

(E. E.)

R. B. SINCLAIR, A. G. M.

(ABSTRACT B.)

Halifax, N. S., August 1st, 1861.

PAY LIST.

1861.		
April 4.	Sergt. Rogers, monthly pay,	\$30 00
8.	Whyte, do.	30 00
11.	Collins, month's pay and \$10 arrears,	40 00
29.	Collins, pay and travelling expenses to May 11.	32 00
May 1.	Brooks, pay for one month,	30 00
4.	Rogers, month's pay,	30 00
13.	Whyte, do.	30 00
13.	Martin, do.	30 00
13.	Lt. Col. Sinclair, quarter's pay,	240 00
21.	Sergt. Cox, pay,	36 75
28.	Ouligan, pay 4 months and balance 53 cents,	112 53
31.	Martin, pay,	30 80
June 5.	White, pay one month,	30 00
29.	Brooks, pay do.	30 00
30.	Rogers, do. and \$10 arrears,	40 00
31.	Collins, month's pay,	30 00
July 11.	Brooks, pay,	30 00
Do.	Martin, pay and \$5 arrears,	35 00
Do.	Collins, pay,	30 00
Do.	Rogers, pay,	30 00
July 12.	Whyte, pay,	30 00
13.	Wall, pay,	9 00
15.	Jordan, pay,	19 00
20.	Riley, pay 2 months,	32 00
20.	Reynolds, pay 1 month,	16 00
30.	Wall, pay and \$1 60 ferriage,	8 60
		<u>\$1042 08</u>

(E. E.)

R. B. SINCLAIR, E. G. M.

PAY LIST.

1861.		
Feb'y. 11.	Lt. Col. Sinclair, quarter's pay to Feb. 9th, including \$2 balance due,	\$252 00
March 4.	Sergt. Whyte, quarter's pay at £90 per annum, deducting price of 12 Drill-books, at 6d. each,	88 60
4.	Sergt. Rogers, quarter's pay to March 3rd,	90 00
Feb'y. 25.	Sergt. Ouligan, pay from Nov. 18, 1860, to Feb. 18, 1861 —one quarter,	90 00
March 13.	Sergt. Collins, on account of pay and travelling expenses,	91 39
Feb'y. 26.	Drill-Sergt. Martin, on account of 39 drills at Clements-port, at 50 cents per drill, minus \$1 for drill-book,	18 50
		<u>\$630 49</u>

(E. E.)

R. B. SINCLAIR, A. G. M.

(ABSTRACT C.)

Sums paid by Licut. Col. Sinclair on Volunteer Service, from September 1st.

1861.

Sept. 2.	Travelling expenses of self and Mr. Allison to Windsor, including horse,	\$8 00
17.	Telegraph to Fredericton,	0 75
20.	Travelling expenses of Sergt. Riley, 62nd Regt., and self, to Windsor, two days,	10 00
22.	Paid to workmen engaged in erecting butts at Windsor,	17 60
26.	Ferriage for Sergt. Rogers, paid to him,	1 00
Sept. (date omitted).	Paid McDonald, truckman, Halifax, conveyance of military stores,	1 50
Oct. 1 and 2.	Paid Volunteer guard on duty at Windsor on the ground by order of his Excellency, \$1 per diem per man, 2 days,	56 00
Oct. 2.	Nine buglers do. \$18, and two extra fares for do. to Bugle Major, \$2 70,	20 70
2.	Refunded to his Excellency, telegraph from New Brunswick, paid by him at Weymouth,	1 95
3.	Paid Sergt. Riley, 62nd, for soldiers employed at Windsor, per rect. annexed in account book,	24 50
5.	Sergt. Rogers' ferriage,	1 00
6.	Telegraph to Pugwash and Antigonish,	0 85
12.	Lt. Col. Sinclair, travelling expenses from Halifax, Amherst, Gulf Shore, Antigonish, and back,	24 00
19.	Barrack master, for paliasse deficient at Windsor,	0 75
		<hr/>
		\$168 60

(E. E.)

R. BLIGH SINCLAIR,

A. G. M.

(F.)

TREASURY NOTES' COMMISSIONERS' REPORT.

Amount of Province Notes signed by the Commissioners from February 7, 1861, to February 24, 1862, and handed to the Receiver General.

1861.		ONE POUND NOTES.	
March 2 to 18.	Nos. 98001 to 101000—		12,000
Ap'l. 25 to May 17.	101001 to 104000—		12,000
July 17 to 23.	104001 to 105000—		4,000
		FIVE DOLLAR NOTES.	
July 30.	No. 1 to 1000—		5,000
Aug. 23.	1001 to 2000—		5,000
Sept. 11.	2001 to 3000—		5,000
Oct. 30.	3001 to 5000—		10,000
Dec. 26.	5001 to 6000—		5,000
28.	6001 to 7000—		5,000
			\$63,000

JNO. NAYLOR,
JEREMIAH NORTHUP,
CHARLES TWINING.

Amount of Provincial Notes defaced by the Commissioners from March 12, 1861, to February 24, 1862, and delivered by them to the Provincial Secretary, as per receipts in Registry Book.

1861.		
May 9.	Defaced—	12,000
July 18.	do.	12,000
Aug't 13.	do.	4,000
Oct. 19.	do.	10,000
Dec. 18.	do.	10,000
1862.		
Feb. 18.	do.	10,000
24.	do.	5,000
		\$63,000

JOHN NAYLOR,
JEREMIAH NORTHUP,
CHARLES TWINING.

(G.)

BOARD OF REVENUE.

The Province of Nova Scotia in account with the Board of Revenue for 1861.

DR.

1861.

Cash paid the Revenue Officers, Halifax, from proceeds of seizures of goods, sold 20th December, 1860; and from fines received from 28th April to 31st December, 1860,	\$510 58	
Cash paid Revenue Officers out of fine received from George Shelnut,	780 00	
Cash paid John Harley, Le Have, being one-half the fine received from the Master of the "Silver Cloud,"	10 00	
Cash paid James Kerr, for the purchase of revolver, to replace one destroyed by fire,	13 00	
Cash paid James A. Nickerson, Barrington, being a further sum for services performed by him in seizure of "Sea Foam,"	50 00	
Cash paid Keyran Conway, Arichat, for expenses and services in the seizure of articles from the "W. A. Henry,"	1 55	
Cash paid for telegrams,	19 57	
Cash paid for stationery and <i>Royal Gazette</i> ,	10 85	
Cash paid Receiver General,	2067 41	
		<u>3462 96</u>
		<u><u>\$3462 96</u></u>

CR.

1861.

By balance from last account,	172 20	
Received for proceeds of seizures,	905 76	
Received for fines,	2385 00	
		<u>3462 96</u>
		<u><u>\$3462 96</u></u>

B. B. OXLEY, *Clerk.*

Board of Revenue, Halifax, 31st Decr., 1861.

APPENDIX No. 22.

INTERCOLONIAL TRADE.

(COPY.)

Downing Street, 5th Novr. 1861.

SIR,—

I have the honor to acknowledge the receipt of your predecessor's despatch, No. 41, of the 27th September, accompanied by a report of the Executive Council on the promotion of commercial intercourse between New Brunswick, Nova Scotia, and Prince Edward Island by reciprocal admission, duty free, of articles (with the exception of spirituous liquors) the growth, produce, or manufacture of each of these provinces.

I have to inform you that Her Majesty's Government will offer no opposition to any well advised measure which the several Governments may think proper to adopt for promoting a free commercial intercourse between the different Provinces.

I have the honor to be,

Sir,

Your obedient servant,

(Signed) NEWCASTLE.

Lieutenant Governor, the hon. Arthur H. Gordon, &c., &c. &c.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 23rd November, 1859.

On a communication, dated 21st inst., of the hon. the Minister of Finance, stating that it is desirable to extend the arrangements whereby certain productions of the several B. N. A. Provinces are reciprocally admitted free, so as to include all articles either produced or manufactured within the said Provinces.

That it would also be important to ascertain how far it might be practicable to assimilate the tariffs of the several Provinces, so as to permit entire free trade between them, and he recommends that your Excellency be requested to communicate with the Lieutenant Governors of New Brunswick, Nova Scotia, Newfoundland, and Prince Edward Island, for the purpose of ascertaining whether the Governments of those Provinces are prepared to unite with Canada in recommending legislation for the purpose of establishing the reciprocal free interchange of all productions and manufactures of the respective Provinces, and further to enquire how far it might be practicable to assimilate the tariffs of the several Provinces, so as to permit entire free trade between them.

The committee concur in the recommendation of the Minister of Finance, and submit the same for your Excellency's approval.

Certified.

(Signed)

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

(COPY.)

Downing Street, 5th Novr. 1861.

MY LORD,—

I think it right to inform you that I have not overlooked the important subject of the Minute of the Executive Council forwarded to me by Sir E. Head, in his despatch, No. 2, of the second of January, relative to the establishment of a reciprocal free trade between the British Provinces of North America, and an assimilation of their tariffs.

The Government of Canada thought it desirable to make an attempt to accomplish these ends, and wished to know whether there would be any objections on the part of the Imperial Government.

I have the honor to inform you that Her Majesty's Government feel no wish to offer an obstacle to any endeavor which may be made by the respective Provincial Governments to bring about a free commercial intercourse between the North American Provinces.

I have, &c.

(Signed)

NEWCASTLE.

The Viscount Monck, &c. &c. &c.

(COPY)

Government House, Quebec, 1st February, 1862.

MY LORD—

I have the honor to enclose, for the consideration of your Lordship and of your constitutional advisers, a minute of the Executive Council of this Province, which was approved of by my predecessor, Sir E. Head.

Upon the transmission of this document to England, exception was taken by the Board of Trade to the course proposed to be pursued. This led to a correspondence which extended over several months, and has caused the delay in bringing the matter before your notice.

Your Lordship will perceive, by the last despatch from the Colonial Office, that Her Majesty's Government have withdrawn their objection to the plan for the establishment of free commercial intercourse between the different Provinces of British North America; and I shall be very glad to hear from you, whether you think proposals for the purpose from the Government of this Province, would be favourably received by your advisers.

I have the honor to be,

My Lord,

Your Excellency's obedient servant,

(Signed)

MONCK.

His Excellency the Earl of Mulgrave, &c. &c. &c.

[Private.]

(COPY)

*Provincial Secretary's Office,
Fredericton, N. B., 18th Sept. 1861.*

MY DEAR SIR,—

With reference to my conversation with you and your colleagues, when I was in Halifax, I now send you unofficially, but for the information of your colleagues as well as your own, a copy of our memorandum to the Lieutenant Governor, which will at once explain to you the steps which we have taken to promote the scheme to which it refers.

His Excellency will write immediately to the Secretary of State upon the subject. I trust you will induce Lord Mulgrave to address the Duke of Newcastle upon the same question, that all objections to Legislative action in that quarter may be removed.

I have reason to believe that the Government of Prince Edward Island view the measure favorably, and I shall send a copy of our memorandum to the Hon. Mr. Palmer also, by to-night's mail.

I am, my dear sir,

Yours very faithfully,

(Signed)

S. L. TILLEY.

Hon. Joseph Howe, Halifax.

It appears to me that authority to pass an act authorizing the importation of articles, the growth, produce and manufacture of New Brunswick and Prince Edward Island, (excepting spirituous liquors,) would meet all the requirements.

The Government of New Brunswick will be prepared to submit to the Legislature of this Province an act containing these provisions, providing the Governments of Nova Scotia and the Island approve, and the Imperial Government assents.

(Signed)

S. L. TILLEY.

Your Excellency is aware that on former occasions, the expediency of still further promoting the commercial inter-communication and the interchange of articles of trade between the several Provinces of British North America, and especially between the three lower Provinces, by the admission (duty free) into each these Provinces, of articles, the growth, produce and manufacture of the Province from which they might be exported, has formed a subject of consideration by the Government of New Brunswick, and provision has been made by the Provincial Legislature for carrying into full effect this relaxation of our fiscal laws by proclamation and without further legislation.

But we were informed by your Excellency, when you communicated to us the despatch of the Secretary of State of the that the instructions, contained in that and other despatches, precluded you from exercising the power thus vested in you without previous communication with the Secretary of State.

In the despatch, however, specially referred to above, a distinction was drawn between the admission (duty free) into this or any other of the British North American Provinces, of articles, the growth, produce and manufacture of the West Indies or of the United States, and of the admission (duty free) of articles the growth, produce and manufacture of any of the British North American Provinces into another British North American Province; and, in the last Session of the Legislature, an act was passed giving effect to this distinction, and revoking that part of the then existing Statute which enabled your Excellency, by proclamation, to admit (duty free) into New Brunswick, articles, the growth, produce and manufacture of the West Indies or United States; but the power of issuing a proclamation for the admission (duty free) into this Province, of articles, the growth, produce and manufacture of the other British North American Provinces, still remains vested in your Excellency.

The close contiguity of the three lower Provinces, viz., of Nova Scotia, Prince Edward Island, and this Province; their identity of feeling and interests; the fact that their laws and political constitution are, if not identical, similar to each other, and their social and commercial intercourse is rapidly extending, to the benefit of all,—render it, in our opinion, highly expedient that the remaining obstacle, still presented by the fiscal laws of the three Provinces, to the full development of this commercial and social sympathy between them, should be removed.

It is possible that, in effecting this alteration, each of the three Provinces might be called upon to relinquish some Revenue ; but we are confident that even if this should occur, it would be but temporary, and that it would be more than counter-balanced by the general commercial and social advantages of the measure ; and we have had reason to believe that the governments of Nova Scotia, and Prince Edward Island, view the matter in the same light.

To the admission, however, (duty free,) into one Province, of exciseable articles, the manufacture of another Province, special objections, the character of which is obvious, and are, we believe, recognized by the other Provinces, present themselves ; but we are prepared to recommend and be responsible for such steps as may be necessary to relieve from duty on import into this Province, all articles, with the sole exception of spirituous liquors, the growth, produce, and manufacture of Nova Scotia and Prince Edward Island, or either of them, upon receiving from them, or either of them, a similar abrogation on the imports thither of articles, the growth, produce, and manufacture of New Brunswick.

We request your Excellency to bring these opinions before the Secretary of State with the view of taking such steps, with the concurrence of Her Majesty, as may be necessary to carry them into effect.

(Signed)

S. L. TILLEY,
W. H. STEENS,
A. J. SMITH,
CHAS. WATERS,
P. MITCHELL,
J. STEADMAN,
GEORGE L. HATHEWAY,
JOHN McMILLAN.

APPENDIX No. 23.

DUCHESS OF KENT.

Government House, Halifax, 4th April, 1861.

MY LORD DUKE,—

The Legislative Council and House of Assembly having been informed by the mail which arrived yesterday, of the lamented death of Her Royal Highness the Duchess of Kent, at once proceeded to pass addresses to Her Majesty expressive of their deep sympathy at the loss Her Majesty has sustained.

I have to request your Grace will be pleased to lay these addresses at the foot of the throne.

I have, &c.

(Signed) MULGRAVE.

His Grace the Duke of Newcastle.

(COPY.)

Downing Street, 20th May, 1861.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's despatch, No. 25, of the 4th of April, enclosing addresses of condolence to the Queen from the Members of the Legislative Council and Assembly of Nova Scotia on the death of Her Royal Highness the Duchess of Kent, I have laid these addresses before the Queen, and I am commanded to express Her Majesty's sense of the kindness and loyal feeling which have dictated them.

I have, &c.

(Signed) NEWCASTLE.

Lieut. Governor the Right Hon. the Earl of Mulgrave.



APPENDIX No. 24.

PRINCE CONSORT.

[Circular.]

(COPY)

Downing Street, 16th December, 1861.

SIR,—

It is with the deepest regret that I have to communicate to you the melancholy intelligence of the death of His Royal Highness the Prince Consort.

His Royal Highness expired, at Windsor Castle, on the night of the fourteenth instant, at ten minutes before eleven o'clock, to the inexpressible grief of Her Majesty, the Royal Family, and the Nation.

I have the honor to be,

Sir,

Your most obedient humble servant,

(Signed) NEWCASTLE.

Lieut. Governor the Right Hon. the Earl of Mulgrave, &c. &c. &c.

(COPY)

Downing Street, 10th March, 1862.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's despatch, No. 13, of the 20th February, enclosing an address of condolence to the Queen, passed by the Legislative Council and House of Assembly of Nova Scotia.

I have to request that your Lordship will acquaint the Council and Assembly that I have duly laid the address before the Queen, and that Her Majesty has been pleased to receive very graciously their loyal expressions of sympathy and attachment.

I have the honor to be,

My Lord,

Your obedient servant,

(Signed) NEWCASTLE.

The Right Hon. the Earl of Mulgrave, &c. &c. &c.



APPENDIX No. 25.

EDUCATIONAL REPORT.

MAY IT PLEASE YOUR EXCELLENCY :

In submitting to your Excellency, and the two branches of the Legislature, my seventh annual report on the state of education, I shall, first of all, make a few remarks on the tables appended; secondly, present a brief statement of proceedings in my own special field of labor; and, lastly, offer a few suggestions founded on the disclosures of the recent census, with a view to our educational improvement.

STATISTICAL TABLES.

All statistical tables are founded on registration, and can, therefore, be relied upon, only in so far as this matter is carefully and accurately attended to. Such registration in the cause of education has not, we fear, received that measure of attention which its importance demands, and, consequently, in not a few cases, have the most erroneous conclusions been drawn, both in reference to the matter of quantity and quality.

To secure a thorough reliable table of statistics in education, the first thing to be done is the construction of a register that shall embrace the time of the admission and withdrawal of the scholars, their attendance and progress; and the next thing is, the providing of an agency by which these points shall be regularly and punctually recorded. Tables drawn up from such a register are vastly more valuable in imparting sound views of a nation's education, and, thereby furnishing a sure guide, whether in the supply of deficiencies or in the correction of abuses, or in its general improvement, than all the vague speculations of the theorist, or the eloquent and conjectural statement of the philanthropist and educationist. Ever since my appointment to office, I have been expecting annually some alterations in our provincial educational enactment, and have, therefore, continued to use the registers and blank returns of my predecessor. As the law now stands they are sufficiently minute and comprehensive, and, were proper provision made for a thorough agency, they would furnish abundant data for drawing sound conclusions in reference to our educational state, whether as one of advance or retrogression. This, however, is not the case, there being some hundreds of school districts from which there are no returns at all, and these, generally speaking, are in a much worse condition than those from which reports have been obtained. The only legitimate use then that can be made of these tables, is to compare them with the past, that we may see whether we are advancing or retrograding.

Now, it will be remembered, that in comparing the tables of last year with the two years preceding, there was a considerable falling off in every department; in comparing the tables of this year with the last, there is no great perceptible difference, but that, I am glad to say, is in some respects in the way of improvement. In the winter of 1860 there were 998 schools in session, in 1861 there were 1020; in the summer of 1860 there were, 114, and in that of 1861 there were 1106.

The sum total raised by the people in support of common education in 1860 was \$121,873.40; the same in 1861 was \$129,775.40. The support given to the same cause by the Province in 1860 was \$45,742.65; and in 1861, \$46,833.31. The whole number of pupils attending school in the winter of 1860 was 33,210; and in 1861, 31,409. In summer of 1860, 37,376; and in 1861, 35,895. The average salary of each teacher in 1860 was \$160; in 1861 it was \$164.68. The worse feature in the above comparison is the falling off in the number of children attending school,—a state of things this which, unless something be done, and that speedily, in the way of taxation for common schools, will, we fear, every succeeding year, be gradually becoming worse.

NORMAL AND MODEL SCHOOLS.

Since my last report was handed in, two terms of the Normal School have passed over. At the winter term of 1860–1861, the number enrolled was eight-three including six paying pupils. Of these, at the close of the term, two obtained Grammar School Diplomas, thirty-three First Class, and twenty-five Second Class Diplomas. At the other,—the summer term of 1861,—there were enrolled sixty, of which, at its close, one received a Grammar School Diploma, eighteen First Class, and twenty Second Class Diplomas. The names of the graduates at both these terms are appended. From this list and the lists of the graduates handed in during the successive years the Normal School has been in existence, it appears that about three hundred have now obtained either Grammar or First class certificates. Of these four-fifths have taught a longer or shorter period, and a goodly number have already completed the engagement they came under when they joined the Institution.

Though this list scarcely comprises a third of the teachers of the Province, yet there is now considerable difficulty in procuring situations for them with adequate remuneration. After expending £20 or £30 or £40 in qualifying themselves for their professional work, it is natural and reasonable that they should look for more commodious and better equipped School-houses, as well as a larger emolument for their services, than those who have not expended one farthing on such an object. But such situations are now comparatively rare, and hence a goodly number of the most efficient of the female graduates are unemployed this winter, and this state of things is likely to increase instead of diminishing, unless some measures of compulsory assessment is enacted. Several of these teachers are earning at this moment not more than the wages of a common laborer; and it cannot be wondered at, if, in these circumstances, they will ere long transfer their services to some other country where they will be more highly appreciated and rewarded. In New Brunswick, every male teacher who has attended the Normal School for twelve weeks is guaranteed, out of the Provincial treasury, the sum of £37 10s. whereas, if he has not, he can only draw £20. In England, the difference is far greater between a *certified* and *uncertified*, that is, between him who has gone through a regular course of training and him who has not.

If the Normal School is to be preserved in its efficiency, either taxation must be imposed or the Scholarships renewed or a certain pecuniary preference given to its graduates.

MODEL SCHOOLS.

These Schools have been going on pretty much as heretofore. The attendance last summer was about the same as usual; this winter it is not quite so large. The number enrolled is 160, and the average daily attendance 134. The number of pupils in classics is 40, in modern languages, 33, and in algebra and mathematics, 20. The receipts and expenditures of this branch of the Normal School establishment will be found among the other tables at the end of this report.

DUTIES AS SUPERINTENDENT OF EDUCATION.

In consequence of domestic affliction, I was unable last spring to perform my usual tour of visitation. During the summer and autumn, however, I visited the Counties of Colchester, Pictou, Hants, Kings, Annapolis, Digby, Yarmouth, Shel-

burne, Lunenburg, and Halifax. In the course of these visitations I met the teachers in their respective localities, and conferred with them on various topics connected with their profession. I regret that in some of the counties the attendance of the teachers was not such as it ought to have been. This may have arisen from want of proper intimation of my visit, or from lack of professional zeal. In other places, again, the meetings were large and exceedingly interesting, and, I believe, profitable. Were there local inspectors, there would be no difficulty in assembling all the teachers on these occasions, and continuing the meetings for two or three days. It affords me much satisfaction to be able to state that the teachers, in several counties, are manifesting a far deeper interest in the objects of their calling, are busily engaged in some districts in forming associations amongst themselves for mutual improvement, and for the diffusion of more enlightened views on the whole subject of the education of the young. It is proposed at present to unite all these county associations under one central head, to hold annual conventions by delegation or otherwise, for the purpose of considering and discussing various topics connected with their calling; of taking counsel together, and giving publicity to their views on matters appertaining to their own interests, and the general interests of education throughout the Province. Should this movement be judiciously conducted it will be productive of the most beneficial results. I solicit on its behalf every possible countenance and patronage on the part of the more influential in every community. In countries where such an organization exists it has received the sympathy and support not only of enlightened patriots and philanthropists, but of men of the highest eminence in the walks of literature and philosophy, and all because it involves interest lying at the foundation of all advancement in the social economy, in the national welfare.

During these visitations I also addressed public meetings on some department or other of education, according to the circumstances of the locality, and but rarely failing to call attention to the best mode of supporting education,—that is, taxation of property. These meetings, in most cases, were largely attended, and the deepest interest manifested. I only regret that the time I can give to these visitations, consistently with my other duties in the Normal School, is so very limited—six weeks in spring and six weeks in autumn. Should the present arrangements continue, it appears to me that it would be much more beneficial to the cause of education were the period of my active duties at the Normal School reduced from 5 to 3 months, at the end of each term. The other teachers could be carrying on the pupils in their scholarship, and thoroughly preparing them for deriving more benefit from the professional instruction they receive at my hand,—the department to which I chiefly devote myself.

The £600 has, as usual, been expended on the purchase of books for the poorer districts, or rather for the poorer classes in every district. We fear that there is no small irregularity in the distribution of these books, and that this boon of the Legislature is not, in consequence, so extensively beneficial as it might be. A code of regulations addressed to the different School Boards would be of great service in this matter.

The £500 authorized by the Legislature to be devoted to the encouragement of the formation of School Libraries, and which has not been drawn from the Treasury for three or four years owing to the want of proper regulations for the conducting of these libraries, might be very advantageously employed for a year or so in supporting a thorough system of school inspection; but more of this anon.

The various vouchers for the money expended, &c., will be found amongst the other tables.

SUGGESTIONS.

I have now brought before your Excellency a brief outline of our educational condition, as that is exhibited in the tables appended, as well as of my own official proceedings during the past year. I should now, in conformity with law and my usual practice, proceed to offer a few suggestions with a view to our educational improvement. But did I pursue this course, I would be but reiterating the statements to which I have given expression for the last six years. During that time I have, in my annual reports, pressed and urged upon the attention of the Legis-

lature the innumerable defects of our present condition and the means best fitted for their removal. A year and a half ago I addressed an appeal to the inhabitants of Nova Scotia on the subject of assessment, persuaded that no great or radical change can be effected in educational matters unless a more adequate provision is made for its support. In about a month after the issuing of that address nearly 6000 of the most enlightened and Catholic-minded of my fellow provincials petitioned the Legislature in favor of the scheme therein propounded. In the hope that some steps might be taken last session in answer to the prayer of these petitioners, I appended to my last report the draught of a modified assessment bill; but as is well known, nothing was done. In these circumstances the census of the Province was taken, and in that census four of the headings of the tables are intended to bring out in the most tangible form the actual educational condition of the Province, two of these headings having a reference to reading, and two to writing. The result of these enquiries is, that between the ages of five and fifteen there are 36,430 unable to read, and above fifteen there are 45,039, making in all 81,469; and of the same ages, 49,433, and 65,444, making in all 144,877 unable to write. This information I hold to be invaluable. Whoever suggested the propriety of inserting such a heading in the census is entitled to the best thanks of every true patriot,—of every Christian philanthropist. It brings out and establishes, not conjecturally but actually, our provincial educational condition. All the educational statistical tables that I have examined merely establish the proportion of schoolable children receiving instruction. The attendance of the children at school, however, is one thing, and the actual reception of knowledge, or the benefit they derive therefrom, is another. The number of children at school may be fair enough, but their attendance may be so irregular and fragmentary, or the character of the teaching may be so indifferent, that it may prove of little or no practical utility. And this is what I have insisted upon, report after report,—year after year. The proportion of children attending school in Nova Scotia compares pretty favorably with other countries. Last summer the attendance was 1 in 9.21 or 10½ per cent. of the population.

In England in 1858, the proportion of scholars in week-day schools of all kinds to the entire population, was 1 in 77 or 12.99 per cent. But this, we have always maintained, however important, is not sufficient; it is the actual result of the acquirements made that are mainly to be looked at; depending on these two considerations, the character of the attendance and that of the teaching. It is this very point that is creating such a sensation at this moment in England. The Royal Commissioners, who have been investigating the subject of educational statistics in England for the last 5 years, at the last session of the Imperial Parliament, gave in a very elaborate report of their proceedings; in which they declare the amount of elementary education possessed by the children actually attending school to be so defective, so very much below what it ought to be, that they felt constrained to recommend to Her Majesty the propriety of applying certain tests of examination to children of certain ages as one of the elements entitling teachers to a share of the public funds. Perhaps the nearest approximation that could be made to such a test is the method pursued educationally in taking the Census of Nova-Scotia; and however startling may be the result, it is, I believe, considerably beneath the reality, that a goodly number have inserted their names as able to read and write, when the measure both of the one and the other was so low as to be of little or no practical utility to the possessors. It is, no doubt, true that the age in both headings is considerably below the time when, under the most favorable circumstances, children are capable of reading and writing, the former being at the age of 7 or 8, and the latter of 9 or 10. But even with this abatement, when we take into account the fact above referred to and the unwillingness of not a few to acknowledge their inability either to read or write, we suspect that the result will approximate pretty nearly the truth. How Nova Scotia, as thus tested, stands in comparison with other countries, we are not in a condition to determine, and that simply because we can find no statistical tables with the same headings. But, be this as it may, whether we are better or worse than other provinces or countries, it does not materially affect the astounding disclosure, that there is nearly a third of our population entirely uneducated; and thereby beyond

the means of obtaining knowledge through the usual channels ; nor does it lessen our responsibility in reference to the use of means for the removal of this sore evil, preying as it does like a canker on all our institutions, and increasing every year at a fearfully rapid ratio. We know not how many of these hundred thousand who cannot write are parents, but there must be a very considerable number ; and it were altogether unreasonable to expect that these can feel any desire for the education of their children. They know not the value of education themselves, and how can they appreciate it in reference to their offspring ? But these children are, notwithstanding, growing apace, and will soon constitute the men and women of our population, so that the evil under which we are laboring demands not only an effectual but an immediate cure. If, as is generally supposed, Nova-Scotia is upon the eve of a new era in her history ; if she is about to receive a fresh and invigorating impulse in her mining, agricultural, and commercial pursuits, surely there is a still louder call addressed in all this to every true patriot in the land to exert his utmost energy to arrest this downward course of ignorance with all its train of misery, cruelty, and crime. All the natural resources now opening up, and all the bright prospects which these inspire can alone yield true satisfaction and permanent prosperity, when they are developed and directed by enlightened intelligence, pains-taking industry and high-toned Christian morality ; and as these can alone be secured by a universal and sound system of education, how loud and imperative the demand thus addressed to all the true friends of Nova-Scotia to combine their counsels and their exertions in the accomplishment of an object at all times desirable, but in present circumstances supremely so.

But, to come to the point, the question is, what ought to be done in the present emergency ? What is the first step that ought to be taken in our endeavors to educate the hundreds and thousands of our population that are perishing for lack of knowledge ? Now, it appears to me, looking at all the aspects of the case, that there are four things which the Legislature now in session may do, which would not only be of immense service in the application of an immediate remedy to the existing evil, but operate powerfully in preparing the way for a thorough remodelling of the whole of our educational condition.

1st. That instructions be given to the Superintendent of Education to draw up as full and accurate a statement as possible of the leading defects of the present state of things, and the means best calculated for their removal, with a draft Bill embodying the same ; to get a thousand copies or more of said statement printed and extensively circulated during the course of the summer ; and to take whatever course he may think best fitted to direct public attention to the same, and to ascertain the views of the more intelligent in the various localities respecting its general features. The time has now arrived, when the whole of our educational condition from the most initiatory up to the highest academic institutions requires to be remodelled. The minds of the most intelligent are ripe for taking a decided step in advance. And the more fully that step is canvassed and discussed, before it receives the sanction of law, the more likely is it to accomplish the high and important ends contemplated. A measure of this kind, to be of real service, is not to be carried by a stroke of policy, or a dexterous act of diplomacy, but by a wide spread, popular concurrence and approbation.

2nd. The second thing that we would propose being done, is the enactment of a code of regulations for the guidance of Trustees throughout the province.

Every one who is at all acquainted with the practical working of our educational machine, knows that just as the Trustees,—the representatives of the inhabitants of the district,—are faithful and diligent in discharging the duties of their office, so is the condition of the education of that district. The office, in fact, lies at the very foundation of our educational fabric. And that just because it has mainly to do with the people upon whom the great burthen rests. Let but the people realize their position and duty in the matter and the work is done. And how are they to be reached and roused and influenced and directed ? In no other way that we know of but by the diffusion of sound knowledge amongst the many.

through the medium of the few, and that not by word merely but by actual deeds. And upon what party devolves this responsibility and privilege? Plainly the Trustees. And how does it fare with the Trustees—the most important officers in our educational system? Are they fully equipped by law or invested with the capability and authority of carrying out for the benefit of the locality, the calm and deliberate and judicious decisions at which they arrive? Quite the reverse. The best men in the district may be selected and legally appointed, men most anxious to further the cause of education in the place, men possessed of a large heart capable of devising liberal things; but they have no regulations to guide them, nor have they power to enforce the best concerted measures. It is oftentimes said, for example, that the people have within themselves the whole power of assessment, and if they are so very cordial in support of the principle, why not put it at once into execution? In one sense this is all very true. There is a paragraph in the present bill, authorising the people voluntarily to assess themselves, but there is no provision made for carrying out the will of the majority, and two or three refractory individuals in the settlement may upset the all but unanimous voice of the people. Not only are the Trustees without a code of regulations to guide them in such matters, but they are not even a corporate body whereby they may legally put into execution the judgments come to.

Now, Mr. Dawson, when in office, drew out regulations for the guidance of Trustees, based upon those which have worked so beneficially in Canada and other places, which, at the time, received the cordial approval of the present Superintendent of Education, and which have been revised and modified by him since, and passed the House of Assembly in 1856, almost without any alteration. These regulations, if passed into law by the present session of the Legislature, would not only be an immense boon to the general cause of education, as a step in the right direction, not at all affected by any ulterior proceedings connected with assessments, nay which would be just as necessary then as they are in present circumstances. They are, in reality, complete in themselves, and, so long as the office is retained, must remain.

These regulations are to the following effect:

SCHOOL TRUSTEES.

1. The annual meeting for the appointment of Trustees and other school business shall be held in the school-house of the section, or if none, in any other convenient building, on the first Tuesday of December, to be convened by the Clerk of Commissioners, and all succeeding meetings by the Trustees.
2. At the first annual meeting held under this Act, three Trustees shall be appointed in each section, and at each annual meeting thereafter one of the Trustees first elected shall go out of office, and another shall be elected in his room; provided always that he may be re-elected with his own consent.
3. At every annual meeting the majority of the electors of the section then present shall elect one of their number to preside over the meeting, and shall appoint a Secretary to record its proceedings; and the Chairman shall decide all questions of order, and shall take the votes of electors only, and shall give a casting vote in case of an equality of votes.
4. The annual meeting shall receive the report of the Trustees as to the state of the school, and the funds required for its support in the ensuing year, and the majority shall decide as to the manner in which such support shall be raised, whether by subscription or assessment, but shall have no power to reduce the estimate made by the Trustees, except with their full consent: provided that at the first annual meeting under this Act, when the Trustees cannot be provided with an estimate, the majority of the meeting shall determine the amount to be raised in the ensuing year, as well as the manner in which it shall be raised. The annual meeting shall also select persons to fill vacancies in the Board of Trustees.
5. Any person elected to the office of School Trustee and refusing to serve, without giving a reasonable excuse satisfactory to the meeting, or any person not present at the meeting refusing to serve when duly elected, shall forfeit the sum

of one pound five shillings, to be recovered by the Trustees, with costs, before any Justice of the Peace, and applied to the support of the school; provided that no Commissioner of Schools, or Clerk of the Commissioners, and no person not resident in the district shall be appointed to be a Trustee, and that any Trustee may, with the consent of his colleagues, resign his office.

6. The Secretary of the annual meeting shall send to the Clerk of the Commissioners the names of the persons elected to be Trustees, and shall deliver the records of the meeting to the Secretary of the Trustees.

7. In case no annual meeting shall be held for want of proper notice, each of the Trustees shall forfeit the sum of twenty-five shillings, to be recovered by any inhabitant of the section, with costs, before any Justice of the Peace, and applied to the support of the school; and it shall be competent for any two electors, within twenty days of the time when the meeting should have been held, to call a meeting, by posting notices in three public places, at least six days before the time appointed.

8. The Trustees of any district shall be a body corporate for the prosecution and defence of all actions relating to the school and its affairs, and other necessary purposes, under the title of "the Trustees of District No. , in the County or Section of ."

9. It shall be the duty of the Trustees of each District,

(1.) To appoint some suitable person resident within the District and not being one of themselves, to be Secretary to the Board of Trustees, whose duty it shall be to keep the accounts, monies, and records of the Board, and to collect and disburse the school monies as directed by a majority of the Trustees, and he shall receive five per cent commission on all sums collected by him for school purposes; and any person so appointed and refusing to serve shall forfeit the sum of one pound five shillings, to be recovered by the Trustees, with costs, before any Justice of the Peace, and applied to the support of the school.

(2.) To procure for the Secretary, out of the school funds of the section, a blank book for minuting the proceedings and keeping the accounts.

(3.) To cause notices of the annual meeting to be posted in at least three public places, at least six days before the time thereof, and to call any special meetings that may be necessary, and to prepare for every annual meeting a report of the state of the school, and an estimate of the sum necessary for its efficient support in the ensuing year.

(4.) To collect, through their secretary, subscriptions from the inhabitants of the district for the benefit of the school, when that mode has been determined on by the meeting; and in the event of the subscriptions collected being of less amount than the estimate tendered to the meeting, to assess the inhabitants by an equal pound rate upon the real and personal property in their respective occupation or possession within the district, for the balance; and in collecting this or any other assessment made by the Trustees, two of the Trustees having been sworn into office before any Magistrate, shall act as Assessors, and the Secretary shall act as collector, and for this purpose, under a general warrant from the Trustees, shall proceed in the same manner as, and have all the powers of collectors of county rates, as provided by law: provided that such assessment shall be calculated for the whole amount, and the subscriptions of those who have paid as subscribers deducted from their assessment: provided also, that no Provincial money shall be given till said amount is actually paid.

(5.) In the event of the annual meeting deciding to raise the support of the school by assessment, the Trustees shall proceed as directed above, and shall have power to exempt widows and persons in very poor circumstances from the assessment; and it shall also be lawful for persons assessed by the Trustees to pay the amount of their assessment to the Teacher, and bring his receipt as payment to the collector.

(6.) In the event of the annual meeting neglecting, when called upon by the Trustees, to specify the manner in which the school shall be supported, the Trustees may, at their discretion, either proceed to collect a subscription, or assess the district in a sum equal to two-thirds of the estimate presented to the annual meeting, and proceed to collect the same and apply it to the support of the school.

(7.) To manage and divide the funds at their disposal in such a manner, as to keep the school in operation during the whole year, or as large a part of it as practicable, and to keep the school-house in repair and supply it with comfortable furniture, outhouses, fuel, and apparatus.

(8.) To contract with and employ a licensed teacher or teachers for the section for a period not less than six months, and to determine the amount of his or their salaries, which must be procured from the people by voluntary subscription or assessment and not by subscription or fees for pupil; provided that in sections not having more than fifty persons between the ages of five and sixteen, only one school shall be established, and that the trustees may establish one school for every fifty such persons above that number; and that in sections having two schools graded, one of these shall have a female teacher for the younger children; and that in sections having three or more schools, these shall be graduated into Primary, Common, and High, so that by the subdivision of labor more perfect instruction may be given, and that no teacher be engaged for a less period than six months, except in districts having fewer than sixteen pupils.

(9.) To visit the schools at least four times in each year, and to be present, when practicable, at the semi-annual examinations, and to prepare, or have prepared, a true return of the state of the school, according to the form prepared for that purpose by the Superintendent; and to forward the same to the Commissioners at the close of each half-year; and if any Trustee shall sign a false return, tending to procure for the section an undue share of public aid, he shall forfeit the sum of five pounds, to be recovered by the Clerk of Commissioners, for school purposes.

(10.) When it is necessary to assess, the Trustees may apply to the Clerk of the Peace, or other persons possessing the assessment roll for the County, who shall permit any of the Trustees to copy such part of it as refers to his section.

(11.) When a subscription or assessment for the support of the school has been decided on, to make the school free to all persons between the ages of five and sixteen, and to offer every proper inducement to such to attend.

(12.) If any dispute arise between the Trustees and Teacher, respecting the Teacher's salary or duty, it shall be referred for decision to the Board of Commissioners.

(13.) To take due care of the portion of library books allotted to the section, and return the same to the clerk as directed in the rules for libraries.

(14.) If the District be entitled to a High School, or to more than one school, the Trustees of the section shall be Trustees of all such schools, and no section shall have more than one Board of Trustees.

(15.) When a school house is erected, to place it as nearly as possible in the centre of the section.

(16.) The present Trustess of districts shall continue in office until the first school meeting held in their section under the present act.

TRUSTEES OF TOWNS AND VILLAGES.

Every town or village not having more than four thousand inhabitants, shall constitute one school district, whose limits shall be fixed by the Commissioners, and shall have three Trustees, elected in the same manner as prescribed in the case of ordinary districts.

Trustees of towns and villages shall, as soon as possible after their appointment, ascertain the number of schools in operation in the district, the number of pupils,

and the total number of children between the ages of five and sixteen years, and shall also ascertain the number of competent Teachers employed in the district, who are willing to teach under the provisions of this act.

They shall then call a meeting of the electors, giving six days' notice by bills posted in public places within the district, and shall present an estimate to the meeting of the sums necessary to support a sufficient number of free schools for all the children of the district, at the rate of one teacher for every seventy children, and to build and hire the necessary school houses ; and the majority of such meeting shall decide whether such sums shall be collected by subscription or assessment, and in the event of the meeting neglecting to decide, or of a subscription being decided on and proving insufficient, they shall proceed to assess the district in the manner already prescribed.

Their duties in other respects shall be the same as those already prescribed in the case of Trustees of ordinary Districts.

Trustees of the city of Halifax shall be provided for by another law.

3rd. Another matter of primary importance, and which is herewith submitted for the consideration of the Legislature, is the appointment of a Central Board or Committee of Management.

It is well known that the present enactment commits the whole local management of education to 34 Boards of School Commissioners. These Boards are charged with the responsibility of the settlement of all matters connected with the division of the county or section, placed under their inspection, into school districts, the licensing of teachers, the distribution of the public funds, books, &c.

In the management of all these matters these Boards are left entirely to their own discretion. There is no specific code of regulations to direct and guide them in their deliberations and decisions on one or other of these matters. Every board is accordingly compelled to act in every particular case as it believes to be most conducive to the general interests of education within its bounds, and the result is just what might be expected in these circumstances,—the most complete want of uniformity ; and surely I need not dwell on the injurious effects of this state of things to the general interests of education. Little or nothing is done to stimulate districts to a sense of their duty or to guide them in the discharge of that duty ; the teachers have little or no encouragement held out to them to prosecute their studies or more fitly to qualify themselves for their vocation ; the utmost diversity exists on the part of the School Boards in the distribution of the public funds, some allowing a First Class Teacher £20, others £15, and others £12 ; so that a teacher in repairing from one Board to another, it may be a distance of a few miles, may find the difference of his share of the public money to be not less than £8 or even £10.

There is no doubt a Superintendent of Education, but he is utterly powerless in these matters. No one knows the amount of toil I am subjected to in gathering in the returns of these Boards every year, or the labor they cost me, even after they come into my hands, before I can make them of available service, scarcely a third of these returns having the columns added up. New Boards are organized, and new Clerks appointed, without the least formal intimation thereof being communicated to me. The law requires that the annual returns of the appropriation of the public money, &c., shall be forwarded to the Governor on or before the last of December ; and here I am still without three of these returns, and compelled to form an estimate of the general result by taking the returns of the last year.

A few years ago printed circulars were issued from the Provincial Secretary's office, requiring a duplicate of all the Grammar School and Academic Returns sent to the Financial Secretary's office, to be forwarded to the Superintendent of Education ; and here I am with about half a dozen of these returns out of the 60, and must send to the Financial Secretary and beg their inspection before I can complete my report.

I have hitherto submitted to this state of things without uttering a complaint, simply because I yearly expected that some change would take place in the law, but I can do so no longer. Had I a Clerk in the Educational office, as all other Superintendents of Education have, even though they have nothing actively to do

with Normal Schools, these matters might furnish to such an individual very suitable employment; but seeing that I have to go through all these details myself, when my time might be more profitably occupied in other important Educational concerns, I do earnestly hope that this session of the Legislature will not rise without some provision being made to meet and obviate this state of things; and I know of no other provision that would prove so effectual as that to which I have already referred,—the appointment of a Central Council of Education, such as exists in Upper and Lower Canada, in all the British Colonies, and in fact in every country where a national system of Education exists, of which Council or Board the Superintendent is, by virtue of his office, a member. Perhaps the best and simplest way, in present circumstances, would be to appoint the Executive, or some of its members, with the Superintendent of Education, a Board or Council of Public Instruction. The duties of said Council shall be such as the following:

(1.) To use every legitimate means to bring about a uniformity of procedure in the different Boards of School Commissioners.

(2.) To cause to be prepared and circulated forms and instructions to Commissioners, School Inspectors and Trustees.

(3.) To furnish Commissioners, Trustees and Teachers with such information as may tend to the improvement of School Houses, and their furniture and apparatus, the embellishment of their play grounds, the supply of proper and uniform books, and the introduction of improved methods of teaching.

(4.) To prescribe a scale of qualifications for different classes of Teachers, male and female, and to have forwarded every half year a certified list of the same.

(5.) To nominate three members of each Board of School Commissioners as examiners of applicants for license for the first time, and also three Examiners of Graduates of Normal School.

(6.) To encourage the formation of Teachers' associations and institutes.

(7.) To have the entire management and control of the Normal and Model Schools, and to adopt all needful measures for their efficiency; to perform, in fact, all the functions of the present Commissioners.

4th. The only other thing that, in my opinion, in present circumstances, ought to be done, is the appointment of two Inspectors for a year or so. These must not be confounded with the permanent local Inspectors of Schools. The business of permanent local Inspectors is mainly to visit Schools that may happen to be in session, to report to the Trustees and Council of Education their condition, to meet the Trustees and Teachers, and point out to them what they may think right to be done in order to give greater efficiency to the School, &c.

The business of these temporary Inspectors would be of a much more extensive character;—such as to visit every school district in every county, whether there is a school house or not, whether the school is in session or not, and to collect from actual inspection, a full and accurate body of educational statistics, according to a form prescribed by the Central Board—to propose and carry out any alterations in the localizing of school districts that may seem better adapted to present circumstances than the old arrangement, and that may meet the concurrence of the inhabitants, where no Trustees exist, to call a meeting of the people and get them appointed, and to give full instructions in reference to their duties, &c. To meet the inhabitants of the District once or twice and explain to them the leading features in the present educational law, and the alterations that may be required, to ascertain and record, as accurately as possible, the past history of education in the district, its present condition, and the progress of the schoolable children resident therein. To visit every school in session in the district and find out everything connected with the condition and discipline of the school,—the difficulties the Teacher has to encounter in the prosecution of his calling, &c.; and as soon as every district in each county is thus thoroughly canvassed to report to the Central Board.

It appears to me that two energetic men with the Superintendent of Education, could overtake such a task in the course of a year and a half when the office might merge into local Inspectorship, should the Legislature see fit to sanction such an appointment. The benefits of such a thorough overhauling of each county would be incalculable. It would diffuse sound and elevated views on the transcendent importance of Education. It would go to show many districts in a state of educational dominancy how easily they might ameliorate their present condition, and put them actually on the way of doing it. It would disabuse the minds of many of prejudices regarding taxation in support of education and prepare them for more enlarged plans of operation. It would bring about a more equitable adjustment of school districts, and settle many fruitless discussions and heartburnings connected therewith. The statistics thus carefully collected would form an admirable guide and directory to the County Boards of Commissioners, and enable the Central Board to deal with any question that may be brought before them.

It would enable us, in one word, to apply the most effectual remedies to the cure of the lamentable educational deficiencies, under which, from the report of the present census, we are now laboring.

The only objection likely to be brought against such a proposal is the expense, £500 or so.

But there is fully that amount of undrawn educational money every year, and the appropriation of such a sum to such an object would not thereby increase the educational estimate. And when we take into account the large sum expended both by the people and the Province every year in the cause of education, and the innumerable advantages to this expenditure that would arise from such an inspection, we can scarcely conceive a more economical devotement of such a sum.

Such, as it appears to me, are the steps that ought to be taken in the present emergency. Whilst these four things are all fitted, if vigorously carried out, to effect much present good, they are all equally well fitted to pave the way for the remodelling of the whole of our educational condition. But it may here be asked, Can nothing be done to meet the clamant deficiency of education on the part of those even now beyond a schoolable age. We think that much may and ought to be done, and especially during the four or five months of our protracted winters,—such as the encouragement of evening schools,—a practice resorted to in England with the view of supplying the defective education of adults, the employment of an inferior grade of Teachers, and especially of itinerant Teachers, in sparsely settled districts—the fostering of Sabbath Schools, &c.

But these and similar topics will form befitting subjects for the consideration of the Council of Public Instruction, acting on the information gathered and laid before them by the proposed temporary Inspectors.

I have the honor to be

Your Excellency's

Most obedient and humble servant,

ALEX. FORRESTER

TABLE A.
NUMBER OF SCHOOLS AND DISTRICTS—SUPPORT OF SCHOOLS, &c.

SCHOOL BOARDS.	No. Schools.		N. Districts.	SUPPORT FROM DISTRICTS.			SUPPORT FROM PROVINCE.			Amt. from people for every \$1 of province.	Cost of pupil to people.	Cost of pupil to Province.
	W.	S.		Support in winter.	Support in summer.	Total support.	Support in winter.	Support in summer.	Total support.			
1. Halifax City,	25	30		\$1724 87½	\$1462 07	\$3186 94½	\$1348 00	\$1317 00	\$2665 00	\$1 10	\$0 86	\$0 72
2. Do. East,	17	21	10	1033 00	1235 00	2268 00	368 80	348 44	717 24	2 93	2 71	0 86
3. Do. West,	44	48	41	2904 00	3108 45	6012 45	826 40	1164 57	199 97	3 02	2 80	0 59
4. Do. Shore,	15	20	31	1005 32½	1203 61	2208 93½	332 95	384 22	717 17	3 08	2 02	0 65
5. Chester,	11	12	23	427 11	489 60	916 71	343 45	362 20	705 65	1 29	0 98	0 76
6. New Dublin,	15	17		654 35	706 90	1361 25	277 86	308 54	585 90	2 32	1 58	0 08
7. Lunenburg,	29	28		1309 15	1419 37	2728 52	693 00	577 00	1270 00	2 14	1 67	0 77
8. Queen's, South,	28	30		1819 20	2050 50	3869 70	780 00	580 00	1360 00	2 84	2 45	0 86
9. Do. North,	10	13	13	314 83½	866 07	1180 91	465 50	465 66	931 00	2 04	1 28	0 66
10. Shelburne,	25	24	24	843 15	1080 75	1923 90	367 00	550 00	917 00	2 26	1 74	0 77
11. Barrington,	14	24	20	1066 66	1063 30	2129 96	502 66	512 66	1015 32	2 12	1 94	0 92
12. Argyle,	24	24	30	2283 93	2065 10	4349 03	454 93	634 37	1089 30	2 09	1 79	0 85
13. Yarmouth,	25	30	36	726 02	558 43	1284 45	319 90	327 78	647 68	3 99	2 12	0 53
14. Clare,	18	18		2416 20	2395 13	4811 33	817 33	817 33	1634 66	1 98	1 49	0 75
15. Digby,	30	40		1894 44	1686 80	3581 24	688 00	622 00	1310 00	2 94	2 38	0 81
16. Annapolis, West,	29	31		2547 00	3056 65	5601 65	778 75	686 00	1404 75	2 37	2 38	0 80
17. Do. East,	23	35	39	5170 47	5532 00	10702 47	1187 00	1097 00	2284 00	3 98	2 84	0 71
18. King's,	52	70	84							4 68	2 52	0 53

19. Hants, West,	37	29		2907 37	3328 82	6236 19	789 67	834 58	1624 25	3 83	4 80	1 35
20. Do. East,	18	29	38	1136 75	2056 95	3193 70	530 66	530 66	1061 32	3 00	2 06	0 68
21. Colchester,	67	55	72	4216 66	3840 32½	8056 92½	846 22	908 70	1754 92	4 58	2 74	0 59
22. Stirling,	19	23	19	1070 75	1413 10	2483 85	284 00	284 00	568 00	4 37	1 60	0 36
23. Cumberland,	62			3982 00	596 72	3982 00	962 43	216 00	962 43	4 14	2 20	0 53
24. Parrsborough,	11	15	19	681 00	596 72	1277 72	216 00	216 00	432 00	2 95	1 82	0 61
25. Pictou, South,	51	55	63	3261 62	3456 25	6717 87	1031 44	1148 30	2179 74	3 08	1 44	0 40
26. Do. North,	48	56		3472 00	4228 00	7700 00	1073 95	1229 67	2373 62	3 24	1 78	0 54
27. Sydney,	55	65		3008 21	3108 55	6116 76	1361 54	1358 19	2719 73	2 24	1 76	0 78
28. St. Mary's,	10	20	17	558 10	695 73	1253 83	261 67	307 67	569 34	2 20	1 64	0 74
29. Guysborough,	20	23		815 38	940 02	1755 40	544 00	548 00	1092 00	1 60	1 48	0 92
30. Inverness, North,	29	34	37	1381 25	1048 11	2429 35	510 80	524 70	1035 50	1 34	1 58	0 67
31. Do. South,	48	47	53	1662 00	1591 00	3253 00	1088 10	1022 70	2110 80	1 54	1 29	0 88
32. Victoria,	30	34		1523 93	1669 05	3292 98	754 80	933 08	1687 88	1 95	1 67	0 85
33. Cape Breton,	58	61		2521 00	2964 15	5485 15	1410 00	1375 75	2779 75	1 97	1 42	0 72
34. Richmond,	33	28	33	1822 75	1473 40	3296 15	823 33	766 97	1590 30	2 07	1 02	0 78
Totals,	1020	1106		\$63088 66	\$62704 74	\$129775 40	\$22973 64	\$22397 24	\$46833 31	av. 2 74.	av. 1 92.	av. 0 69

TABLE B.
NUMBER, AGE, AND SEX OF SCHOLARS—NUMBER OF CHILDREN.

SCHOOL BOARDS.	Paid pupils.		Free pupils.		Total number of pupils.		Age of pupils.				Sex of pupils.				No. of children from 4 to 15.
	W.	S.	W.	S.	W.	S.	Under 8.		Over 8.		Male.		Female.		
							W.	S.	W.	S.	W.	S.	W.	S.	
1. Halifax City.	985	1050	850	799	1835	1849	336	379	1447	1470	978	930	846	919	984
2. Do. East.	130	679	6	21	136	700	14	232	122	468	70	367	66	333	884
3. Do. West.	1537	1463	172	155	1709	1618	391	464	1287	1154	932	871	746	747	1535
4. Do. Shore.	419	533	47	50	459	633	75	197	379	420	248	319	211	313	954
5. Chester.	439	404	30	53	469	457	102	134	367	327	259	233	210	224	302
6. New Dublin.	399	351	39	72	438	423	64	112	370	310	221	186	181	236	613
7. Lunenburg.	750	615	146	118	896	731	154	205	742	528	421	382	475	351	
8. Queen's, South.	646	685	102	141	748	826	113	246	600	479	446	358	267	398	
9. Do. North.		221		23		244		65		179		111		133	
10. Shelburne.	597	495	61	56	656	551	46	142	610	394	433	270	223	266	861
11. Barrington.	348	513	54	13	402	586	58	101	361	405	306	284	106	302	745
12. Argyle.	488	516	66	109	554	625	60	146	404	479	383	279	176	346	1075
13. Yarmouth.	828	775	237	209	1065	984	125	298	940	686	725	456	340	525	1963
14. Clare.	339	332	90	100	429	434	57	84	327	350	239	172	189	262	995
15. Digby.	791	977	97	154	888	1131	90	311	798	820	632	578	256	558	1477
16. Annapolis, West.	593	518	129	162	722	780	127	217	596	526	469	374	237	380	1517
17. Do. East.	710	1075	64	121	774	1196	71	247	703	949	516	561	258	635	
18. King's.	1632	1964	271	371	1903	2335	272	665	1631	1670	1298	1067	605	1268	3029

19. Hants, West.	896	255	116	32	1012	287	182	71	839	216	568	158	343	129	
20. Do. East.	531	929	22	67	553	996	133	334	420	671	332	508	215	511	1176
21. Colchester.	1783	1876	115	163	1898	2039	240	370	1264	1441	983	976	677	975	1801
22. Stirling.	647	850	18	34	665	884	115	230	551	654	385	474	280	410	835
23. Cumberland.		1671		131		1802		407		1372		891		935	1478
24. Parrsborough.	314	324	21	41	335	365	43	89	290	274	205	163	134	202	644
25. Pictou, South.	2154	2290	112	117	2266	2407	400	646	1866	1761	1285	1306	981	1101	1667
26. Do. North.	1933	2143	114	132	2047	2275	291	524	1754	1751	1190	1241	856	1034	2960
27. Sydney.	1403	1560	210	305	1613	1865	175	270	1438	1595	986	1090	627	795	
28. St. Mary's.	256	415	27	64	283	479	61	165	223	292	170	262	114	220	497
29. Guysborough.	475	490	85	132	560	622	60	132	500	490	358	302	202	310	
30. Inverness, North.	767	598	70	63	873	661	155	135	682	526	499	392	338	267	1123
31. Do. South.	1102	1060	163	193	1265	253	119	213	1146	1040	819	734	446	519	1503
32. Victoria.	939	920	72	40	1011	960	127	173	849	757	576	544	435	416	1263
33. Cape Breton.	1695	1772	182	193	1877	1965	267	398	1610	1567	1136	1128	741	837	
34. Richmond.	856	790	239	182	1057	972	195	191	849	698	577	461	471	470	1134
Total,	27332	31159	4027	4616	31409	35895	4718	8793	25965	20719	18600	18438	12252	17333	32731

TABLE C.
DURATION OF SCHOOLS—SEX OF TEACHERS—CHARACTER OF SCHOOLS—SCHOOL HOUSES.

SCHOOL BOARDS.	Schools in weeks.		Sex of Teachers.				Com. Schools teaching classes	Num. teachngs gram. and geo.	Registers kept.	School Houses.			Library Books.		School Books.		Apparatus.				
	w.	s.	Male.		Female.					Frame.	Log.	Good.	Bad.	w.	s.	w.	s.	Globes.	Maps.	Blk. Boards.	Other ap'rtatus.
			w.	s.	w.	s.															
1. Halifax City,	21	23	12	10	13	20		17	4	10		341	341	15	15	5	76	21			
2. Do. East,	19	16	10	12	7	9		14	2	19		121	108	378	239	2	159	17			
3. Do. West,	21	22	32	31	12	17		25	11	all		140	178	229	281	3	126	25			
4. Do. Shore,	20	21	12	9	3	11		13	4	17		55	146	39	342	1	137	19			
5. Chester,	24	26	5	4	6	8		11	1	all		85	57	118	134	5	39	13			
6. New Dublin,	18	22	11	7	4	10		10	1	all		12	20	98	69	2	18	14			
7. Lunenburg,	17	22	16	15	13	13		7	1	all		69	49	338	288	2	27	10			
8. Queen's, South,	21	22	14	7	11	23		13	1	all		186	116	141	13	2	43	11			
9. Do. North,	19	18	1	1	1	9		7	2	all		67	67			3	23	15			
10. Shelburne,	19	19	17	5	8	19		20	5	all		258	170			4	45	21			
11. Barrington,	17	20	13	5	1	19		20	4	all		206	140	78	41	4	80	25			
12. Argyle,	22	19	14	8	10	16		16	4	all		83	254	360	50	11	64	37			
13. Yarmouth,	20	23	19	10	6	20		27	8	all		129	130	267	82	1	77	61			
14. Clare,	19	19	5	3	13	15		4	1	all		13	12	203	110	4	59	16			
15. Digby,	21	20	23	16	7	34		31	7	all		40	40	446	225	4	59	16			
16. Annapolis, West,	21	22	18	15	10	16		21	8	2		78	100	200	216	1	58	18			
17. Do. East,	20	22	15	17	8	18		30	8	all		77	85	91	339	3	55	45			
18. King's,	21	21	42	30	10	40		70	16	68		10	90	157	96	8	216	78			

19. Hants, West,	19	20	22	18	7	19		27	9	34		440	330	84	297	3	104	28	
20. Do. East,	18	21	10	12	8	17		26	7	all		170	54	40	164	3	84	18	
21. Colchester,	20	20	25	23	30	44		62	7	60		23	23	21	15	5	135	48	
22. Stirling,	19	20	9	10	10	13		22	6	21		85	102	96	109	1	66	19	
23. Cumberland,	19	18	8	30	3	32		52	6	55		44	41	65		6	48	43	
24. Parrsborough,	19	19	8	5	3	10		9	1	all		27	41	31	60	1	19	6	
25. Pictou, South,	18	19	38	41	10	15		56	1	53		136	160	262	274	6	126	56	
26. Do. North,	19	19	31	34	20	21		54	8	all		131	82	154	187	6	112	50	
27. Sydney,	21	21	45	47	10	18		38	8	59		19	6	442	264	7	142	18	
28. St. Mary's,	22	20	6	7	4	10		7		all		51	58	171	195	2	20	4	
29. Guysborough,	23	20	14	10	4	13		15		all		94	58	242	216	1	25	7	
30. Inverness, South,	21	22	46	40	2	7		30		41		110	122	340	183	2	30	7	
31. Do. North,	26	21	23	19	6	5		18	11	15		72	149	232	20	2	34	19	
32. Victoria,	20	22	24	24	6	9		29		7		17	17	413	96		64	18	
33. Cape Breton,	22	23	43	40	15	21		27	18	40		128	161	319	254	5	68	27	
34. Richmond,	23	23	27	22	6	6		5	6	18		990	919	403	240	6	20	15	
Total,	aver. 19	av. 20½	649	587	283	567	48	828	148	84	203	4409	4397	6473	4904	119	2008	829	3

Total average cost of each pupil, \$2 61. Average salary of each teacher, \$164 68.



APPENDIX No. 26.

ESTIMATE.

Estimate of Revenue and Expenditure, for the year ending December 31, 1862.

ASSETS 31st DECEMBER, 1861.

Due from Casual Revenue,	\$41884 00
“ Collectors Colonial Duties,	33716 00
“ Canada, New Brunswick, and Prince Edward Island,	5318 10
“ Counties for Road Advances,	15697 88
“ Gold at International Exhibition,	8652 47
	<hr/>
	\$105268 45

LIABILITIES OF THE PROVINCE.

For Services of 1861, per Abstract A.,	\$109070 58
“ 1860, “ B.,	6782 48
Railway Damages in Treasury,	926 60
Advances per Receiver General's Account,	125177 90
	<hr/>
	241957 56
	<hr/>
Balance of Liabilities 31st December, 1861,	\$136689 11
	<hr/>

PROBABLE ASSETS OF 1862.

Excise Duty,	\$670000 00
Light Duty,	32000 00
Secretary's Office, for Fees,	4000 00
Royalty on Coal,	28000 00
Crown Lands,	22500 00
Gold Fields,	20000 00
Hospital for Insane,	15000 00
Board of Revenue,	1000 00
Canada, New Brunswick, and Prince Edward Island,	4700 00
Great Britain, for Sable Island,	2000 00
Railway Revenue,	120000 00
Post Office,	40000 00
	<hr/>
	959200 00
	<hr/>

ESTIMATED EXPENDITURE FOR 1862.

Authorised by existing Laws,	394280 00
To be voted by the Legislature,	562728 00
	<hr/>
Total estimated expenditure for 1862,	\$957008 00

Classification and Distribution of the Foregoing Estimated Expenditure.

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
CIVIL LIST.		
<i>Authorized by Law.</i>		
The Lieutenant Governor,	Salary,	\$15000
The Chief Justice,	do.	3200
Assistant Judge,	do.	3250
Do. do.	do.	2800
Do. do.	do.	2800
Do. do.	do.	2800
Provincial Secretary,	do.	2800
Receiver General,	do.	2400
Financial Secretary,	do.	2400
Attorney General,	do.	2000
Commissioner of Crown Lands,	do.	2000
First Clerk to Receiver General,	do.	1000
Do. do. Financial Secretary,	do.	800
Do. do. Crown Land Dep't.,	do.	1000
Second do. do. do.	do.	800
Third do. do. do.	do.	400
Hon'ble Alexander Stewart, Pension,		1600
John. G. Marshall,	do.	1200
William Q. Sawers,	do.	1200
Henry W. Crawley,	do.	1200
John Spry Morris,	do.	1200
Commissioner of Crown Lands for contingencies,		200
		52050
<i>Carried forward,</i>		\$52050

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$52050	
CIVIL LIST, Continued.		
<i>To be Voted.</i>		
First Clerk Provincial Secretary's Office,	\$1400	
Second do. do.	450	
Third do. do.	450	
First Clerk Receiver General's Office, additional,	200	
Second do. do.	1000	
First Clerk Financial Secretary's Office, additional,	200	
Third Clerk Crown Land Department, additional,	80	
Fourth do. do.	500	
Fifth do. do.	400	
Private Secretary to Lieutenant Governor,	1250	
Contingencies of Prov. Secretary's Office,	500	
Do. Receiver General's Office,	150	
Do. Financial Secretary's Office,	300	
Clerk of Crown,	400	
Messenger of Council,	160	
		7440
CRIMINAL PROSECUTIONS.		
<i>Authorized by Law.</i>	1600	
MILITIA.		
<i>Authorized by Law.</i>	8000	
<i>To be Voted.</i>		12000
CORONERS' INQUESTS.		
<i>Authorized by Law.</i>	1200	
<i>Carried forward,</i>	62850	19440

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$62850	\$19440
LEGISLATIVE.		
<i>To be Voted.</i>		
LEGISLATIVE COUNCIL.		
Expenses of the President and Members of the Legislative Council, including travelling expenses,	4990	
Chaplain,	100	
Clerk,	800	
Law Clerk and Clerk of Parliament,	600	
Gentleman Usher of the Black Rod,	300	
Reporting and publishing Debates,	350	
Messengers,	260	
Contingencies, including Printing,	1000	
Postage of Members,	700	
	<hr/>	9100
HOUSE OF ASSEMBLY.		
Expenses of the Speaker and Members of Assembly, including travelling expenses,	13700	
The Speaker,	800	
Chaplain,	100	
Sergeant-at-Arms,	300	
Assistant Sergeant-at-Arms,	180	
Clerk,	1200	
Clerk-Assistant,	800	
Chairman of Committees,	160	
Messenger,	160	
Postage of Members,	2000	
Contingencies,	1330	
	<hr/>	20730
<i>Carried forward,</i>	62850	49270

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$62850	\$49270
PUBLIC WORKS.		
<i>To be voted.</i>		
Chairman of Board and Department,	3580	
Light House Service,	45130	
Sable Island,	4060	
Schr. "Daring,"	4400	
Hospital for Insane,	19100	
Government House,	2400	
Provincial Penitentiary,	7750	
Provincial Building,	5500	
	<hr/>	91920
POORS' ASYLUM.		
<i>To be Voted.</i>		
Commissioners of Poor, Halifax,		8000
RATIONS TO TROOPS.		
<i>To be Voted.</i>		
		40
DEBT.		
<i>Authorized by Law.</i>		
Interest due Savings Bank depositure,	20000	
Do. holders of Railway Debentures,	240000	
Commissions to Messrs. Barings,	2200	
	<hr/>	\$262200
DISTRESSED SEAMEN.		
<i>Authorized by Law,</i>		
	250	
<i>Carried forward,</i>	<hr/>	<hr/>
	325300	149230

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$325300	\$149230
REVENUE EXPENSES.		
<i>Authorized by Law.</i>		
Acting Collector of Customs at Halifax,	1000	
Commission on Excise Duties,	7000	
Do. Light Duty,	2000	
	10000	
<i>To be Voted.</i>		
FOR HALIFAX DEPARTMENT.		
Acting Collector of Customs,	200	
Controller of Customs,	1000	
Warehouse Keeper,	1000	
Landing Waiters, 3,	2600	
Clerks, 6,	3340	
Guagers, 2,	1200	
Tide Surveyor, 1,	650	
Shipping Officers, 3,	1650	
Warehouse Lockers, 11,	5500	
Weighers, 3,	1660	
Tide Waiters and Boatmen,	5000	
Messengers and Truckmen,	400	
Incidental Expenses,	800	
	25000	
ANNAPOLIS COUNTY.		
Annapolis, Controller and Registrar,	80	
Do. Protective Officer, J. L. Rice,	60	
Bridgetown, Controller and Collector,	80	
	\$220	
<i>Carried forward,</i>	\$25000	335300
		149230

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.	
<i>Brought forward,</i>	\$25000	\$335300	\$149230
REVENUE EXPENSES.			
ANNAPOLIS COUNTY, <i>Continued,</i>			
Clementsport,	do.,	80	
Margaretsville	do.,	80	
Port Williams,	do.,	80	
Parker's Cove, Protective Officer,		40	
Thorne's Cove, Controller and Collector,		80	
Wilmot, Controller and Collector,		80	
Do., Protective Officer,		60	
		<u>720</u>	
CAPE BRETON COUNTY.			
Cow Bay, Controller and Collector,		80	
Lingan,	do.,	80	
Louisburg,	do.,	60	
Do., Protective Officer,		60	
Mainadieu,	do.,	60	
North Sydney, Controller and Collector,		200	
Do. Boatmen,		340	
Sydney, Controller and Registrar,		200	
		<u>1080</u>	
COLCHESTER COUNTY.			
Five Islands, Controller and Collector,		80	
Do., Protective Officer,		60	
Londonderry, Controller and Collector,		80	
Tatamagouche	do.,	80	
Truro,	do.,	80	
Old Barns, Protective Officer,		60	
Shubenacadie,	do.,	40	
		<u>480</u>	
<i>Carried forward,</i>	\$27280	335300	149230

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$27280	\$149230
REVENUE EXPENSES, <i>Continued.</i>		
CUMBERLAND COUNTY.		
Advocate Harbor, Collector and Controller,	80	
Amherst, do.	80	
Do. Protective Officer,	60	
Do. do.	60	
Joggins, Controller and Collector,	80	
Parrsborough, Controller and Registrar,	200	
Pugwash, do.	80	
Wallace, Controller and Collector,	80	
	<u>720</u>	
DIGBY COUNTY.		
Bear River, Controller and Collector,	80	
Church Point, do.,	80	
Digby, Controller and Registrar,	200	
Montegan, Protective Officer,	60	
Sandy Cove, Controller and Collector,	80	
Westport, do.,	80	
Do. Protective Officer,	60	
Do. do.	60	
Weymouth, Controller and Collector,	80	
Do. Protective Officer,	60	
	<u>840</u>	
GUYSBOROUGH COUNTY.		
Cape Canso, Controller and Collector,	80	
Guysborough, Controller and Registrar,	200	
Port Mulgrave, Controller and Collector,	80	
St. Mary's River, do.,	80	
	<u>\$440</u>	
<i>Carried forward,</i>	28840	149230
	335300	149230

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.	
<i>Brought forward,</i>	\$28840	\$335300	\$149230
REVENUE EXPENSES, <i>Continued,</i>	440		
Straits of Canso, Collector of Light Duty,	600		
Do. Wages of Boatmen, &c.,	1100		
	2140		
HANTS COUNTY.			
Cheverie, Controller and Collector,	80		
Hantsport, do.	80		
Maitland, do.	80		
Noel, Protective Officer,	60		
Walton, Controller and Collector,	80		
Windsor, Controller and Registrar,	200		
Do., Protective Officer & Land'g Waiter,	300		
	880		
HALIFAX COUNTY.			
Sheet Harbor, Controller and Collector,	80		
INVERNESS COUNTY.			
Cheticamp, Protective Officer,	60		
Margaree, Controller and Collector,	80		
Port Hood, do.	80		
Port Hawksbury, Controller and Registrar,	80		
	300		
KING'S COUNTY.			
Canada Creek, Controller and Collector,	80		
Do. Protective Officer,	40		
Cornwallis, Controller and Collector,	80		
Do. Protective Officer,	60		
Do. do.	40		
French Cross, Controller and Collector,	80		
	\$380		
<i>Carried forward,</i>	32240	335300	149230

Heads and Items of Expenditure.		Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>		\$32240	\$149230
REVENUE EXPENSES, <i>Continued,</i>	380		
Harborville, Controller and Collector,	80		
Horton, do.	80		
	— 540		
LUNENBURG COUNTY.			
Chester, Collector and Controllor,	80		
LaHave, do.	80		
Lunenburg, Controller and Registrar,	400		
Mahone Bay, do.	80		
	— 640		
PICTOU COUNTY.			
Pictou, Controller and Registrar,	1000		
Do. Warehouse Keeper, Clerk, &c.,	320		
Do. Boatman and Protective Officer,	260		
Do. do.	220		
Do. do.	220		
	— 2020		
QUEEN'S COUNTY.			
Liverpool, Controller and Registrar,	300		
Do. Surveyor of Shipping, &c.	360		
Port Medway, Controller and Collector,	80		
	— 740		
RICHMOND COUNTY.			
Arichat, Controller and Registrar,	200		
Do. Protective Officer and Land'g Waiter,	100		
Do. do.	60		
Do. do.	60		
	— 420		
<i>Carried forward,</i>		\$36600	\$149230

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$36600	\$335300
REVENUE EXPENSES, <i>Continued.</i>		\$149230
SHELBURNE COUNTY.		
Barrington, Controller and Collector,	80	
Do. Protective Officer,	60	
Cape Sable Island, do.	60	
Ragged Islands, Controller and Collector,	80	
Shelburne, do and Registrar,	140	
Do. Protective Officer,	60	
	<u>480</u>	
SYDNEY COUNTY.		
Antigonishe, Controller and Collector,	80	
Little River, do. do.	80	
Harbour au Bouche, Protective Officer,	60	
	<u>220</u>	
VICTORIA COUNTY.		
Baddeck, Controller and Collector,	80	
Great Bras d'Or, do. do.	80	
St. Ann's, do. do.	80	
Great Bras d'Or, do.	40	
Do. Boatman,	60	
	<u>340</u>	
YARMOUTH COUNTY.		
Beaver River, Controller and Collector,	80	
Pubnico, do. do.	80	
Tusket, do. do.	80	
Yarmouth, do. and Registrar,	1000	
	<u>\$1240</u>	
<i>Carried forward,</i>	37640	335300
		149230

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward.</i>	\$37640	\$149230
REVENUE EXPENSES, <i>Continued.</i>		
YARMOUTH COUNTY, <i>Continued.</i>	1240	
Do. Searcher,	400	
Do. Surveyor of Shipping	320	
Pubnico, Protective Officer,	60	
Tusket, do.	60	
	<hr/> 2080	
Trade Returns,	200	
Contingencies,	500	
	<hr/> 700	
		40420
INDIANS.		
<i>To be Voted.</i>		
Relief to Indians.	1200 00	
<i>Upon Certificate that one half the following amounts have been assessed and paid by County</i>		
Dr. Jeans, Sydney, C. B.	90 25 45 12	
Dr. Edward Carrit, Guysborough,	36 70 18 35	
Dr. Sutherland, Pictou,	54 20 27 10	
Dr. Green, Londonderry,	20 00 10 00	
Dr. Morse, Amherst,	36 30 18 15	
Dr. Shaw, Kentville,	14 25 7 12	
Dr. Weeks, Dartmouth,	49 75 24 88	
Dr. Tremain, Windsor,	59 00 29 50	
Dr. McKeen, County of Victoria,	10 90 5 45	
Dr. Dennison, Newport,	137 10 68 55	
Dr. Elliot, Cape Breton,	104 85 52 43	
	<hr/>	1507
<i>Carried forward,</i>	335300	191157

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward.</i>	\$335300	\$191157
STEAMBOATS, PACKETS AND FERRIES.		
<i>To be Voted on usual Conditions.</i>		
Steamer between Windsor, St. John and Annapolis, 2000		
Do. Halifax and Newfoundland, calling at Sydney going and returning, 1500		
Do. Pictou and Prince Edward Island, 800		
Do. Sydney and Bras d'Or Lake, 1000		
Do. Halifax and Boston, 2000	7300	
Packet between Guysborough and Arichat, 200		
Do. Westport and Montegan 100		
Do. Pictou and Magdalen Islands, 400		
Do. Weymouth Bridge and Sandy Cove, 80	780	
COUNTY OF CAPE BRETON.		
Ferry between Low Point and Sydney Mines, 40		
Do. Lingan and Bridgeport, 20		
Do. North Bar and town of Sydney, 20		
Do. at Sydney River, town of Sydney, 10		
Do. do. do. 10		
Do. Little Bras d'Or, 80		
Do. Mira River Entrance 20		
Do. Grand Narrows, 16		
Do. do. 16	232	
COLCHESTER COUNTY.		
Ferry at Mouth of Shubenacadie River, 40		
Do. do. 40	80	
<i>Carried forward,</i>	\$8392	335300 • 191157

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$8392	\$335300
STEAMBOATS, PACKETS & FERRIES, <i>Continued.</i>		
CUMBERLAND COUNTY.		
Ferry at Wallace Harbor,	40	
Do. Pugwash Harbor,	20	
Do. between Amherst and Minudie,	60	
	— 120	
DIGBY COUNTY.		
Ferry at Petite Passage,	30	
Do. do.	30	
Do. Grand Passage,	20	
Do. do.	20	
Do. Bear River,	20	
	— 120	
GUYSBOROUGH COUNTY.		
Ferry at Clay Head,	30	
Do. Liscomb Harbor,	20	
Do. do.	20	
Do. between Carter's and McPherson's,	40	
Do. Port Mulgrave and Port Hawkesbury,	40	
Do. at Mary's River,	20	
Do. do.	20	
	— 190	
HALIFAX COUNTY.		
Ferry at Sheet Harbor,	50	
Do. Ship Harbor,	20	
Do. do.	20	
Do. Necum Teuch,	40	
Do. North West Arm,	40	
Do. Sambro,	20	
	— 190	
<i>Carried forward,</i>	\$9012	335300
		191157

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$9012	335300
STEAMBOATS, PACKETS & FERRIES, <i>Continued.</i>		
HANTS COUNTY.		
Ferry between Hantsport and Kempt,	30	
Do. Londonderry and Douglas,	80	
	110	
INVERNESS COUNTY.		
Ferry between Port Hawkesbury and Port Mulgrave,	40	
Do. McMillan's Point & Auld's Cove,	80	
Do. Auld's Cove & McMillan's Point,	80	
Do. at Margaree River,	20	
To replace boats between Auld's Cove and Mc- Millan's Point,	50	
Do. McMillan's Point & Auld's Cove,	50	
	320	
LUNENBURG COUNTY.		
Ferry at La Have River,	50	
Do. do.	50	
	100	
PICTOU COUNTY.		
Ferry at Pictou Harbor,	30	
RICHMOND COUNTY.		
Ferry at Mouth of Grandique River,	60	
Do. do.	60	
Do. between McPherson's and Car- ters' Landing,	40	
	160	
SHELBURNE COUNTY.		
Ferry at Sable River,	40	
Do. Jordan River,	40	
Do. between Cape Sable Island and the Main,	80	
Do. at Port LeHerbert,	40	
Do. do.	40	
	240	
<i>Carried forward,</i>	\$9972	335300
		191157

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$9972	\$335300
STEAMBOATS, PACKETS AND FERRIES, <i>Continued.</i>		
VICTORIA COUNTY.		
Ferry between Washabuck and Baddeck,	20	
Do. at Big Harbour,	70	
Do. do.	70	
Do. at Southern Bay,	30	
Do. at Great Bras d'Or,	60	
Do. at Little Narrows,	10	
Do. at St. Ann's Harbour,	30	
	290	10162
RETURN DUTIES.		
<i>Authorized by Law.</i>		
On Exportations.		12500
PUBLIC PRINTING.		
<i>To be Voted.</i>		
Queen's Printer, for printing in 1861,	1031 38	
Do. printing Census Returns,	1332 20	
William Compton, for printing in 1861,	922 25	
Compton & Bowden, do.	11 25	
Thomas Annand, do.	16 25	
Eastern Chronicle, do.	12 00	
W. A. Penny, do.	15 75	
Ritchie & Bulger, do.	14 50	
Wesleyan Office, do.	2 50	
A. Grant, do.	14 25	
S. H. Holmes, do.	2 50	
S. Seldon, do.	2 50	
	\$3376 83	
Required for printing of 1862,	3000 00	
		6377
<i>Carried forward,</i>	335300	220296

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward.</i>	\$335300	\$220296
EDUCATION.		
<i>Authorized by Law.</i>		
Superintendant of Education,	1200	
Teacher Normal School,	800	
Do. do.	800	
Do. Model School,	800	
School Books,	2400	
Contingencies,	400	
Fuel, &c.,	400	
	6800	
COUNTIES.		
Common Schools,	45380	
Grammar Schools,	6800	
	52180	
<i>To be Voted.</i>		
King's College,	1000	
St. Mary's College,	1000	
Horton Academy,	1000	
Sackville Academy,	1000	
Presbyterian Church Academy,	1000	
St. Francis Xavier's Academy,	1000	
Pictou Academy,	1000	
Halifax Grammar School,	600	
Infant School, Halifax,	200	
Union School,	120	
Repairing Model School,	50	
Insurance Normal and Model School,	65	
Teacher of Music for Normal School,	100	
		8135
<i>Carried forward,</i>	394280	228421

Heads and Items of Expenditure.		Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>		\$394280	228431
AGRICULTURE.			
<i>To be Voted.</i>			2360
NAVIGATION SECURITIES.			
<i>To be Voted.</i>			
Landing at Digby,	1748		
Breakwaters on usual conditions :			
French Cross, Co. King's,	800		
Margaretsville, Co. Annapolis,	500		
Port George, do.,	400		
Bellevue Cove, Digby,	400		
Montegan Wharf, do.,	400		
	2500		4248
RAILWAY EXPENSES.			
<i>To be Voted.</i>			100000
ROAD COMPENSATION.			
<i>To be Voted.</i>			
COUNTY VICTORIA.			
	<i>For Sol.</i>	<i>For Fencing.</i>	
Allen Morrison,	10 00	4 00	
William Jones, appraiser,		2 00	
William McRae, do.,		1 00	
Kenneth McDonald, do.,		1 00	
	10 00	8 00	18 00
COUNTY CAPE BRETON.			
Hugh Gillis,	1 50	1 00	
Widow Morley,	4 50	3 50	
James McLeaan,	9 00	6 50	
Duncan McDonald,	2 80		
	\$17 80	11 00	18 00
<i>Carried forward,</i>	\$17 80	11 00	18 00
		394280	335039

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward.</i>	\$394280	335039
ROAD COMPENSATION, <i>Continued.</i>		
Co. CAPE BRETON, <i>Cont'd.</i>		
	<i>For Soil.</i>	<i>For Fencing.</i>
	17 80	11 00
		18 00
Angus McDonald,	7 50	4 50
John Gillis,	5 00	3 50
William Stephen,	3 50	2 50
Donald McLellan,	1 50	
Angus Gillis,	7 50	5 00
	42 80	26 50
		— 69 30
CROWN LAND DEPARTMENT.		87
<i>To be Voted.</i>		12700
RELIEF.		
<i>To be Voted.</i>		
To be paid upon production of the required vouchers :		
Overseers Poor, Truro, supp't Transient Paupers,	77 37	
Do. Yarmouth, do.	35 81	
Do. Port LaTour, do.	28 00	
Do. Pictou, District No. 1, do.	166 47	
Do. do. do. 3, do.	34 00	
Do. Clare, do.	127 40	
Do. Aylesford, support of J. Toole,	63 40	
Do. Timothy Murphy,	38 65	
Do. Michael Murphy,	17 90	
	— 118 95	
Do. Clements, support of Ann Conley,		
Do. Granville, J. R. Marsh,	79 00	
Do. Mrs. Wilmot,	13 27	
Dr. Hamilton, (bill),	12 50	
	— 104 77	
<i>Carried forward,</i>	\$692 77	394280
		347826

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$692 77	394280
RELIEF, Continued.		374826
Cornelius Sullivan, Cape Breton, support of Transient Pauper,	20 00	
James Bruce, Musquodoboit, do.,	27 00	
Halifax Visiting Dispensary,	200 00	939
POST COMMUNICATION.		
<i>To be Voted.</i>		70000
ROADS AND BRIDGES.		
<i>To be Voted.</i>	100000	
SPECIAL GRANTS.		
Main Post Road, County of Cape Breton,	600	
Do. Truro to the Gulf Shore,	400	
Maccan Bridge,	800	
Church Point to Corbury,	200	
Corbury to Yarmouth,	200	
Kempt Road, Yarmouth,	200	
	600	
Towards repayment of Government advances to Tangier Road,	1600	
Towards building Bridge at Walton,	800	
Do. Causeway near Avon Bridge,	400	
Do. Road Alteration, Cochrane's Hill,	800	
Do. Opening new roads towards Sherbrooke, Co. Annapolis,	600	
Main Post Roads, Pictou, \$600 in the Western District and \$600 in the Eastern District,	1200	
Road between Liverpool and Annapolis, \$400 in Queen's County, and \$400 in the County of Annapolis,	800	
Plaister Cove to Whycocomagh,	600	
Baddeck towards Middle River,	400	
Gaspereaux Bridge,	400	110000
<i>Carried forward,</i>		\$394280
		528765

Heads and Items of Expenditure.	Authorized by Law.	To be voted by the Legislature.
<i>Brought forward,</i>	\$394280	528765
RAILWAY CONSTRUCTION.		
<i>To be Voted.</i>		5000
JUDICIARY EXPENSES.		
<i>To be Voted.</i>		1400
MISCELLANEOUS EXPENSES.		
Deaf and Dumb Asylum,	2000 00	
Travelling Expenses Executive Councillors,	400 00	
Keeper of Provincial Building,	320 00	
Seal Island, to aid vessels in distress,	120 00	
Mud Islands, do.,	80 00	
Commissioners for Signing Province Notes,	400 00	
Fuel and Crier of Vice Admiralty Court,	50 00	
Engraving \$5 Province Notes,	1210 00	
New Copper Coin,	8000 00	
John Bowes & Son, Binding Books, &c., &c..	98 57	
John Bowes & Son, Binding Census Returns,	500 00	
A. & W. McKinlay, Stationery and Binding Journals of Assembly.	1260 86	
Placing Buoys at Sydney, C. B.,	20 00	
International Exhibition,	8067 71	
G. E. Morton & Co.,	36 10	
Hospital for Insane,	5000 00	
	<hr/>	<hr/>
	\$394280	562728

ABSTRACT A.

Liabilities of the Province for Service of 1861.

Civil List,	\$14885 00
Agriculture,	1380 00
Board of Works,	14802 68
Board of Statistics,	304 95
Crown Land Department,	6085 00
Coroner's Inquests,	70 00
Drawbacks,	2175 11
Distressed Seamen,	200 00
Education,	11400 58
Indians,	80 00
Miscellaneous,	3567 34
Navigation Securities,	1325 00
New Court House,	2720 00
Post Communication,	16943 00
Poors' Asylum,	2200 00
Revenue Expenses,	19400 00
Roads and Bridges,	5600 68
Road Compensation,	79 94
Rations to Troops,	5 40
Steamboats, Packets and Ferries,	5846 00
	<hr/>
	109070 58

ABSTRACT B.

Liabilities of 1860.

Agriculture,	666 00
Militia, including Militia Arms,	5434 95
Navigation Securities,	251 53
Miscellaneous,	440 00
	<hr/>
	\$6782 48

APPENDIX No. 27.

RAILWAY ACCOUNTS, 1861.

The Provincial Railway in account with the Receiver General from 1st January, 1861, to 1st January, 1862.

DE.

1861.		
May 15.	To paid for bills of exchange remitted to Baring, Brothers and Co. for interest due 1st July, 1861, £20,955 stg. at 12½ p. c. prem.	\$104,775 00
Nov. 13.	Paid for bills of exchange remitted to Baring, Brothers and Co. for interest due 1st January, 1862, £20,956 stg. at 12½ p. c. prem.	104,775 00
30.	Cash paid Chairman of Railway to date for construction,—per statement 1,	27,196 92
Dec. 13.	Amount paid Chairman of Railway for construction,	7,000 00
31.	Amount paid bond holders in Nova Scotia for interest,	30,000 00
	Amount paid Bishop of Nova Scotia for interest,	2,550 00
		\$276,296 92

CR.

1861.		
May 6.	By cash received from General Revenue for construction,	\$27,196 92
15.	Amount received from General Revenue for interest due bond holders in London 1st July, 1861,	104,775 00
Nov. 13.	Amount received from General Revenue for interest due bond holders in London, 1st Jan'y, 1862.	104,775 00
Dec. 13.	Amt. received from General Revenue for construction,	7,000 00
31.	Amt. received to date from General Revenue for interest paid bond holders in Nova Scotia,	30,000 00
	Amt. received to date from General Revenue for interest paid Bishop of Nova Scotia,	2,550 00
		\$276,296 92

RECEIVER GENERAL'S OFFICE,
Halifax, 1st January, 1862.

J. H. ANDERSON,
Receiver General.

No. 1.

CONSTRUCTION.

1861.			
May 6.	To Cash paid the Chairman,		\$1000 00
25.	Do.	Do.	2000 00
Aug. 4.	Do.	Do.	2000 00
30.	Do.	Do.	2000 00
31.	Do.	Do.	3000 00
Sept. 11.	Do.	Do.	3000 00
26.	Do.	Do.	4000 00
Oct. 5.	Do.	Do.	2000 00
30.	Do.	Do.	4500 00
Nov. 30.	Do.	Do.	3696 92
			<hr/>
			\$27196 92
Dec. 13.	Amount paid	Do.	7000 00
			<hr/>
			\$34196 92

No. 2.

INTEREST.

1861.			
Jan. 1.	To Balance per statement,		\$812404 87
July 1.	Interest paid Bond Holders in London, £700,000 Stg.,	£21000 0 0	
	Commission 1 per cent.,	210 0 0	
		<hr/>	
		£21210 0 0	
	Less payable Bishop N. S.,	255 0 0	
		<hr/>	
		£20955 0 0	
	Difference of Exchange,	5238 15 0	
		<hr/>	
		£26193 15 0	
			\$104775 00
Dec. 31.	To paid Interest to Bond Holders in Nova Scotia, on £100,000 Stg.,	£6000 0 0	
	Difference of Currency,	1500 0 0	
		<hr/>	
		£7500 0 0	
			\$30000 00
	To paid Bishop Nova Scotia Interest due him,	£510 0 0	Stg.
	Difference of Currency,	127 10 0	
		<hr/>	
		£627 10 0	
			\$2550 00

1862.

Jan. 1.	To Interest paid Bond Holders in London on £700,000,			
	Stg.,	£21000	0	0
	Commission 1 per cent,	210	0	0
		£21210	0	0
	Less payable Bishop N. S.,	255	0	0
		£20955	0	0
	Difference of Exchange,	5238	15	0
		£26193	15	0
				\$104775 00
				\$242100 00
				\$1054504 87

1861.

Feb. 22.	By amount received from Baring Brothers & Co., balance of Interest account 1860,			215 13
				\$1054289 74

No. 3.

PROVINCIAL RAILWAY.

1861.

Jan'y 1.	To Balance per statement,			\$4207332 05
	Amount expended for Construction in 1860,			22500 00
Nov. 30.	Cash paid the Chairman for Construction to date,	\$27196	92	
Dec. 13.	Paid the Chairman for Construction,	7000	00	
31.	Expense acct.—per statement 9,	100	00	
				34,296 92
				\$4264128 97

No. 4.

MESSRS. BARING, BROTHERS & CO.

1861.

Jan'y. 1.	To Balance,			\$1039 40
Feb'y. 22.	Do. of Interest acct., 1860,			215 13
May 15.	Bills of Exchange on London,	£20955	0	0
	Difference of Exchange,	5238	15	0
		£26193	15	0
				\$104775 00
Novr. 13.	Bills of Exchange on London,	£20955	0	0
	Difference of Exchange,	5238	15	0
		£26193	15	0
				\$104775 00
				\$210804 53

1861.			
Feb'y 1.	By Expenses, per Statement 9,		\$100 00
July 1.	Interest due in London,		
	£700,000 Stg.,	£21000 0 0	
	Commission 1 per c.,	210 0 0	
		<hr/>	
		£21210 0 0	
	Less payable Bishop of N. S.,	255 0 0	
		<hr/>	
		£20955 0 0	
	Difference of Exchange,	5238 15 0	
		<hr/>	
		£26193 15 0	\$104775 00
1862.			
Jan'y 1.	By Interest due in London on		
	£700,000,	£21000 0 0	
	Commission 1 per c.,	210 0 0	
		<hr/>	
		£21210 0 0	
	Less payable Bishop of N. S.,	255 0 0	
		<hr/>	
		£20955 0 0	
	Difference of Exchange,	5238 15 0 0	
		<hr/>	
		£26193 15 0	\$104775 00
	Balance,		1154 53
			<hr/>
			\$210804 53
			<hr/>
			\$210804 53
	To balance,		<hr/>
			\$1154 53
			<hr/>

No. 5.

GENERAL REVENUE.

1861.			
Jan'y 1.	By amount received to date,		\$886,947 05
	Amt. received for construction in 1860,		22,500 00
May 6.	Cash received for construction,	27,196 92	
15.	Amt. received for bills of exchange re- mitted to Baring Brothers & Co. for interest due 1st July, 1861, £20955 stg. at 12½ p. c. prem.	104,775 00	
Nov. 13.	Amt. received for bills of exchange re- mitted to Baring Brothers & Co. for interest due 1st January, 1862, £20,955 Stg., at 12½ p. c. prem.,	104775 00	
Dec. 13.	Amount received for construction,	7000 00	
31.	Amount received to date for interest paid Bond holders in Nova Scotia,	30000 00	
	Amount received to date for interest paid Bishop of Nova Scotia,	2550 00	
		<hr/>	
			276296 92
			<hr/>
			\$1185743 97



APPENDIX No. 28.

MILITIA INSTRUCTORS.

(COPY)

Downing Street, 22nd February, 1862.

MY LORD,—

I have the honor to transmit to you, for your information, the enclosed copy of a letter, which the Secretary of State for War has addressed to the General Officers commanding the Troops in British North America, relative to the question of the Officers and Non-commissioned Officers who have been sent out to assist in the organization and training of the Militia and Volunteers.

I do not doubt that the attention which recent events have drawn to the subject will lead the Governments and people of the British Provinces to desire to set on foot such a substantial force of Militia and Volunteers as shall command a respect for their territory and provide for its security in cases of emergency.

That the services of experienced officers and non-commissioned officers of the regular army must be most valuable in assisting to train and organize militia and volunteers, is a fact which has been universally acted upon in the great volunteer movement in this country, and which is confirmed by general experience.

At the same time it must rest with the Provincial authorities to determine on the number whom they would wish to keep for this useful purpose; and I have to request that you will take the proper steps to ascertain the readiness of the Legislature to make provision for the pay and allowances of the Officers and Non-commissioned Officers whom it may be desired to retain in Colonial employment.

I have, &c.,

(Signed)

NEWCASTLE.

The Earl of Mulgrave, &c. &c. &c.

(COPY.)

War Office, 22nd February, 1862.

SIR,—

I am directed by the Secretary of State for War to acquaint you that it has been intimated to him that there is some hesitation on the part of the Authorities in the British North American Colonies to employ the Officers and Non-Commissioned Officers who had been sent out to assist in organizing and training the Militia and Volunteers.

Under these circumstances Sir George Lewis desires that you will confer with the Lieutenant-Governor of New Brunswick on the subject without delay, and arrange as to the number of Officers which the Provincial authorities would wish to employ on this service.

I am further to instruct you as soon as the selections has been made to take steps for sending back to England those whose services have been dispensed with.

I am to observe that although Sir G. Lewis considers the present a most favorable opportunity for placing the Militia upon a proper and satisfactory footing, and thus rendering it efficient in the event of any future emergency, it must of course rest with the Provincial Government to decide as to the measures to be adopted with this view.

I have, &c.

(Signed)

E. LUGARD.

Major-General Doyle, &c. &c. &c.

INDEX TO THE JOURNALS

OF THE

LEGISLATIVE COUNCIL.

1862.

A.

- Accounts**, of Poor Asylum, Halifax, laid before House, 13.
Public; Committee of H. A., do. of Council, 12; laid before House, 13; report, 53.
Railway, Receiver General's, laid before House, 13.
- Addresses**, to His Excellency the Lieutenant-Governor:
In answer to his Speech, moved and read, 1st time, 3, 4; read 2nd time, committed and passed; Committee to wait on H.E., 5; report of Committee, House wait on His Excellency, and His Excellency's reply, 6.
To transmit address to Her Majesty on death of Prince Consort, reported and adopted, 11; report of Committee, 12.
To Her Majesty:
Of condolence on death of Prince Consort; H. A. ask conference, 7; agreed to, Committee, and report resolution to join in address, and further conference asked by Council, 7, 8; H. A. agree to conference held, report, 8; address reported and adopted, 10, 11; report of Committee, 12.
- Admiralty**, Lords of, vide Naval Property.
- Aliens**; Bill to Naturalize brought from H. A., 28; read first time, 29; read second time and ordered to Committee, 30; committed, 38; read third time, agreed to, and sent to H. A., 39; assent, 45.
- Annapolis Town Marsh**; Bill for regulation of, brought from H. A.; read first time and referred, 67; report; read second time and ordered to Committee, 70; committed, read third time, agreed to, and sent to H. A., 72, 73; assent, 79.
- Apple Barrels**, size of; Bill to regulate, brought from H. A. and read first time, 26; read second time, 27; amended, 28; read third time and sent to H. A., 29; H. A. disagree to amendment; amendment not adhered to, and message to H. A., 32; assent, 45.
- Assessments**, County; Bill to legalize certain proceedings, brought from H. A., and read first time, 61; read second time, 63; committed, read third time, agreed to, and sent to H. A., 71; assent, 78.

B.

- Bankrupts**; Bill relating to, brought from H. A., read first time and referred, 53; report, Bill read second time and deferred three months, 57.
- Barrington School Lot**; Bill to authorize sale of, brought from H. A. and read first time, 32; read second time, 33; committed, 38; read third time, agreed to, and sent to H. A., 39; assent, 45.

- Barrington, Rear Line of; Bill to define brought from H. A., and read first time, 37; read second time, 39; committed, 47; read third time, agreed to, and sent to H. A., 48; assent, 78.
- Bills of Sale, Secret; Bill to prevent Frauds by, brought from H. A., 28; read first time and referred, 29; report, read second time and ordered to Committee, 32-3.
 Bill to prevent Frauds by, presented and read first time, 54; read second time, 56; committed, read third time, agreed to and sent to H. A., 60; H. A. agree to Bill, 67; assent, 77.
- Bricks; Sale of, vide Staves.
- Bridgewater Fire District, Assessment on; Bill to authorize, brought from H. A., read first time and referred, 47; report S. O. not complied with, 49.

C.

- Cape Breton; Albert Bridge; Bill to provide for, brought from H. A. and read 1st time, 46-7; read 2nd time, 48; committed, read 3rd time, agreed to and sent to H. A., 49, 50; assent, 78.
 Assessment; Bill to authorize, brought from H. A., read 1st time and referred, 46-7; report unfavorably, Bill read 2nd time and deferred, 49.
- Civil Government, expenses of; Bill to provide for, brought from H. A. and read 1st time, 46-7; read 2nd time, 48; committed, read 3rd time, agreed to and sent to H. A., 49, 50; assent, 79.
- Council; Contingent Expenses, Committee to consider, 32; report, 35.
 Expenses, reduction of; Resolution as to communication respecting, moved; motion in amendment to proceed to order of day carried on division, 36.
 Library, vide Library.
 Reporting; Committee on, 4; report adopted, 14.
- Criminal Law, administration of; Bill for amending, brought from H. A. and read 1st time 67; read 2nd time and referred, 69; report and ordered to Committee, 73; committed, read 3rd time, agreed to and sent to H. A. 73-4; assent, 79.
- Cumberland, Polling Districts; Bill to establish line of, brought from H. A. and read 1st time, 21; read 2nd time, 22; committed, 23; read 3rd time, agreed to and sent to H. A., 24; assent, 45.
 Poor Districts; Bill relating, brought from H. A., read 1st time and referred, 61; report and read 2nd time, 70; committed, read 3rd time, agreed to and sent to H. A., 72-3; assent, 78.

D.

- Dartmouth, Police Regulations for; Bill for establishing, brought from H. A. and read 1st time, 69; S. O. S., read 2nd time, 72; committed, read 3rd time, agreed to and sent to H. A., 72-3; assent, 78.
- Digby, Bridge in; Bill for rebuilding, brought from H. A. and read 1st time, 52; read 2nd time, 54; committed, read 3rd time, agreed to, sent to H. A., 60; assent, 78.
- Disabilities, Executive and Legislative; Bill in respect of, brought from H. A. and read 1st time, 52; read 2nd time, 53; committed, read 3rd time, agreed to and sent to H. A., 60; assent, 78.
- Distillation of Intoxicating Liquors; Bill to prevent, brought from H. A. and read 1st time, 55; read 2nd time, 56; committed, read 3rd time, agreed to and sent to H. A., 60; assent, 78.

Duties, Customs; Bill regulating, brought from H. A. and read 1st time, 33-4; read 2nd time, 38; committed, 40; read 3rd time, agreed to and sent to H. A., 42; assent, 45.

Light House; Bill imposing, brought from H. A. and read 1st time, 34; read 2nd time, 38; committed, 40; read 3rd time, agreed to and sent to H. A. 42; assent, 45.

Duty, Excise; Bill imposing, brought from H. A., read 1st time and referred, 55; report majority favorable and Bill read 2nd time, 57; committed, 62; read 3rd time, motion to defer negatived on division, Bill agreed to and sent to H. A., 68; assent, 78.

Petitions against, 55, 61.

E.

Electric Telegraph for military purposes; Bill for construction of, presented, read 1st time and referred, 24; report favorably, 27; Bill read 2nd time, motion to commit, motion to adjourn, debate negatived on division, and Bill ordered to committee, 31; amended, 38; read 3rd time; second motion to recommit negatived on division, Bill passed, dissent with reasons, Bill sent to H. A., 40-2; H. A. agree to Bill with amendment, amendment agreed to, and message to H. A., 55; H. A. finally agree to Bill, 57; assent, 77.

Estates, real and personal, of Married Women; vide Married Women.

Executive and Legislative Disabilities; vide Disabilities.

F.

Fishery, Newfoundland; message with Despatches, 16.

Foreign Companies and Corporations; Bill respecting presented, read 1st time and referred, 20; report and read 2nd time, 20; committed, recommended to be deferred, motion not to receive report carried on division, report not received, 23.

Frauds by Secret Bills of Sale; vide Bills of Sale.

G.

Gold Fields; Bill relating to brought from H. A. and read 1st time 29; read 2nd time, 30; committed, S. O. S., read 3rd time, agreed to and sent to H. A., 43-4; assent, 45.

Mines; Message from H. E. with Despatches, 9, 10; report of Inspector, 19; additional papers, 34.

Guysborough Polling District; Bill to establish additional, brought from H. A. and read 1st time, 32; read 2nd time, 33; committed, 38; read 3rd time, agreed to and sent to H. A., 39; assent, 45.

Road; Bill for improving, brought from H. A., read 1st time, 32; read 2nd time, 33; committed, 38; read 3rd time, agreed to and sent to H. A., 39; assent 45.

Roads; Bill for improving brought from H. A. and read 1st time, 67; read 2nd time, 69; committed, read 3rd time, agreed to and sent to H. A., 72-3; assent, 78.

H.

Halifax Assessments; Bill respecting, brought from H. A. and read 1st time, 52; read 2nd time 54; committed, read 3rd time, agreed to, and sent to H. A., 60; assent, 78.

Common, sale of portion; Bill to authorize, brought from H. A. and read 1st time, 57-8; read 2nd time, 59; committed, recommended to be referred, and referred, 65; report and Bill ordered to committee, 70; committed; read 3rd time, agreed to, and sent to H. A., 72-3; assent, 78.

- Halifax, Electoral District in; Bill to divide, brought from H. A., and read 1st time, 32; read 2nd time, 33; committed, 38; read 3rd time, agreed to, and sent to H. A., 39; assent, 45.
- False Alarms of Fire in; Bill for prevention of, brought from H. A., read 1st time, and referred, 26; report, Bill read 2nd time, 27; committed, 28; read 3rd time, agreed to, and sent to H. A., 29; assent, 45.
- Medical Officer in; Bill respecting, brought from H. A., and read 1st time, 52; read 2nd time, 54; amended, 65; read third time, and sent to H. A., 69; H. A. agree to amendment, Bill finally agreed to, and sent to H. A., 71; assent, 78.
- Streets; Bill concerning, brought from H. A., read 1st time, and referred, 52-3; report unfavorably, Bill read 2nd time, and deferred, 57.
- Water Supply; Bill relative to, brought from H. A., read 1st time, and referred, 66; report, read 2nd time, 70; committed, read 3rd time, agreed to, and sent to H. A., 74; assent, 79.
- Wooden Buildings; Bill to restrain, brought from H. A., read 1st time and referred, 53; report, and read 2nd time, 57; amended, 66; read 3rd time, and sent to H. A., 69; H. A. agree to amendment, Bill finally agreed to, and sent to H. A., 71-2; assent, 78.
- Hants County; Bill concerning, brought from H. A., and read 1st time, 37; read 2nd time, 39; amended, 47; read 3rd time, and sent to H. A., 48; H. A. agree to amendment, 50; Bill finally agreed to, and sent to H. A., 50-1; assent, 78.
- Bridge in; Bill to provide for, brought from H. A., read 1st time, 32; read 2nd time, 33; committed, 38; read 3rd time, agreed to, and sent to H. A., 39; assent, 45.
- Hawkesbury, Port of; Bill relating to, brought from H. A., and read 1st time, 21; read 2nd time, 22; committed, 23; read 3rd time, agreed to, and sent to H. A., 24; assent, 45.
- Highways, Labor on; Bill to regulate, brought from H. A., read 1st time, and referred, 24-5; report, and read 2nd time, 27; amended, 34; read 3rd time, motion to recommit carried on division, 36-7; recommitted, and further amended, Bill with amendment agreed to, and sent to H. A., 37-8; H. A. agree to amendment, with amendment to last amendment, amendment of H. A. considered, and disagreed to on division, and Message to H. A., 43; H. A. do not adhere to their amendment, Bill finally agreed to, and sent to H. A., 47; assent, 77.

I.

Incorporation Bills:

- Acadia Fire Insurance Company, brought from H. A., read 1st time, and referred, 24-5; report, and read 2nd time, 27; committed, 28; read 3rd time, agreed to, and sent to H. A., 29; assent, 45.
- Arichat Mutual Insurance Company, brought from H. A., read 1st time, and referred, 66; report, and read 2nd time, 69; committed, read 3rd time, agreed to, and sent to H. A., 72-3; assent, 78.
- Chebucto Marine Railway Company, brought from H. A., read 1st time, 26; read 2nd time, 26; committed, 28; read 3rd time, agreed to, and sent to H. A., 29; assent, 45.
- Congregational Union Nova Scotia and New Brunswick, presented, read 1st time, and referred, 16-7; report, and Bill read 2nd time, 17; committed, 27; read 3rd time, passed, and sent to H. A., 28-9; H. A. agree to Bill, 32; assent, 44.

- Dartmouth Mechanics' Institute, brought from H. A., and read 1st time, 34; read 2nd time, 38; committed, 40; read 3rd time, agreed to, and sent to H. A., 42; assent, 45.
- Deaf and Dumb, Directors of; brought from H. A., read 1st time, 67; read 2nd time, 69; committed, read 3rd time, agreed to, and sent to H. A., 72-3; assent, 78.
- Foreign Companies and Corporations: vide Foreign Companies :
- Glace Bay Mining Company, brought from H. A., and read 1st time, 52; read 2nd time, referred, 54; report and ordered to committee, 56-7; amended, 60-1; read third time, and sent to H. A., 64; H. A. agree to amendment, Bill finally agreed to, and sent to H. A., 73; assent, 79.
- Halifax Club, brought from H. A., read first time, 26; read 2nd time, 26; committed, 28; read 3rd time, agreed to, and sent to H. A., 29; assent 45.
- Halifax Relief Steamboat Company, brought from H. A., and read 1st time, 21; read 2nd time, 22; committed, 23; read 3rd time, agreed to, and sent to H. A., 24; assent, 45.
- Joint Stock Companies, incorporation and winding up, presented, and read a first time, 3; referred, 8; report and ordered to be read 2nd time, 10; read 2nd time, and ordered to committee, 14; amended, 17-8; read 3rd time, amendment made, amendment moved and negatived on division, Bill passed and sent to H. A., 18-9; H. A. agree to with amendment, amendment of H. A. agreed to, and Bill sent to H. A., 37; Bill finally agreed to by H. A., 38; assent, 44.
- Messenger Wharf Company, brought from H. A. and read 1st time, 26; read 2nd time, 27; committed, 28; read 3rd time, agreed to and sent to H. A., 29; assent, 45.
- Minas Marine Insurance Company, brought from H. A., read 1st time and referred, 66; report and read 2nd time, 69; committed, read 3rd time, agreed to and sent to H. A., 72-3; assent, 78.
- Nova Scotia Electric Telegraph Company, brought from H. A. and read 1st time, 21; read 2nd time, 22; committed, 23; read 3rd time, agreed to and sent to H. A., 24; assent, 45.
- Union Protection Company, brought from H. A., 28; read 1st time, 29; read 2nd time, 30; committed, 38; read 3rd time, agreed to and sent to H. A., 39; assent, 45.
- Victoria Coal Mining Company, brought from H. A. and read 1st time, 46-7; read 2nd time, 48; amended, 50; read 3rd time and sent to H. A., 51; H. A. agree to amendment, Bill finally agreed to and sent to H. A., 55; assent, 78.

J.

- Justices of the Peace, Jurisdiction of; Bill to extend, brought from H. A., read 1st time and referred, 61; report unfavorably, read 2nd time, motion to commit, motion in amendment to defer negatived on division, Bill ordered to Committee, 64; amended, motion not to receive report negatived on division, amendment agreed to, Bill read 3rd time and sent to H. A. 76.

L.

- Legislative and Executive Disabilities; Bill in respect of, vide Disabilities.
- Library, Provincial; Resolution of H. A. relative to, and do. of Council, 29, 30.
- License Law; Bill to amend, brought from H. A., read 1st time and referred, 50; report and read 2nd time, 52; amended, 54-5; read

- 3rd time and sent to H. A., 56; H. A. do not agree to first and agree to other amendment, 1st amendment considered and adhered to and message to H. A., 67.
- Loan for Public Service; Bill to authorize, brought from H. A. and read 1st time, 52; read 2nd time, 53; committed, read 3rd time, agreed to and sent to H. A., 60; assent, 78.
- Provincial; Bill to authorize, brought from H. A. and read 1st time, 46-7; read 2nd time, 48; committed, read 3rd time, agreed to and sent to H. A., 49, 50; assent, 78.
- Lockeby Bridge; Bill to provide for, brought from H. A. and read 1st time, 66; read 2nd time, 69; committed, read 3rd time, agreed to and sent to H. A., 72-3; assent, 78.
- Lunenburg, Common Lands in; Bill relating to, brought from H. A., read 1st time and referred, 25-6; report and read 2nd time, 32; committed, 44; read 3rd time, agreed to and sent to H. A., 46; assent, 77.

M.

- Married Women, Real and Personal Estates of; Bill respecting, presented and read 1st time, 15; read 2nd time, 16.
- Messages from His Excellency the Lieutenant Governor with Despatch, receipt of address on death of Duchess of Kent, 7; death of Prince Consort, 7; relative to Gold Fields, 9; Halifax Assessment for Railway Bill, Consular Fees, Disallowance of Act appointing Commissioners without the Province, 9, 10; with Census, 10; Report, of Insane Hospital, 12; Railway Report, Public Accounts, Railway Account, and Poor Asylum Halifax Accounts, 13; Despatch relative to Newfoundland Fisheries, Geological Survey, 16; Report of Inspector of Mines and Gold Fields, 19; Proclamation prohibiting export of Gunpowder, 19, 20; Report of Superintendent of Education, 20; Report on Agriculture, of Post Master General, 21; opinions of Judge on Judge Thomas C. Haliburton's pension, 25; Estimate, 26; Railway Locomotives, 27; additional Papers on Gold Fields, 34; Returns of Volunteer Militia, 34; Despatch and Order in Council disallowing Act "Judgments in Courts without the Province," 42-3; Order in Council allowing Acts of 1861, 43; Governor's Commission, 46; Despatch, receipt of Address on death of Prince Consort, 54; Inter-Colonial Railway, 70; Despatch, Inter-Colonial Trade, 75.
- Militia; Bill in reference to, brought from H. A., read first time, and referred, 57-8; report and read second time, 64; amended, 65; read third time, amendment made, agreed to, and sent to H. A., 71; H. A. agree to amendment; Bill finally agreed to and sent to H. A., 73; assent, 79.
- Volunteers; Message from H. E., with Returns, 34.
- Mines; vide Gold Mines.
- Morton, Elkanah; Trustees of, to sell lands; Bill to enable, brought from H. A., read first time and referred, 69; report majority unfavorable; Bill read second time and deferred, 77.

N.

- Naval Property; Bill vesting title of in Admiralty, brought from H. A. and read first time, 61; read second time, 63; committed, read third time, agreed to, and sent to H. A., 71; assent, 78.

P.

- Petitions; Baptist Education Society, 17; W. H. Marshall and others, 40; W. H. Taylor and others, 42; Sons of Temperance, 43; read, 52. Edward Benton and others; General Sessions, Yarmouth, 52; James Crosskill and others, 55; Peter Morriscey and others, 61.

- Pictou Bridge, rebuilding; Bill to provide for, brought from H. A., and read first time, 32; read second time, 33; committed, 38; read third time, agreed to, and sent to H. A., 39; assent, 45.
- Bridges and Roads; Bill for, brought from H. A., read first time, 52; read second time, 53; committed, read third time, agreed to, and sent to H. A., 60; assent, 78.
- Highway Labor in Town of; Bill to regulate, brought from H. A., read first time and referred, 21-2; report and read second time, 22; committed, 23; read third time, agreed to, and sent to H. A., 25; assent, 45.
- Polling District and Places; Bill to alter, brought from H. A., and read first time, 26; read second time, 27; committed, 28; read third time, agreed to, and sent to H. A., 29; assent, 45.
- Stipendiary Magistrate; Bill for appointment of, brought from H. A., read first time and referred, 46-7; report and read second time, 49; committed, read third time, agreed to, and sent to H. A., 50; assent, 78.
- Presbyterian Church, Lower Provinces; Bill concerning Congregations of, brought from H. A., read first time, and referred, 57-8; report and read second time, 59; amended, 65; read third time and sent to H. A., 69; H. A. agree to amendment; Bill finally agreed to, and sent to H. A., 71-2; assent, 78.
- Prorogation, 80.

Q.

- Queen's County, Road in; Bill for improving, brought from H. A., and read first time, 32; read second time, 33; committed, 38; read third time, agreed to, and sent to H. A., 39; assent, 45.

R.

- Railway, Report of Commissioner; Message from H. E. with, 13.
Locomotives on do., 27.
Inter-Colonial; Message from H. E. with Despatch, 70.
- Railways, Construction of; Bill for, brought from H. A., and read first time, 50; read second time, motion to defer agreed to on division, and bill deferred, 58.
- Reply; H. E.'s to address, 6.
- Revised Statutes; vide Statutes Revised.

S.

- Speech; His Excellency's at opening of Session, 1; reported and Address in answer, 3; vide Address at close of Session, 79.
- Statutes, Revised; Bills in amendment of:
- Chapter 18; "Export of Goods and Drawbacks," brought from H. A. and read 1st time, 50; read 2nd time, 51-2; committed, 54; read 3rd time, agreed to and sent to H. A., 56; assent, 78.
 - Chapter 23; "Post Office," brought from H. A. and read 1st time, 52; read 2nd time, 54.
 - Chapter 23; "Post Office," brought from H. A., read 1st time and referred, 61; report and read 2nd time, 64; committed, read third time, agreed to, and sent to H. A., 75-6; assent, 79.
 - Chapter 46; "County Assessments," brought from H. A., read 1st time and referred, 49; report and read 2nd time, 52; committed, 54; read 3rd time, agreed to and sent to H. A., 56; assent, 78.

- Chapter 46: "County Assessments," brought from H. A., read 1st time and referred, 61; report and read 2nd time, 63-4; committed, read 3rd time, agreed to and sent to H. A., 74; assent, 79.
- Chapter 60: "Public Instruction," brought from H. A. and read 1st time, 66; read 2nd time, 69; committed, read 3rd time, agreed to and sent to H. A., 76; assent, 79.
- Chapter 62: "Laying out Roads other than certain Great Roads," brought from H. A. and read 1st time, 57-8; read 2nd time, 59; amended, 65-6; read 3rd time and sent to H. A., 69; H. A. agree to amendment, 71; Bill finally agreed to and sent to H. A., 72; assent, 78.
- Chapter 64: "Commissioners of Streets," brought from H. A. and read 1st time, 50; read 2nd time, 52; committed and recommended to be deferred, and deferred, 61.
- Chapter 73: "Commissioners of Sewers," brought from H. A., read 1st time and referred, 61-2; report and read 2nd time, 63; committed, read 3rd time, agreed to and sent to H. A., 72-3; assent, 78.
- Chapter 78: "Pilotage," &c., brought from H. A., read 1st time and referred, 61-2; report and read 2nd time, 63; amended, read 3rd time and sent to H. A. 74; H. A. agree to amendment, Bill finally agreed to and sent to H. A., 75; assent, 79.
- Chapter 89: "Settlement and Support of Poor," brought from H. A. and read 1st time, 46-7; read 2nd time, 48; committed, read 3rd time, agreed to and sent to H. A., 50; assent, 78.
- Chapter 92: "Useful Birds and Animals," brought from H. A. and read 1st time, 50; read 2nd time 52; amended, 60; read 3rd time and sent to H. A., 64; H. A. do not agree to amendment, amendment not adhered to and Bill sent to H. A., 73; assent, 79.
- Chapter 92: "Useful Birds and Animals," brought from H. A. and read 1st time, 66; read 2nd time, 69; committed, read 3rd time, agreed to and sent to H. A. 73-4; assent, 79.
- Chapter 95: "River Fisheries," brought from H. A., read 1st time and referred, 57-8; report and read 2nd time, 59; committed, 71; read 3rd time, agreed to and sent to H. A., 71; assent, 78.
- Chapter 120: "Patents," brought from H. A., read 1st time and referred, 47; report and read 2nd time, 49; amended, 50; read 3rd time and sent to H. A., 51; H. A. agree to amendment, Bill finally agreed to and sent to H. A., 55; assent, 78.
- Chapter 126: "Supreme Court and its Officers," presented, read 1st time and referred, 34; report and read 2nd time, 40; amended, 49; read 3rd time, passed and sent to H. A., 51; H. A. agree to with amendment, amendment of H. A. considered and not agreed to, and message to H. A., 62; H. A. do not adhere to amendment, 67; assent, 77.
- Chapter 136: "Juries," presented, read 1st time and referred, 34; report and read 2nd time, 40.
- Chapter 136: "Juries," brought from H. A. and read 1st time, 66; read 2nd time and referred, 69; report unfavorably and Bill deferred, 73:
- Chapter 157: "Offences against Religion," brought from H. A. and read 1st time, 57-8; read 2nd time, 59; amended, 65-6; read 3rd time and sent to H. A., 69; H. A. agree to amendment, 71; Bill finally agreed to and sent to H. A., 72; assent, 78.
- Staves, Bricks, and other articles, sale of; Bill to regulate, brought from H. A., and read 1st time, 46-7; read second time, 48; committed, read 3rd time, agreed to, and sent to H. A., 49-50; assent, 78.

Sydney, Roads in; Bill for improving, brought from H. A., read 1st time, 61; read 2nd time, 63; committed, read 3rd time, agreed to, and sent to H. A., 71; assent, 78.

T.

Truro; School Lands in, sale of; Bill to authorize, brought from H. A., and read first time, 52; read second time, 54.

V.

Victoria, Polling District in; Bill to establish additional, brought from H. A., and read first time, 21; read second time, 22; committed, 23; read third time, agreed to, and sent to H. A., 24; assent, 44.

Y.

Yarmouth County Court House; Bill to authorize erection of, presented; read first time, referred, 58; report and read second time, 59; committed, passed, and sent to H. A., 62; H. A. agree to with amendment, 67; amendment of H. A. agreed to, and message to H. A., 68; H. A. finally agree to Bill, 71; assent, 77.

Court House and Jail; Loan for; Bill to authorize, brought from H. A., and read first time, 37; read second time, 39; committed, 47; read third time, agreed to, and sent to H. A., 48; assent, 78.

INDEX TO APPENDIX

OF

COUNCIL JOURNALS, 1862.

Page of Journals.		Appendix No.	Page
13	Accounts, Receiver General's.....	13	40
53	Report on	21	
13	Railway, Receiver General's	27	
10	Act of General Assembly—Commissioners without Province; Despatches relative to	4	
42	Proceedings on Judgments without the Province; Disallowance of Act.....	16	1
43	Acts of General Assembly of 1861; Order in Council allowing	16	2
	Bridges; Report relative to.....	17	
10	Consular Fees; Despatches, &c., relative to.....	5	
	Crown Lands; Report on.....	14	
21	Education; Report on.....	25	
26	Estimate	26	
	Financial Returns.....	13	
16	Fisheries, Newfoundland; Despatch.....	7	
16	Geological Survey; Letters relative to... ..	8	
9	Gold Fields; Despatches relative to	2	1
34	Additional Papers.....	2	33
19	Report of Inspector	2	25
46	Governor's Instructions.....	19	
	Gunpowder (vide Munitions of War).....		
25	Halibarton, Judge Thomas C., Pension of; Opinions of Judges	15	
12	Insane Hospital; Report on.....	6	
70	Inter-Colonial Railway; Despatches on.....	9	
75	Trade; Despatches on.....	22	
7	Kent, Duchess of; Despatch relative to Address of Condolence to H. M.....	23	
	Militia; Despatches relative to.....	10	
	Instructors.....	28	
19	Munitions of War, export of; Proclamation prohibit- ing, and Despatch.....	18	
21	Post Master General; Report of.....	11	
7, 54	Prince Consort; Despatch relative to death of, and Address.....	24	
13	Railway Account; Receiver General's.....	27	
10	Assessment Act, Halifax; Despatch.....	3	
27	Locomotives on; Statement of.....	1	
70	Inter-Colonial; Despatches	9	
13	Report on.....	20	
75	Trade, Inter-Colonial; Papers relative to.....	22	
	Works, Board of; Report.....	12	

