

7463

REPORT

OF THE

Board of Directors

OF THE

**Shubenaccadie Canal
Company,**

TO THE

Shareholders,

AT THE

ANNUAL MEETING,

Held at Halifax, 29th February, 1839.

HALIFAX, N. S.

PRINTED BY PHILIP J. HOLLAND.

1839.

NS

386.4

5

REPORT

OF THE

COMMISSIONERS OF THE

CANAL

FOR THE

YEAR

1881

AND

FOR THE

YEAR

1882

AND

FOR THE

YEAR

1883

AND

FOR THE

YEAR

1884

AND

FOR THE

YEAR

1885

AND

FOR THE

YEAR

1886

AND

FOR THE

YEAR

1887

AND

FOR THE

YEAR

1888

AND

FOR THE

YEAR

1889

AND

FOR THE

YEAR

1890

AND

FOR THE

YEAR

1891

AND

FOR THE

YEAR

1892

AND

FOR THE

YEAR

1893

AND

FOR THE

YEAR

1894

AND

FOR THE

YEAR

1895

AND

FOR THE

YEAR

1896

AND

FOR THE

YEAR

1897

AND

FOR THE

YEAR

1898

AND

FOR THE

YEAR

1899

AND

FOR THE

YEAR

1900

2807

PRINTED BY THOMAS A. HOLLAND

1891

of

In
Canal
year,
Board
fer to
the C
ces be
of the
they l

It v
Canal
exclus
vene b
about
overco
pendit
naviga
would
opera
and ad
this di
under
sed—
upon i
son, li
would
their I
dent e
severe
mind i
cation
have p
too fre
have b
mitted

On
close o
follow

REPORT

Of the Directors of the Shubenaccadie Canal Company for 1831.

In presenting to the Shareholders of the Shubenaccadie Canal Company, a Report of the Proceedings during the past year, and submitting the *actual* condition of its affairs, the Board of Directors have much satisfaction in being able to refer to the *effectual* progress made during 1831 in the works of the Canal; although they have to regret that, by circumstances beyond their power to foresee or prevent, that *advanced state* of the undertaking,—which they had reason to anticipate when they last addressed the annual meeting—has not been attained.

It will be remembered that, since the commencement of Canal operations, the attention of the Board has been almost exclusively devoted to those Sections of the line, which intervene between the Grand Lake and this Harbour—a distance of about twenty miles.—Upon that portion the difficulties to be overcome were by far the most numerous, and the required expenditure comparatively extensive: while, by completing the navigation through this space, the resources of the Interior would be immediately made available; and the more distant operations upon the River be conducted with peculiar facility and advantage. Every effort therefore has been made to finish this division of the Canal. The whole of it was early placed under contract; and, considering the time which has since elapsed—and the labour engaged—as well as the large expenditure upon it—there appeared, at the commencement of the last season, little room to doubt that, long ere its close, the company would have witnessed the accomplishment of *at least* this part of their Enterprise. Of this Result the Board entertained a confident expectation:—and their disappointment is now the more severely felt from the circumstance, that—while the Public mind is already impatient at the delay in opening a communication daily becoming more indispensable—the causes which have produced that result, have been either *not understood* or *too frequently misrepresented*. The principal impediments that have been met with, will be found in the details now to be submitted to the meeting.

On reference to the last Report it will be seen, that—at the close of the season of 1830, the state of the undertaking was as follows:—

at foot of Milland St.

4

On the *first* or Dartmouth Section—the direction of the Canal Line had been changed, so as to enter the Harbour at the Dartmouth Mill Cove, instead of at the place originally selected. The Excavation in solid Rock for the Locks Nos. one and two was far advanced: and the Invert of the latter partly executed. The Canal Excavated to Lock No. 3, and this partly built. The masonry and Embankment of No. 5 completed, and an extensive Dam or Waste Wear formed above it, to include a Basin extending to No. 6. Lock at the foot of the Dartmouth Lake. This Lock had been previously erected, tho' requiring various alterations.

On the *second* or Port Wallace Section—the two Locks No 7 and 8 appeared substantial: but a considerable expense was being incurred in rebuilding the Dry stone Retaining walls erected to lessen the Slopes and Excavation through the deep cutting. A pair of Stop Gates had also been placed against the waters of Lake Charles.

On the *third* or Reeves Section—the rebuilding the waste wears on a new foundation at the head of Locks No 9 and 10, had commenced—and part of the Lock No 10 been taken down by the Contractors on account of defective workmanship, and its reconstruction commenced.

On the *fourth* Section—the Lock No 11 at Fletcher's and No 12 at the south end of, and immediately in connection with the Great Lake, were nearly finished, with their very extensive embankments; but several additions, for their security and efficiency were still required.

And for the accomplishment of all these objects—completing the works of those Sections—and further extending the operations upon the River course of the Shubenaccadie—the Board then possessed funds to the extent of about £26,900 which appeared entirely adequate to those purposes.—For the members of the Board, not being practically conversant with the details of such constructions,—nor competent to that personal inspection which professional Persons alone can execute—could not anticipate that works, which had been performed under contracts of the *most precise and strictest character*, and been regularly reported, during their progress, to be in accordance with those *Stipulations*, and to possess the *proper Strength and permanence* would be found *materially defective*, or requiring any important *additional* expense, beyond what was then known and provided for.—The sufficiency of the Funds was therefore unquestioned.

Such being the situation of the enterprise at the period referred to, and the season being unusually early and favourable, the Contractors on the *first* Section pursued their labours with a numerous body of workmen; and under the Inspection of a Gentleman whom the Board selected to be in *constant attendance*, and to superintend *unceasingly* every detail of the operations;—a Duty which the experience of former years had shewn to be altogether indispensable—but at the same time incompatible with the engagements of the Engineer.—Under

this
of the
place
Lock
dition
in a
prev
dura
circ
these
ance
Tun
being
have
in C
comp
Th
with
sider
when
small
Up
cours
tions
again
have
is bel
which
Bel
the co
and o
into t
advisa
retain
of the
Ab
Lake
winds
The
with
secure
On
low ret
of the
Board
This w
by the
large s
all dan
be obv
The
comme

this system of continual supervision, and with every portion of the Materials used for the Locks subject, before being placed, to the Inspector's approval, the works of the Double Locks Nos. one and two, three and four—and some extensive additions to Lock No 5 have been executed by the Contractors, in a manner, which *appears* very far superior to any masonry previously performed—and such as promises great strength and durability. Formed in, or built upon, the solid Rock, and with circular Tunnels—partly of Iron and partly of cut Granite—these double Locks, as well as Lock No 5, exhibit the appearance of being executed in a solid and permanent manner. The Tunnels of the latter were originally square, but doubts being entertained of the sufficiency of that construction; they have been subsequently arched *internally* with hard Bricks laid in Cement; and the whole five Locks require but little for their completion.

The progress of the Excavation to connect Dartmouth Cove with the Lock chamber of No. One, has been this year very considerable; and the Tide waters *now* flow into it: so that when the Cofferdam across the head of the Cove is removed, small Boats will have ready access to this Lock at high Water.

Upon the *large* Dam—formed above No. 5 and across the course of the Dartmouth Mill Stream—very considerable additions were recommended to be made, to strengthen this work against the heavy pressure it is required to sustain. These have been executed by persons employed by the Board; and it is believed will amply suffice for the security of the large Basin which it forms.

Below the Lock No 6, a deep excavation had been made for the course of the Canal; But the Eastern Bank being of Clay, and of considerable height, the Earth was carried by every rain into the bed of the Canal. To prevent this injury it was found advisable to divide the slope into Terraces, and construct *low* retaining walls. These also have been completed at the cost of the Company, and appear effectual.

Above this Lock, the Embankment at the foot of Dartmouth Lake was found so much exposed to its waters, during high winds as to require some kind of covering for its protection.—The whole face of the Embankment has therefore been laid with Planks, by direction of the Board; and it is hoped is now secure.

On the *second* or Port Wallace Section, the efficiency of the *low* retaining Walls and Terraces, formed in 1830, in the place of the defective Walls placed by the Contractors, decided the Board to continue them thro' the whole of the deep cutting: This work has now been executed under an Inspector employed by the Company, and by Day Labour; and as soon as some few large stones are removed to a greater distance from the Banks, all danger from these and inconvenience to the navigation will be obviated.

The Guard Embankments formerly mentioned were also commenced, and have been raised in a very efficient and perma-

ment manner nearly to their requisite heights. They extend from and are connected with the upper wing wall of each Lock on the west side:—and, altho' requiring considerable expense to form, owing to the great depth at which they are founded, it became indispensable to adopt them on account of the *previous* character of the Embankments built by the Contractors.

The Locks on this Section were the *first* erected; and in their *general* appearance, tho' smaller than intended, are substantial. But whether, owing to the *time* elapsed since they were finished, or to *defects* in their construction, the Tunnels and upper Platforms were found in a state requiring considerable repairs; the water having in its passage thro' them done much injury. The former, being *not* circular but square, and of large dimensions—will require to be arched *within* with Bricks and Cement: but the Platforms, rendering the Forebays liable to great damage, were all taken up—cross walls built—additional and strong timbers placed upon them—and the Platforms then laid anew, and properly secured—an expense which *proper care*, on the part of the Contractors, would have prevented.

Other expenses on this Part have been incurred by the Company during the past year; and the Board have been obliged to notify the Contractor, who erected the Stop Gates, to rebuild and widen them, they having been found defective. He has repaired and raised *one side* wall of those Gates; but delayed proceeding with them to so *late* a period of the season that, from this and other causes, they remain unfinished. He had received in 1829 the *full* contract price for that work, its completion being *certified*.

Beyond the heavy additional charges to which they have just alluded at Port Wallace, the Board have to lament the *far greater* expenditure incurred on Reeves' Section in consequence of the *defective manner* in which the same Contractors performed their engagements. Here, in the Autumn of 1830 *one* of them had, as before stated, proceeded to rebuild part of the Walls of Lock No. ten; but early in the last Spring he declined continuing the work: and as the *other* had left the Province, it became the duty of the Board *immediately* to adopt measures for replacing this Section in that state of complete efficiency which had *long before* been reported to the Board. Offers from other Contractors were *not* to be obtained; and it seemed the most effectual method of proceeding, to engage workmen and employ them under proper Overseers. This was accordingly done; and a large body of Mechanics and Labourers commenced the removal and replacement, at the head of the Locks, of the Waste Weirs, and repairing the Locks. But as the defective walls were being removed, it became evident to the Board, on personal examination of the upper Lock, that *this*, as well as No. 10, was wholly insufficient, and could not be relied on to sustain the pressure to which it would be exposed:—the lower Gates of each Lock being 23 feet 3 inches in height. It was therefore decided to rebuild the upper Lock also:—and, as the summit

level extending at Port V
necessarily to
Rock to wide
in Lake Char
and a half fe
to the same
which divide
convenient th
alteration inc
were made ac
as was practi
by a large bo
—all commun
without these
volved a grea
for the land o
ter;—and, be
tract, has pro
perhaps fully
the close of t
were far adva
den breaking
of the Lake
height by hea
away part of t
The interrupt
not perhaps e
advanced prop
as far as possi
workmen wer
The chief
They are nec
with the great
of similar dim
are of cut Sto
A very large p
Upon the fo
some extensiv
what is neces
in an unprot
to complete t
to alter. Th
has been chief
obstructions a
From this S
Board turn to
Property of M
The Compa
ments, that le
entrance of th
its original dir

level extended from *this thro'* Lake Charles and the deep cutting at Port Wallace, it was suggested that—as *both* Locks were necessarily to be rebuilt—the expense of excavating the solid Rock to widen and lower the *deep cut*—as also many impediments in Lake Charles—would be avoided, by raising Lock No. 8 two and a half feet higher, and increasing the Lockage at Reeves to the same extent; making the whole rise 33 feet 10 inches; which divided into *three* Locks, would prove more secure and convenient than *two* of greater Lift. The advantages of this alteration induced the Board to adopt it: and arrangements were made accordingly. During the whole season, and as long as was practicable, the works on this Section were prosecuted by a large body of men; and every effort used to complete them:—all communication with the farther portions of the Line being, without these, interrupted. This undertaking necessarily involved a great expense, both for labor, tools, and materials, and for the land carriage from Dartmouth of a large part of the latter;—and, being conducted by day's work and not under contract, has proved more costly than could be expected;—a result perhaps fully compensated by its superior execution. Towards the close of the season, when the works of the three Locks were far advanced, they received much damage from the sudden breaking of the temporary Dam placed at the North end of the Lake Charles; the waters of which, raised to a great height by heavy Rains, descended upon the Locks and swept away part of the masonry, and a large extent of the Embankment. The interruption thus occasioned—altho' the pecuniary loss did not perhaps exceed £500—rendered vain the expectation of an advanced progress before winter; and therefore, after repairing as far as possible the injury, and placing the works in safety, the workmen were discharged.

The chief Expense *here* has arisen upon the Waste wears. They are necessarily of great dimensions—and are constructed with the greatest care and precaution. The Locks are formed of similar dimensions with those at Dartmouth. The Tunnels are of cut Stone and circular—One of these remains to be built. A very large portion of each Lock is finished.

Upon the *fourth* Section altho' the Locks 11 and 12 required some extensive additions, the Contractor has not yet completed what is necessary; and he has left the upper part of the latter in an unprotected state: alledging the inadequacy of his funds to complete the Wing walls and Platform which he had began to alter. The Expenditure of the Company, on this Section, has been chiefly limited to the removal of Timber and other obstructions above Lock No. 12.

From this Statement of the works prosecuted during 1831, the Board turn to the circumstances under which a purchase of the Property of Messrs. Tremains at Dartmouth became expedient.

The Company are already made acquainted with the inducements, that led the Board to prefer Dartmouth Cove for the entrance of the Canal into the Harbour, and with the change of its original direction. By this measure the Board secured for

the Canal entrance, a safe and well protected Cove of the necessary depth of water ; without, as they trusted, interfering with the property of those Gentlemen, or affecting the water privileges they claimed. In this opinion the Engineer of the Company *fully* concurred ; and he decidedly stated that a *diminution* of expense would result from the change, while an ample Basin for large Vessels could be formed communicating with the Canal. However, towards the beginning of the Season, after frequent meetings between the Board and Messrs. Tremains to effect an arrangement on amicable terms, with them for the portion of their property required for Canal purposes,—and while the works were awaiting some agreement on the subject,—it became evident to the Board that the accommodation necessary for the Company, could *only* be obtained by resort to *Legal proceedings* for vesting the Land required in the Company—or by a *purchase* of the whole property—comprehending the the Mill and Water Rights, with a large extent of Land along the side and head of the Cove and extending to the Lake. A negotiation for the *purchase*, as the most advisable under the circumstances, was therefore entered upon with them ; and—after several offers and much discussion—a bargain was concluded for the purchase of their whole property, at the price of £7000 currency : a sum far *below* their original demand, and *less* than the actual amount paid by them for the whole *many* years since—but which the Board were only induced to pay, from considerations of the exceeding *importance* of the Land and Water Rights to the Company—the *delay* attending Law proceedings to obtain it—and the *certainty* that the opening of the navigation would attach a high value to those parts of the Purchase, which were not requisite for the Business of the Canal. But, when the Board concluded on devoting so large a portion of their disposable funds to this purchase, they neither *expected*—nor could they *anticipate*—the very large expenditure already mentioned to have been made at Port Wallace and Reeves' Section ; and still less the extent of the defects which were *subsequently* discovered in the Masonry Works at the latter, and which could only be remedied by the means adopted as before detailed.

Upon the completion of this purchase, the Board applied for and obtained from His Excellency the Lieutenant Governor, a Grant of the water throughout Dartmouth Cove, and of some valuable water Lots on its East side :—thus securing to the Company the property of the *whole* Cove, and of the Land extending from it to Dartmouth Lake, and between the Roads that lead to this Lake. And immediately afterwards the Board, in compliance with the terms on which the agreement with His Majesty's Government for the Loan of £20,000 Stg. was made, executed to the Trustees named by His Excellency for this purpose—namely, the Hon. the Chief Justice and the Secretary of the Province—a conveyance in fee, by way of Mortgage, of all the Canal, its works and appurtenances ; with the Scite of the Basins, and all such Lands as are or may be occupied for

the p
use an
lumeu
payme
at fou
expres
his Inc
Board
perfec
Sub
Govern
in favo
Three
contai
a surv
very v
It h
Basin
tensiv
Mill s
in cont
it with
mated
willing
a chan
formed
of the
opened
to Loc
end of
of grea
the Ph
materi
In co
from t
mains,
the gr
Board
ly the
£11,00
Board
the Ba
Govern
in Lon
ever of
of indi
£2400
and sub
individu
funds v
sons in
tions as

Lock 5 is at head of Starr Factory

J.P. Martin 1933

new Waste Wear in circular dam

the purposes of the Canal works or necessary for the beneficial use and Enjoyment thereof; and all the Tolls Profits and Emoluments thereof: In Trust, and by way of Security for the repayment of the amount of the Loan in ten years, with Interest at four per Cent; and under such further stipulations as were expressed and entered into by the Agent of the Company, on his Indenture of Agreement, made under the authority of the Board, with the Lords Commissioners of H. M. Treasury; thus perfecting the arrangements under which that Loan was obtained.

Subsequent to this security, His Excellency the Lieutenant Governor, in pursuance of His Majesty's gracious instructions in favor of the Company, was pleased to Grant to the Company Three Tracts of Land on and near the River Shubenaccadie, containing together about 7126 acres, in situations selected by a surveyor employed by the Board, and comprehending some very valuable Lands.

It has been stated that, for the purpose of forming a large Basin or Reservoir above the Lock No. 5 at Dartmouth, an extensive Waste Wear had been built across the course of the Mill stream. The Preston Road being thus interrupted it was in contemplation to place a Bridge above this Lock and connect it with the Road by an embankment; but, the expense Estimated for this work being near £1000, the Company were unwilling to incur it. After the purchase from Messrs. Tremains, a change in the Roads was decided upon; and the Company formed one leading from the Preston Road down the East side of the Locks to the Highway from Creighton's ferry; and opened an entirely new Road by the South Shore of the Lake to Lock No. 6, crossing it by a Bridge, and thence to the West end of the great Dam. Of these indispensable alterations, tho' of great public convenience, the expense was barely one third of the Plan first proposed, while the property of the Company was materially improved.

In consequence of the large sum of £7000 being appropriated from the Company's funds to the purchase from Messrs. Tremains, and of the great and most unexpected expenditure which the gross misconduct of the Contractors had compelled the Board to incur at Port Wallace and Reeves' Section—especially the latter—amounting together at the close to nearly £11,000, including materials—the means at the disposal of the Board became, towards the month of September, confined to the Balance of £2450 Stg. remaining of the Loan from H. M. Government; and which, from various circumstances, the Agent in London had not then been able to obtain. In reliance, however on its being soon paid, the Board, on the responsibility of individual members, found it necessary to effect a Loan for £2400 to enable them to provide for the payments demanded; and subsequently a second advance was procured—on similar individual Security—for £1550—for the same objects. These funds were distributed to the contractors and to the persons immediately employed by the company, in such proportions as their respective claims required. By recent advices

from the Agent, the funds in England have been realized; with these and the proceeds of a Loan for £2000—negotiated recently on the security of the Real Estate of the Company, accompanied with certain collateral Guarantees—the Board have been enabled to pay off the notes given for £2400 and £1550 with the Interest thereon—leaving only the Loan for £2000 subsisting against the Company.—All these items being necessarily connected with the affairs of the past year, the Board have directed them to be included in the accounts for 1831. As much inconvenience would result from the mortgage of the whole Real Estate for the repayment of the £2000.—and as it may be desirable to dispose of certain portions of the Lands—the Board, instead of that security, have preferred to execute to two Gentlemen, who have kindly consented to act as Trustees, a conveyance of the property in Trust to sell and convey to Purchasers as required, and to apply the proceeds first to the discharge of the Bond for £2000, and accruing Interest,—and then as the Board may appoint.

During 1830 and 1831 payments to the Contractors at Dartmouth had been made—not monthly, nor upon the awards of the Engineer (of which few or none were prepared) but weekly, and in such proportions as the extent of the Contract and the Labour employed would justify, consistently with a due regard to the Interests of the Company. With few exceptions this mode was observed until about the month of October; when the advances having become very considerable, and the funds in England not immediately available, further payments were suspended. Soon afterwards, and early in this month, the Mechanics and Labourers in the employment of the Contractors, desisted from working—alleging that large sums were in arrear for wages and refusing to work until these were satisfied by the Contractors. This delay, at an advanced Season of the year could not but prove injurious to all parties; but it continued for some days, and until the Contractors had made representations to the Board on the subject, in which they claimed very considerable sums to be due to them, and were informed by the Board that, until their works were completed and reported upon, no adjustment of their amount could be made nor promises of further payments given. The workmen however resumed their Labours, and with some small exceptions nearly completed the Locks 1 & 2, 3 & 4 when they finally abandoned the works and refused further labour. With the strongest impression on their minds that the payments were *fully* adequate to the value of the works in their *imperfect* state, the Directors, had means been at their disposal, felt themselves in no degree obliged to yield to the urgency of the Contractors; and particularly as one of them stood responsible for the expenses incurred on other Sections to a large amount. But, towards the end of November, finding the severity of the season to be pressing with peculiar hardship on the Workmen, of whom many were very destitute, the Board, out of the sum of £1550 procured as before stated, gave a further advance of £650, to

those Contract
several other p

Upon the ces
3 & 4 was com
the necessary
Contractor the
ticular portions
measurement o
adopt any plan
opening of the s
made, and the t
petent persons.

declare that th
amount—to £3
9 6½ against Me
for the material
also of other li
statements pre
Board, actually
ments with the

The Account
statement of its
required to be
prepared; and t
cember, 1831 (th
been made up an
report them to b
tion requested,

From these D
Expenditure of
£88,535 16s. 3½
plied to the pu
Company; and,
been expended in
remainder being
lary, Interest, &
On the other han
Government has
The Real Estate
Interest. Defe
original capital o
Balance of £14
in Halifax.

For the expen
DARTMOUTH—a v
Water Privileges
ing of the Canal
important access
have obtained a
few years must
which the surplus
and machinery of

those Contractors for the relief of these people, in addition to several other payments made with the same object.

Upon the cessation of the works, a measurement of the Locks 3 & 4 was commenced; but the state of the weather prevented the necessary examinations for perfecting it. Of the other Contractor the claims are principally for specific sums for particular portions of work, and but a small part requires the measurement of what has been executed. The Board cannot adopt any plan for the adjustment of these claims, until the opening of the season enables them to have a correct inspection made, and the true extent of these claims ascertained by competent persons. In the mean time they deem it necessary to declare that the sums chargeable against those Contractors amount—to £33,559 14 4 against Mr. Hoard—and to £6,657 9 6½ against Messrs. Moore & Synnott—exclusive of advances for the materials of their Lock Gates and other purposes—and also of other liabilities of the former: and, according to the statements prepared by the Secretary and laid before the Board, actually exceed any claims which, under their engagements with the Company, they can now make upon it.

The Accounts of the Company, with that full and detailed statement of its affairs, debts and Engagements, by the charter required to be submitted to the Annual Meeting, have been prepared; and the accounts of the Secretary to the 31st December, 1831 (tho' including certain charges to this date) have been made up and audited by a Committee of Directors, who report them to be correct. All these with any other information requested, will be read and laid before the meeting.

From these Documents it will be observed, that the actual Expenditure of the Company to the present time has been £88,535 16s. 3½d—of which sum £3561 2s. 1½d. has been applied to the purchase of Real Estate for the objects of the Company; and, of the whole Cash payments, about £74,000 has been expended in Labour and materials on the Canal Line; the remainder being for various Incidental charges, Engineers Salary, Interest, &c. as detailed in the accompanying abstracts. On the other hand the whole amount of the Loan from H. M. Government has been received as well as the Provincial Grant. The Real Estate stands charged with the Loan of £2000 and Interest. Deferred Shares to the amount of £10,950, of the original capital of £60,000, remain to be disposed of, and a Balance of £1461 3s. 10½d. to be received from subscribers in Halifax.

For the expenditure already incurred, the Company hold AT DARTMOUTH—a valuable Mill and large property in Land, with Water Privileges of the amplest kind, all which, upon the opening of the Canal, will necessarily rise in value and become an important accession to the means of its improvement. They have obtained a Tract of large extent, in a situation where a few years must render it desirable to settlers. The power, which the surplus waters of the Canal afford for Mill purposes and machinery of all kinds, is very great, and such as in other

countries would be esteemed highly important. The DARTMOUTH SECTION has its works on the point of completion; and, with the exception of the external Basin (which is not immediately required) will scarcely need £1500 to put in operation. AT PORT WALLACE £600 will render it passable for Boats, and £400 more cover all necessary expences. AT REEVES SECTION the completion of the Locks and other works—now so far advanced—cannot reasonably be computed beyond £2500; and £1000 more may be regarded as an ample allowance for what may be requisite at Fletcher's and the Great Lake. These sums, making together £6000—may be assumed as the extent of the Expenditure to insure the navigation from the Harbour to the Great Lake, and to open that part of the Interior to useful Enterprise: and altho'—added to the present expenditure—it raises the cost of this portion of the Line much beyond all former estimates, yet it cannot be regarded as highly disproportioned to the expense of similar undertakings, when the character of the country it traverses—the difficulty of obtaining suitable materials—the enhanced price of labor—and above all the local want of knowledge on subjects of this nature—are properly considered; and particularly how large a sum has been rendered unavailing by the neglect or misconduct of the first Contractors. Beyond the Great Lake, the River course has been personally and minutely examined, thro' its whole extent, during the last summer, by a portion of the Board accompanied by a gentleman, late of this Garrison, who has long been practically acquainted with the details of Inland Navigation, and whose opinion of the great facilities there existing, was full and decided. Indeed it is not possible to pass along the Channel, which nature herself has traced for uniting the waters of the Bay of Fundy with the Harbour on which we dwell, without yielding to the conviction of that—upon THIS UNION depend—the rise in value of Lands, an increased demand for the products of Agriculture and commerce, and the welfare of every District to which it affords access.

The Board again repeat their *unchanged and unchangeable* opinion of the advantages which the *successful completion* of the Shubenaccadie Canal will confer on this country: and when the necessary business of the Annual Meeting shall have been transacted and the new Directors selected, (which must be now done) they will submit to the decision of the Shareholders the question—whether an *Enterprise*—planned, not of yesterday but nearly forty years ago,—and not by the inexperienced or speculative—but by those, who ranking among the Fathers of the Country, have left for our example their enlightened public spirit, and their wise discernment of the true interests of their Country—an *undertaking* approved of by every successive Governor who has presided over us,—repeatedly discussed by the Legislature—warmly engaged in by this Community—liberally endowed by the Representatives of the People,—munificently aided by the Mother Country—and now, after a large expenditure, closely approaching its accomplishment, shall at once

be deserted and that aid, support, highest quarters, were remote, and certain? Neither what was effected for the future—adjustment—can pondency; or th which has, in some of this undertaking lic work—calculation throughout public and private contemplation; but, no rectors are induced terminate until it enable the Board sent temporary necessity which well di will invariably con

In closing this privation the considerable and respect of President—to stitution—and with undertaking the heart were intertwined his adopted country ed in his efforts to memory cannot be he was associated

By order of the

Halifax, 29th F

be deserted and abandoned—as a scheme wholly unworthy of that aid, support and countenance, which, in so many and the highest quarters, it has been honoured with, when its benefits were remote, and the means of its execution doubtful and uncertain? Neither in the actual state of the works—nor in what was effected during the past year—nor in the prospects for the future—nor in the claims or differences that remain for adjustment—can the Directors discover any just reason for despondency; or the slightest justification for that hostile feeling which has, in some instances, been exhibited upon the subject of this undertaking. From this last its character of a great public work—calculated in its success to exert a beneficial influence throughout the Province—and liberally supported by public and private contributions—entitled it to the most perfect exemption; but, notwithstanding those circumstances, the Directors are induced to trust that the present meeting will not terminate until it shall have decided on such measures, as will enable the Board to obtain the means of relief from the present temporary embarrassments, and to secure that ultimate success which well directed perseverance, applied to useful objects, will invariably command.

In closing this Report, the Board cannot pass in silence, the privation the company has sustained in the removal of that venerable and respected gentleman, who so long filled the office of President—to whom principally this association owes its institution—and with the success of whose great and necessary undertaking the latest—and perhaps fondest—wishes of his heart were intimately connected. Firmly attached to this his adopted country—versed in its true interest—and unwearied in his efforts to promote the object we are engaged in—his memory cannot but be fondly cherished among those with whom he was associated in this important enterprise.

By order of the Board,

THOMAS N. JEFFERY, President,
CHARLES R. FAIRBANKS, Secretary.

Halifax, 29th February, 1832.

GENERAL ABSTRACT
Of Cash Payments for the Shubenacadie Canal Company,
to 31st December, 1831.

On Canal Expenditure Account, viz.

For Lands Purchased	£8561	2	1½	
Additional Works	1312	13	7	
Interest	303	0	3	
Law Charges	152	3	1	
Incidental Expenses	1543	3	7½	
Francis Hall's Salary	3643	13	4	
				£15515 16 0

On Payments to Contractors, viz.

To John Kidd—Kidd & Hoard				20922 9 10½
Daniel Hoard, his Account	33559	14	4	
Less conditional Orders, viz.				
William Foster	£1000			
R. Aitkin	150	1150	0 0	
				32409 14 4

To Moore & Synnott, their Account	6657	9	6½	
Less conditional Orders	290	19	6	
				6366 10 0½

To James Synnott, Stop Gates				419 7 2
--	--	--	--	---------

To Inspectors	367	10	1	
Less due thereon	202	18	5	
				164 11 8

For Repairs to Roads				587 13 5½
--------------------------------	--	--	--	-----------

*On Payments by the Company, chiefly for Repairing
or Rebuilding Works contracted for, viz.*

For Dartmouth Section	786	12	2½	
For Port Wallace	2472	10	6½	
Tapper & Wilson	1035			
				3507 10 6½

For Reeves' Section	6309	9	5½	
-------------------------------	------	---	----	--

For Grand Lake Section	259	8	8	
----------------------------------	-----	---	---	--

For Materials	1562	18	2½	
-------------------------	------	----	----	--

Less Acct. W. Foster	276	5	2	
				1286 13 0½

12149 13 9

£88535 16 3½

E. E. HALIFAX, 28th FEBRUARY, 1832.

C. R. FAIRBANKS,
Secretary.

DR. GENERAL ABSTRACT—THE SHUBEL COMPANY. CR.

1831. Dec. 31.	
For amount of Cash expended to date, as per preceding General Abstract thereof	88535 16 3½
For Balance due on Promissory Notes taken from Shareholders	40 0 0
Also	5 0 0
	45 0 0
For Balances due by sundry Shareholders per List—certified by Auditors	1461 3 10½
For Amount of Deferred Shares unsold, being 433	10950 0 0
Being same sums credited per Contra,	12411 3 10½
	£100992 0 2
Less Fractions in computing Exchange,	2
	£100,992 0 0

Company, being			
1830, thus divided			
1828	14006 13 1		
1829, 1830	1318 15 0		
1831	1013 8 0½		
	1461 8 10½		
Shares	17800 0 0		
Halifax,		17800 0 0	
Province Shares,			
London		30000 0 0	
Deferred Shares,			
London		1250 0 0	
Deferred Shares		10950 0 0	
		60000 0 0	
Amount of whole Capital			
Amount of Provin-		15000 0 0	
Amount of Loan,			
from H. M. Gov-			
ernment Interest		22222 4 5	
Balance at			
premium on Bills			
Expenses of Agen-			
ting Loan, and			
Commission, Broker-			
age Account au-		1419 0 4	
Amount Hon. Enos			
as per Bond,		2000 0 0	
Secretary	315 6 5		
	35 8 10		
		350 15 3	
		£100,992 0 0	

E. E. Halifax, 28th February, 1832.

C. Rec'y.

Examined and compared with the Books and Vouchers, and found

L. HARTSHORNE, }
J. N. SHANNON. } Auditors.

Keeves Section
 Grand Lake Section
 Materials
 1286 18 0
 1286 18 0
 30040 13 3
 31816 12 6
 4810 10 8
 4810 10 8
 12690 17 7
 9677 2 2
 £88535 16 3

CHARLES R. FAIRBANKS, Secretary.

GENERAL ABSTRACT
Of Cash Payments to 31st December, 1831—distinguishing the Year of Payment and the Service.

SERVICES	In 1827	In 1828	In 1829	In 1830	In 1831	Total Amounts.
<i>For Canal Expenditures—viz.</i>						
Lands Purchased	427 18 5½	23 5 —	—	959 12 1	7150 6 7	8561 2 11
Additional Works	—	—	154 12 10	1092 11 7	65 9 2	1312 13 7
Interest	—	50 15 4	160 15 11	47 14 4	43 14 8	303 — 3
Law Charges	62 7 10	21 3 4	29 15 5	17 3 2	21 13 4	152 3 1
Incidental Expenses	288 16 5	49 13 5½	136 18 10	216 15 6	750 19 5	1543 3 7½
Francis Hall, Engineer } To John Kidd-Kidd } & Hoard	765 13 —	1004 13 10	418 11 —	979 5 6	475 10 —	3643 13 4
	8132 6 6	11441 6 8	713 16 8½	635 —	—	20922 9 10½
Daniel Hoard	—	—	2573 10 —	23373 17 3	6462 7 1	32409 14 4
Moore & Synnot	—	—	—	2812 19 8	3553 10 4	6366 10 0
James Synnot	—	—	122 10 —	296 17 2	—	419 7 2
Inspectors	—	—	—	84 11 8	80 —	164 11 8
For Repairs to Roads	—	—	—	565 4	22 8 10½	587 13 5½
Dartmouth Section	—	—	—	—	786 12 2½	786 12 2½
Portwallace Section	—	—	—	—	2472 10 6½	2472 10 6½
Tapper & Wilson	—	—	—	795 —	300 —	1095 —
Reeves Section	—	—	—	—	6309 9 5½	6309 9 5½
Grand Lake Section	—	—	—	—	259 8 6	259 8 6
Materials	—	—	—	—	1286 13 0½	1286 13 0½
	9677 2 2½	12690 17 7½	4310 10 8½	31816 12 6	30040 13 3	£88535 16 3½

CHARLES R. FAHBANKS, Secretary.

REPORT
OF
COMMITTEE OF AUDIT,
ON

Accounts of Secretary to 31st December, 1831.

The Committee appointed by the Board of Directors of the Shubenaccadie Canal Company to audit the accounts of the Secretary and Treasurer of the Company, report, That they have found satisfactory vouchers for the several charges made therein, and that there appears, at this time, a balance due to that gentleman of £315 '6 5.

The Committee also find there are other claims on the Company (not finally adjusted) to the amount of £935, 8s. 7½d. an abstract of which is herewith submitted: and that there remains now due to the Company on account of subscriptions in Halifax the sum of £1461 3 10½.

The Committee have carefully examined the account of Premiums on Bills of Exchange drawn for monies subscribed by individuals in England and loaned by the Government; from which they perceive, that after deducting all charges for commissions, Brokerage, Stamps and other expenses attending the collection, and paying the same, there remains a gain to the company of £1419 0 4. They further Report, That the expenditure on the Canal and for the necessary purchases of Real Estate from the commencement of the work to the present time, amounts to the sum of £88,535 16 3½ as set forth in the accompanying general abstract.

The Committee, in closing their Report, beg leave to express their entire satisfaction at the correct and perspicuous manner in which the Books and accounts of the Company have been kept by the Secretary and Treasurer—which has very materially lessened their labours in investigating the cash transactions of the past year.

L. HARTSHORNE, }
J. N. SHANNON, } Auditors.

Halifax, 28th February, 1832.