

NB-2

DDN 6216701

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

From 31st January to 14th April, 1849.

Being the Third Session of the Fourteenth General Assembly.



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

1849.

100

100

100



By His Excellency Sir EDMUND WALKER HEAD, Baronet,
Lieutenant Governor and Commander in Chief of the Province of
New Brunswick, &c. &c. &c.

EDMUND HEAD, Lt. Governor.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to the last Tuesday of this present month of June, I have thought fit further to prorogue the said General Assembly, and the same is hereby further prorogued to the last Tuesday in September next.

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

By His Excellency's Command.

JOHN S. SAUNDERS.



By His Excellency Sir EDMUND WALKER HEAD, Baronet,
Lieutenant Governor and Commander in Chief of the Province of
New Brunswick, &c. &c. &c.

EDMUND HEAD, Lt. Governor.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to the last Tuesday of this present month of September, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued to the second Tuesday in December next.

Given under my Hand and Seal, at Fredericton, the eighteenth day of September, in the year of our Lord one thousand eight hundred and forty eight, and in the twelfth year of Her Majesty's Reign.

By His Excellency's Command.

J. R. PARTELOW.



By His Excellency Sir EDMUND WALKER HEAD, Baronet,
Lieutenant Governor and Commander in Chief of the Province of
New Brunswick, &c. &c. &c.

EDMUND HEAD, Lt. Governor.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to the second Tuesday of this present month of December, I have thought fit to prorogue the said General Assembly, and the same is hereby prorogued to Wednesday the thirty first day of January next, then to meet at Fredericton for dispatch of business.

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

By His Excellency's Command.

J. R. PARTELOW.

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

THIRD SESSION OF THE FOURTEENTH GENERAL ASSEMBLY.

ANNO DUODECIMO VICTORIÆ REGINÆ.

**His Excellency Sir Edmund Walker Head, Baronet, Lieutenant Governor
and Commander in Chief.**

At Fredericton in the Province of New Brunswick.

LEGISLATIVE COUNCIL CHAMBER, Wednesday, 31st January, 1849.

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

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,*

PRAYERS.

The Honorable the President acquainted the House, that by a Commission bearing date the twenty ninth day of May last, under the Great Seal of the Province, George Botsford, Esquire, is appointed Clerk of the Legislative Council in General Assembly.

ORDERED, That Mr. Botsford take his Seat as Clerk accordingly.

The House was adjourned during pleasure.

After some time the House resumed.

At two o'clock, His Excellency Sir Edmund Walker Head, Baronet, Lieutenant Governor and Commander in Chief of the Province, came to the Council Chamber, and being seated in the Chair on the Throne, commanded the Gentleman Usher of the Black Rods through the Honorable the President, to let the Assembly know—"It is His Excellency's pleasure that they attend him immediately in this House."

Who

Who being come, with their Speaker,

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

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

“ Mr. Speaker, and Gentlemen of the House of Assembly ;

“ IT is with great satisfaction that I now for the first time meet the Legislature of this Loyal Province. I know that we have in view a common object—the fulfilment of our duties to Her Most Gracious Majesty and the welfare of the People in this portion of Her Dominions.

“ The birth of a Princess since your last meeting will be hailed by you as a subject of sincere congratulation.

“ I regret that the Commercial Interests of the Province have been, and still are, in a state of considerable depression, but I rejoice to see those signs of reviving trade and prosperity in the Mother Country which will necessarily benefit the Commerce and Industry of this Province ; whilst we suffer however, indirectly, from the Revolutions which yet disturb so large a portion of Europe, we may well be thankful that we feel none but their remote effects.

“ The force of Law and the supremacy of the Civil Power in the Mother Country have demonstrated most strikingly the excellence of those Institutions, in the maintenance of which we have a common interest. We owe unfeigned gratitude to that Divine Being who has upheld the integrity of the British Empire, and has spared us the bloodshed and tumult with which it has pleased Him to visit so many great and powerful Nations.

“ At a time when other Countries are making such gigantic efforts to increase facilities of intercourse by the construction of Railways, we cannot properly abstain from doing our utmost to promote objects of the same character.

“ The Commissioners appointed by Her Majesty’s Government have made their Report on the proposed Line between Halifax and Quebec, a copy of which will be laid before you : I believe the destiny of these Provinces is, under Providence, involved in this question more than in any other which I can name.

“ I believe that the elements of great future prosperity in the North American Colonies depend for their immediate developement on Public Works of this description : I am convinced that no sacrifice which tends to secure their execution will ultimately be found too great, and I most earnestly recommend to your favourable consideration any scheme for promoting them, which may be consistent with good faith and sound Financial principles. A Despatch from Her Majesty’s Secretary of State on this subject will be laid before you, and will shew you that its importance is duly appreciated at home.

“ The means which your liberality placed at the disposal of the Government in the last Session, have been duly applied in surveying the ground for the important Branch of Railway between Shediac and the City of Saint John.

“ With a view to the extension of our Commercial Intercourse, the improvement of the River Saint John appears to be next in importance to the subject of Railways : our object should be, so far as is practicable, to throw open the Inland Communication by

by Steam between the Bay of Fundy and the River Saint Lawrence. A measure relating to this subject will shortly be submitted for your consideration, and I trust the Canadian Government will be anxious to co-operate in securing an object of equal importance to both Provinces.

“ The Immigration from the Mother Country of the year just expired has, with the exception of a single Vessel, been entirely free from the disasters which marked that of the previous Season.

“ I am desirous that you should take into consideration the means of so conducting our Land Sales, as to secure the settlement of industrious Emigrants ; and I earnestly recommend to you the suggestions made in a Despatch from Her Majesty’s Secretary of State, which will be placed in your hands, together with a Report prepared by the Executive Council in this Province.

“ Our Agriculture has been partially successful ; and I need not, I know, observe to you, that it has increasing claims on your attention : I have rejoiced to find this conviction prevailing in all parts of the Province, and I look forward to such zeal and such enterprize, on the part of our Legislature and our People, as will hereafter turn our ample resources to the best account. It will become a matter of the gravest consideration for you, how this disposition may be fostered and encouraged.

“ In another Staple Branch of Industry the efforts of our People have been successful ; and I rejoice to hear that the steps taken by the Government, in the last Season, to protect the Fishery at the Grand Manan, have contributed to this success.

“ Measures of importance, in connection with the Criminal Law, will be laid before you.

“ The Act for the improvement of Common Schools will require, at your hands, some further consideration and amendment : Your previous efforts in this good cause convince me that you appreciate its importance.

“ It is a source of pleasure to me to express my belief that I shall now be able to carry out the Act relating to the Indian Reserves in such a manner as will at once meet the wishes of the Legislature, and promote the welfare of the Indian Population ; I rely on your readiness to do all that is possible to aid me in attaining both objects.

“ The subject of the Post Office has occupied my anxious attention, and is now under the consideration of Her Majesty’s Government. Where joint action is essential with reference to the interests of all the British North American Colonies, great care is required in adjusting the various parts of any measure ; but I am glad to inform you, that Her Majesty’s Ministers propose to obtain the powers necessary for dealing with this subject, by applying for an Act of the Imperial Parliament in the Session about to commence.

“ Mr. Speaker, and Gentlemen of the House of Assembly ;

“ I have directed the Returns of Provincial Revenue and Expenditure to be submitted to you. I wish the Account were more prosperous than you will find it to be ; but I am happy to say that, notwithstanding the large appropriations made during the last Session, the Public Credit has been satisfactorily maintained, inasmuch as the Warrants have been promptly met on demand at the Treasury ; the Instalment on the Funded Debt has been discharged, and a large part of the Debentures issued under the Act of 1839, for rebuilding the Burnt District in Saint John, has been taken up.

“ A

“ A portion of the expenses incurred in connection with the Emigration of 1847 has been repaid by the Imperial Government, and the remainder will probably be transmitted in a short time.

“ Certain Despatches from Her Majesty’s Secretary of State, relating to the Public Expenditure in this Province, and the mode in which the Duties for the purpose of raising a Revenue should be imposed, will be placed before you.

“ I feel confident that, whilst you will adopt the least objectionable mode of levying the necessary funds, you will grant such supplies as the Administration of the Government and the maintenance of Public Credit require : All this may, I am satisfied, be done with a just attention to proper economy.

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

“ *Mr. Speaker, and Gentlemen of the House of Assembly ;*

“ I have much pleasure in informing you that the Report of Her Majesty’s Commissioners on the Boundary between this Province and Canada, is now under the consideration of Her Majesty’s Government : I hope therefore for a speedy termination of all the embarrassments which have been caused by the pending state of this dispute.

“ The great resources of this Province in its Soil, its Minerals, and its Fisheries, call upon you for such measures as may best develope its real wealth : Among such measures, none can be more important than those relating to Railways, on which I have already touched. A little reflection will shew that the execution of these works, on a large scale, implies a state of Public Credit satisfactory to Capitalists ; that such a state of Credit depends on confidence ; that confidence must be based on a conviction of the stability of our faith, and the sufficiency of our resources ; that nothing can promote such a conviction so much as a steady economy, resting on a system of judicious responsibility on the part of those who control and expend the Public Money. I cannot but hope that the principles now admitted, with reference to the Government of this Province, may facilitate measures of this description : The Members of my Government will be ready to lead the way, and I, as Her Majesty’s Representative, shall at all times be happy to co-operate with you in such measures.”

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

The Honorable the President reported His Excellency’s Speech.

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

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

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

Adjourned until To-morrow at 12 o’clock.

THURSDAY, 1st February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Crane,
Mr. Simonds.*

*Mr. Botsford,
Mr. Johnston,
Mr. Owen,
Mr. Minchin,*

PRAYERS.

The Honorable Mr. Simonds, by leave, presented a Petition from Major Blake, of the Thirty-third Regiment, praying for a Grant to reimburse him for Duties paid on Wines and Spirits purchased for the Mess.

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Address in answer to His Excellency's Speech.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had taken the said Address into consideration, and recommended the same without amendment to the adoption of the House.

The said Address being read, was approved of by the House, and is as follows:—

To His Excellency Sir EDMUND WALKER HEAD, Baronet, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

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

MAY IT PLEASE YOUR EXCELLENCY,

We, Her Majesty's dutiful and loyal Subjects, the Legislative Council in General Assembly, thank Your Excellency for the Speech at the opening of the Session; and at the same time we beg to offer the assurance of our earnest desire to co-operate with Your Excellency in promoting the welfare of the People of this Province.

We heartily join in the congratulations offered on the birth, since the last Session of the Legislature, of another Princess.

We rejoice with Your Excellency to observe those indications of reviving Trade in England, which must necessarily have an immediate and beneficial effect upon the Commerce and Industry of this Province.

The wisdom and stability of the Institutions of the Mother Country, to which it is our happiness to be united, have never, we believe, been exhibited in a more admirable manner than in the suppression, during the past year, of riot and commotion; and most cordially do we join in Your Excellency's expression of unfeigned gratitude to the All-wise Disposer of events, in averting from the British Empire, and from ourselves, as an integral portion of it, the calamities which have visited other Nations.

We are exceedingly gratified to learn Your Excellency's sentiments on the great enterprise of establishing Rail Roads in the North American Colonies, and that their importance is duly appreciated by Her Majesty's Home Government. Deeply grateful for the enlightened and liberal policy entertained respecting these Colonies, we anticipate at no distant day the commencement of these great Public Works, and believe that no other undertakings can, under Providence, more rapidly advance their prosperity or strengthen the tie which now binds us to the Parent Land. Our best energies shall, therefore, be devoted to the perfecting of any practicable scheme which may be devised for the promotion of this vastly important object; and we shall be thankful for the Report of the Commissioners which Your Excellency has been pleased to say shall be laid before us, as also for the Despatch of the Secretary of State on this highly interesting subject.

We are gratified to learn that the Survey of the Line of the proposed Rail Road between Shediac and Saint John has been completed.

The improvement of the Navigation of the River Saint John, so as to open an Inland Communication by Steam between the Bay of Fundy and the Saint Lawrence, is an object second only in importance to the construction of Rail Roads; and we assure Your Excellency that we shall cheerfully concur in any practicable measure that may be submitted to us for this purpose.

It affords us great satisfaction to learn that the Immigration of the last year has been free from the disasters which attended that of the previous season.

We shall not fail to take into our respectful consideration any suggestions which may be made in the Despatch of Her Majesty's Secretary of State, in regard to the important subject of securing the settlement of industrious Emigrants.

Impressed with the conviction that our ample Agricultural resources have not hitherto been turned to the best account, and feeling their increasing claims on our attention, we shall readily embrace any suggestions which may be made, with the view of fostering and encouraging their developement.

It is with great satisfaction we learn that the efforts of those engaged in the Fisheries, during the last year, have proved successful, and that the steps taken by Government for the protection of the Grand Manan Fishery have contributed to this result.

We shall be ready to take into our consideration any measures which may be laid before us for the improvement of the Criminal Law.

We attach great importance to the subject of Common Schools, and shall cheerfully consider any suggestions which may be made for their improvement.

We share in the belief expressed by Your Excellency, that the Act relating to the Indian Reserves may now be successfully carried out.

The Post Office arrangements for these Provinces have long been a subject of anxious consideration; and believing that the question cannot be settled without Imperial Legislation, we rejoice to learn from Your Excellency, that Her Majesty's Ministers propose to apply to Parliament for such powers as may be necessary for their satisfactory adjustment.

We thank Your Excellency for the information in regard to the Boundary between this Province and Canada; and we cordially join in the hope expressed by Your Excellency that the embarrassments attending this long pending dispute will be brought to a speedy termination.

Our

Our utmost efforts shall be used to mature such measures as shall best develop the resources which we are sensible abound in every part of our highly favoured Province; and we concur with Your Excellency in believing that paramount importance should be attached to such measures as relate to the establishment of Railways, confidently trusting that when, as Your Excellency has observed, these are based on public credit, economy and judicious responsibility, we shall be found advancing in a more uninterrupted and permanent course of prosperity.

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

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 2d February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,*

PRAYERS.

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

A Petition from James Johnston, a licenced Teacher, praying compensation for teaching a School in Sunbury : and

A Petition from John Lewis and others, inhabitants of the Parishes of Moncton, Coverdale, and Salisbury, praying for a Grant in aid of a School taught by Thomas Baker.

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

The Honorable Mr. Chandler, by leave, presented a Petition from Mariner Wood and Charles Dixon, owners of the brig Princess, praying for the return of Head Money paid on Emigrant Passengers arriving in such Vessel.

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

The Honorable Mr. Owen, by leave, presented a Petition from C. R. Hatheway, for remuneration for taking care of sick Emigrants in Saint Andrews, in 1847.

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

The

The Honorable Mr. Botsford, from the Committee appointed to wait upon His Excellency the Lieutenant Governor, to ascertain when this House would be received with their Address in answer to His Excellency's Speech at the opening of the Session, reported that they had done so, and that His Excellency was pleased to say, he would receive this House with their Address to-morrow at one o'clock.

The Honorable Mr. Simonds, by leave, presented a Petition from Henry Eagle, Senior, and another, Overseers of the Poor in the Parish of Alnwick, in the County of Northumberland, praying a Grant of £39 8s., in favour of said Parish, for a like sum expended by them in support of Richard Donovan, a transient Pauper.

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 3d February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,*

PRAYERS.

The Honorable the Solicitor General, by leave, presented a Petition from W. Y. Theal, praying a Grant of Money for Vaccinating the people in the Parish of Dundas, County of Kent.

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

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

A Petition from Thomas La France and others, praying an alteration in the site of the Lazaretto on Sheldrake Island : and

A Petition from the Reverend James Hudson, praying a return of Duties on Church Bells.

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

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

A Petition from Samuel T. Gove, Surgeon, of Saint Andrews, praying to be allowed the amount of his charge for attendance on sick Emigrants by the ship Star :

A Petition from the Honorable W. F. W. Owen and others, inhabitants of the Island of Campo Bello, praying that an Act may pass to authorize the collection of a Money Tax in lieu of Statute Labour :

A Petition from James Milligan, W. P., and James Kempt Boyd, R. S., on behalf of Saint Andrews Division, No. 16, of the Sons of Temperance, praying for the repeal of the Act to regulate Tavern Keepers, Ian Keepers, and Retailers, and to make more stringent provision to prevent the sale of Intoxicating Liquors : A

A Petition from William C. M^oStay, Surgeon, praying to be allowed the balance of his Accounts for Medical attendance on sick Emigrants by the ship *Star*:

A Petition from James W. Street, of Saint Andrews, praying that the sum of £7 17s. 6d., over-paid Duties on Foreign Gin, may be refunded to him:

A Petition from Church Meigs and others, inhabitants of Grand Manan, praying that an Act may pass to authorize the collection of a Money Tax in lieu of Statute Labour:

A Petition from John Wilson, Esquire, of Saint Andrews, praying a return of Duty on a Cargo of Lumber exported by him to Demarara in the brig *Thalia*, in 1847: and

A Petition from Thomas Jones and others, inhabitants of the Town and Parish of Saint Andrews, praying for the repeal of Duties on Bread Stuffs.

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

At one o'clock the House proceeded to the Government House with their Address in answer to His Excellency's Speech at the opening of the Session; and having returned—

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

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

“I receive with sincere satisfaction your loyal Address, and I rejoice to find that you share my hopes for the future prosperity of the Province.

“I rely with full confidence on the assurance of your co-operation in all useful measures.”

Adjourned until Monday next at 12 o'clock.

MONDAY, 5th February, 1849.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,*

PRAYERS.

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

A Petition from Robert Grant, licenced Teacher, praying a Grant for teaching School four months at Campo Bello:

A Petition from Sophia Flagg, with a like prayer:

A Petition from the President, Directors and Company of the Saint Andrews and Quebec Rail Road, praying that an Act may pass to authorize the issue of Scrip to the amount of £50,000, to be applied in building and completing the said Rail Road:

A Petition from the Reverend M. A. Wallace and the Committee of the Roman Catholic School of Saint Andrews, praying that the usual allowance may be continued in aid of the said School : and

A Petition from James Stein, praying to be reimbursed damages and costs sustained in defending his title to certain Lands purchased from the Crown, the same having been previously granted.

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

The Honorable Mr. Crane, by leave, presented a Petition from Jasper Murphy, Surgeon, praying compensation for Medical aid afforded to Emigrants.

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

The Honorable Mr. Minchin, by leave, presented a Petition from Hannah Vann, the Widow of an old Soldier of the Revolutionary War, praying the usual allowance may be granted to her.

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

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

A Petition from W. Y. Theal, praying compensation for Medical aid afforded by him to sick Indians : and

A Petition from W. Hanington and another, Trustees of the Cogaigue Academy, praying a Grant in aid of that Institution.

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

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

A Petition from the President and Directors of Charlotte County Grammar School, praying for a continuation of the Grant to an Assistant in that Establishment :

A Petition from Charles M'Guire, licenced Teacher, praying that the usual allowance may be granted to him for teaching a School in the Parish of Saint Patrick for eight months :

A Petition from Lydia Thompson, licenced Schoolmistress, with a like prayer :

A Petition from Robert Stevenson and another, of the Charlotte Division, No. 4, of the Sons of Temperance, praying for the repeal of the Act to regulate Tavern Keepers, Inn Keepers, and Retailers, and to make more stringent regulations to prevent the sale of Intoxicating Liquors :

A Petition from Nathan Smart, praying relief in consequence of a seizure made from him by the Provincial Revenue Officers at Saint Andrews : and

A Petition from Rosanna Pulk, the Widow of an old Revolutionary Soldier, praying the usual allowance may be granted to her.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY

TUESDAY, 6th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,*

PRAYERS.

The Honorable Mr. Owen, by leave, presented a Petition from Thomas Moses, Esquire, Deputy Treasurer of West Isles, on the subject of removing his establishment to Campo Bello.

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

A Message was brought from the Assembly by Mr. Boyd, with a Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, Charlotte County; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Chandler, by direction of His Excellency the Lieutenant Governor, lays before the House—

The following Abstract of the Revenue of the Province for the year 1848 :—

ABSTRACT OF THE REVENUE OF THE PROVINCE OF NEW BRUNSWICK FOR THE YEAR 1848.

	Loan Fund.	Ordinary Revenue.	Export Duty.	Casual Revenue.	Supreme Court Fees.	Rec. from the Customs.	Auction Duties.	Pedlars' Licences.	Emigrant Duties.	Lt. House Duties.	S. & D. Seamen's Duties.	TOTALS.
Saint John, ..	£3,774 11 9	37,472 1 74	12,391 16 8	2,000 0 0	666 18 2	2,370 15 1	264 3 11	0 0 0	1,970 15 0	3,114 18 9	1,047 14 9	65,973 16 84
Miramichi, ..	362 2 0	4,021 5 63	1,089 19 0	0 0 0	0 0 0	0 0 0	1 16 8	0 0 0	58 10 0	159 4 8	272 8 4	6,665 6 24
Dalhousie, ..	130 17 2	1,718 15 1	1,425 4 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	4 10 0	100 4 1	94 14 9	3,374 5 1
Bathurst, ..	62 2 6	832 12 14	278 15 14	0 0 0	0 0 0	49 13 2	0 0 0	0 0 0	0 0 0	30 9 6	28 4 11	1,281 19 0
Shippegan, ..	35 12 1	258 14 6	115 18 03	0 0 0	0 0 0	68 12 6	0 0 0	0 0 0	0 0 0	16 17 9	14 15 6	441 17 104
Richibucto, ..	47 8 14	512 5 9	616 9 6	0 0 0	0 0 0	0 0 0	0 0 0	0 12 6	0 0 0	66 3 5	62 15 5	1,573 15 64
Shediac, ..	0 5 6	26 13 2	358 3 8	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	37 1 1	33 16 0	458 12 8
Bay Verte, ..	0 8 9	6 5 6	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 10 10	18 0 0	35 2 9	7 12 7	262 8 14
Dorchester, ..	19 17 0	65 11 10	113 14 9	0 0 0	0 0 0	0 0 0	1 18 6	0 0 0	0 0 0	18 8 9	4 8 10	126 8 114
Hopewell, ..	0 0 0	0 0 0	103 17 44	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	141 9 5
Fredricksburg, ..	7 1 63	134 7 103	0 0 0	0 0 0	0 0 0	30 13 7	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	157 7 9
Woodstock, ..	8 1 9	118 12 5	0 0 0	0 0 0	0 0 0	0 0 0	8 10 93	2 10 0	285 15 0	230 4 6	141 18 2	3,263 2 64
Saint Andrews, ..	169 9 7	1,787 8 14	414 15 54	0 0 0	0 0 0	192 1 0	12 1 0	8 15 0	20 0 0	145 14 9	86 14 6	2,079 4 7
Saint Stephen, ..	137 1 74	1,924 18 24	433 19 6	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	30 2 3	23 16 0	631 5 6
Saint George, ..	23 0 5	175 8 1	268 18 9	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
	£1,778 0 74	48,935 1 6	18,252 12 8	2,600 0 0	666 18 2	2,711 15 4	288 19 104	12 8 4	2,357 10 0	3,993 12 3	1,820 15 6	86,437 14 3

COMPARATIVE STATEMENT.

	1847.	1848.	Increase.	Decrease.
Loan Fund, ...	£9,571 11 14	£4,778 0 74	£0 0 0	£4,793 10 6
Ordinary Revenue, ...	50,287 17 4	48,955 1 6	1,699 6 11	1,332 15 10
Export Duty, ...	16,553 5 9	18,252 12 8	0 0 0	0 0 0
Casual Revenue, ...	9,500 0 0	2,600 0 0	0 0 0	6,900 0 0
Supreme Court Fees, ...	792 15 10	666 18 2	0 0 0	125 17 8
Received from the Customs, ...	31,912 19 10	2,711 15 4	0 0 0	29,201 4 6
Auction Duties, ...	246 14 93	288 19 103	42 5 1	0 0 0
Pedlars' Licences, ...	27 12 6	12 8 4	0 0 0	15 4 2
Emigrant Duties, ...	3,250 2 6	2,357 10 0	292 19 6	892 12 6
Light House Duties, ...	3,700 12 9	3,993 12 3	293 0 0	0 0 0
Sick and Disabled Seamen's Duties, ...	1,566 14 9	1,820 15 6	254 0 9	0 0 0
	£127,410 7 2	£86,437 14 3	£2,288 12 3	£43,261 5 2

Treasury, Saint-John, 1st January, 1849.

B. ROBINSON, Province Treasurer.

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

A Petition from William Lalor, a licenced Teacher in the County of Gloucester, praying for remuneration for teaching a School at Pokemouche, in that County :

A Petition from John Frizzle and others, praying a continuation of the Grant to a Courier between Shippegan and Bathurst : and

A Petition from Henry W. Baldwin and others, praying a Grant of money, in aid of public subscription, towards the erection of a Building, to be used as a Temperance Hall and Mechanics' Institute, in Bathurst.

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

The Honorable Mr. Chandler, by leave, presented a Petition from Thomas Robson, praying for Legislative aid in the erection and maintenance of a Fog Bell invented by him.

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

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

A Petition from H. B. Allison and others, Trustees of the Newcastle Grammar School, praying the usual Grant for said School :

A Petition from William Loch, praying for a return of Duties on one hundred and sixty tons of Timber paid twice : and

A Petition from John Lawler, a licenced Teacher, praying compensation for teaching a School.

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

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

A Petition from Mary Whelpley, Widow of an old Soldier of the Revolutionary War, praying the continuance of the Provincial Pension :

A Petition from Sabra Lyon, Widow of an old Soldier, with a like prayer : and

A Petition from Tamar Britney, Widow of an old Soldier, with a like prayer.

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

Messages from His Excellency the Lieutenant Governor were delivered by the Honorable Mr. Chandler, a Member of Her Majesty's Executive Council.

The Honorable the President read the same, and they were again read by the Clerk, as follows :—

NEW BRUNSWICK.

Message to the Legislative Council,

5th February, 1849.

EDMUND HEAD.

The Lieutenant Governor, referring to his opening Speech, communicates to the Council a copy of the Commissioners' Report on the proposed Line of Railway between Halifax and Quebec, together with a copy of the Secretary of State's Despatch which accompanied it, and recommends the same to their serious consideration.

E. H.

(Copy—No. 78.)

RAILWAY.

Downing Street, 17th November, 1848.

SIR,—The Commissioners appointed by Her Majesty's Government to explore and survey the line of country offering the greatest advantages for the formation of a Railway from Halifax, through New Brunswick, to Quebec, having completed the duties with which they were charged, I have now the honor to transmit to you the final Report of Major Robinson, addressed to the Inspector General of Fortifications.

I have perused this able document with the interest and attention it so well merits; and I have to convey to you the assurance of Her Majesty's Government, that we fully appreciate the importance of the proposed undertaking, and entertain no doubt of the great advantages which would result, not only to the Provinces interested in the work, but to the Empire at large, from the construction of such a Railway; but great as these advantages would be, it is impossible not to be sensible that the obstacles to be overcome in providing for so large an expenditure as would be thus incurred, would be of a very formidable kind. Before, therefore, Her Majesty's Government proceed to consider the question, as to whether any steps should be taken to carry this plan into effect, it is necessary that we should be informed how the several Provinces would be prepared to co-operate in its execution.

It is obvious that the cost of the work would be too great, as compared to the return to be anticipated from the probable traffic, to give reasonable hope of its being undertaken by any Company as a private speculation. The question therefore arises, whether it would be expedient that in some form public assistance should be given towards the accomplishment of an object in which the public is so much interested.

The answer to this question must, in a great measure, depend upon the degree of importance which the Provinces attach to the opening of this Line of Communication, and upon the amount of exertion they would be prepared to make for the purpose. I am therefore anxious that the subject should be brought under the early consideration of the respective Legislatures, and that I should be placed in possession of their views with respect to it, as soon as may be practicable.

In forming a judgment as to whether public assistance ought to be given towards the execution of the work, it will be necessary to take into consideration the different ways in which this might be done. Various modes of proceeding have been proposed. One is, that of endeavouring to form a Company, by guaranteeing to them a certain minimum interest on the capital to be invested in the undertaking. This plan would no doubt possess some advantages, but on the other hand, it would be attended with the disadvantage of depriving the public of the proper control over a great National Work, and also of having a tendency to encourage inattention to economy both in the construction and subsequent working of the Line. This last objection has been met by proposing that any Company formed to construct the Line, should receive assistance, not in the form of a guarantee of any given rate of interest, but of a fixed payment, either of capital towards the execution of the work, or of an annual sum of money in addition to the receipts derived from traffic when the Line is completed.

Another plan which has been suggested is, that the required capital should be raised by Loan by the Government, and Contracts entered into for the formation of the Line, which, when finished, could be worked either by the Government, or by any Company formed for that purpose, and to which Company the working of the Line might be leased under such conditions and for such a period as might be deemed advisable. The objections to this proposal are those usually raised against the undertaking of such a work by a Government, while on the other hand it would be attended with these advantages—first, that probably the capital required would then be raised on better terms than could otherwise be expected; and secondly, that the Government would have a more complete control over a great National Line of Communication.

I am not able at present to pronounce any opinion in favour of one or other of these plans, or even in favour of the measures being attempted at all; but I merely throw out these different suggestions for the consideration of yourself, and of the Executive Council and Legislature of New Brunswick.

It will further be very material to consider what return is to be expected for the outlay, and from what source the means of affording any pecuniary assistance to be given by the respective Provinces can best be provided. Upon this part of the subject I have to remark, that in estimating the probable return which the Railway would yield, it appears to me highly necessary to advert not only to the direct return from the traffic, but to the indirect return from the increased value given to the lands through

through which it will pass. That the opening of the Line would, in the districts it traversed, greatly enhance the value of the lands which are still lying waste, and also, though in an inferior degree, the value of those already settled, there can be no reasonable doubt; though I do not possess the means of judging whether the amount of that increased value has been correctly estimated by Major Robinson in his Report. Hence it seems to follow, that this increased value ought to be made available towards the execution of the work; and I would suggest for the consideration of the Colonial Authorities, whether it might not be advisable that Acts should be passed, vesting in the hands of Commissioners to be appointed for that purpose, all the hitherto ungranted Lands lying within a certain distance of the Line, in order that these lands might be sold or otherwise appropriated for the promotion of the undertaking.

It might also, I think, be very reasonably enacted, that lands lying within a given distance of the Line, should be subjected, on its being completed and opened, to some moderate charge in the nature of a rate, in consideration of the benefit the proprietors receive from it. The practice is general, both in this Country and in America, of rating for the Highways the property which is benefited by them, and I can see no reason why this rate should not be extended to Railways. Should this suggestion be adopted, it would, I think, be expedient to give the owners of land, subjected to this charge, the option of redeeming it upon easy terms, and of paying in land when they might have a difficulty of doing so in money.

I understand from Major Robinson, that the owners of land in one portion of Nova Scotia, have already offered to contribute liberally to this object.

In addition to the value which the different Legislatures would be prepared to contribute in land or by the imposition of a local charge upon lands benefited by the Line, it would be necessary also for them to consider respectively, what amount they would be willing to grant from the general Revenue of the Province, towards the payment either of the interest of a loan to be raised for the execution of the work, or towards the sum which might be required to make good the engagements entered into with any Company that might undertake it.

The whole subject is one of the very highest importance, on which I shall be anxious to learn the conclusions to which the Colonial Authorities may come after mature consideration, and after such communication with each other as may be necessary.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

[*Vide Appendix No. 1.*]

NEW BRUNSWICK.

Message to the Legislative Council,

5th February, 1849.

EDMUND HEAD.

The Lieutenant Governor, referring to his opening Speech, communicates to the Council, copy of a Despatch from Her Majesty's Secretary of State on the subject of the settlement of Immigrants and the sale of Wilderness Lands, together with a Minute of the Executive Council thereon, and recommends the same to earnest consideration.

E. H.

(Copy—No. 43.)

LAND AND EMIGRATION.

Downing Street, 10th July, 1848.

SIR,—I have the honor to acknowledge the receipt of your Despatch, No. 32, of the 27th of May last, enclosing the copy of a Letter from the Emigration Agent at Saint John, respecting the proposed Immigration, into the Colony, of a body of Scotch Farmers, together with a copy of a Report of the Surveyor General of Crown Lands, to whom you referred the subject.

I entirely concur with you, that it is most desirable for the interests of the Province, that the introduction of settlers of the class of those who intend to emigrate from Scotland, should be encouraged; and with this view, I am anxious to point out to you, and through you to the Legislature, that the true object to be attained by the system of sale now in force in the British North American Provinces, is the acquisition of land by those only who have the will and the power to improve it. I am of opinion, therefore, that the principle of selling, and not of granting land, should exclusively prevail, but that the whole price paid for it should be invested in such a manner as to render it more valuable to the *bona fide* occupiers. To this end, in the southern hemisphere, the sums received for Land Sales are mainly expended in the introduction of labourers, by which means the value of land is most directly increased.

A similar principle is, I conceive, advantageously applicable to New Brunswick, where all money received for land might be expended in improving the means of communication, by opening roads. By allowing no land to be obtained otherwise than by purchase, (which does not necessarily exclude receiving payment in labour instead of in money,) and at the same time strictly applying the proceeds of Land Sales to the improvement of the district from which they are derived, the danger of abuse from parties taking land which they are not able or willing to bring into cultivation, would be effectually guarded against, while the land might be sold at a higher price than is usually acquired in New Brunswick, and yet prove really cheaper to the purchaser than when sold at almost a nominal price, and left without roads or other improvements.

On the other hand, it is obvious, that if the money received for land is not expended in rendering it more available for settlement, the result must be to increase most seriously the difficulty experienced by valuable settlers in establishing themselves in the Province, by exhausting their capital in paying for the land, without affording them any corresponding advantages.

Entertaining these views, I earnestly trust that the Legislature of New Brunswick may see fit to enable you to offer encouragement to the settlers proposing to emigrate from Scotland, by empowering you to undertake, on the part of the Local Government, that the whole purchase money of any land they may buy shall be employed in the manner I have pointed out, and that similar encouragement will be given to other parties, who, I trust, may, by the means I have recommended, be induced to follow their example.

I am, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart.

[*Vide Appendix No. 2.*]

NEW BRUNSWICK.

Message to the Legislative Council,

5th February, 1849.

EDMUND HEAD.

The Lieutenant Governor, referring to his opening Speech, communicates to the Council, copies of Despatches received from Her Majesty's Secretary of State relating to the Public Expenditure of this Province and the mode of imposing Duties on articles of importation.

E. H.

(Copy—No. 6.)

REVENUE.

Downing Street, 22d March, 1848.

SIR,—I have had under my consideration Sir William Colebrooke's Despatch, and its enclosures, of the 25th February, No. 20, in which he states that a question has arisen in New Brunswick,—“Whether the repeal of the Imperial Duties Act, in the Parliamentary Session of 1846, has had the effect of modifying the instructions contained in Lord Stanley's Circular Despatch of the 28th June, 1843, and should preclude the Provincial Assemblies from imposing differential Duties;”—and sub-joins two opinions of Counsel on the point, one of the Advocate General, Mr. Wright, the other of the Solicitor General and three other Queen's Counsel.

It

It is very material that there should be a right understanding upon this question, as any doubt which was suffered to rest upon it might lead to considerable inconvenience. I have therefore to inform you, that the instructions conveyed by Lord Stanley on the 28th June, 1843, to the Governors of Her Majesty's Colonial Possessions, continue in full force at the present time. It is desirable that the Legislature of New Brunswick should be soon apprized of this fact, as Sir William Colebrooke mentions that the Revenue Bill for the ensuing year is now under the deliberation of the Assembly, and that they are disposed to modify it in a manner which he does not exactly specify, but which leaves me to infer that an inclination exists to impose something in the nature of differential Duties. I may perhaps have misunderstood what Sir William Colebrooke intended to convey; but if my apprehension should be well founded, I hope that the Local Legislature will not deliberately adhere to an intention of reviving a class of Duties, of which Parliament has so recently, and on such strong ground, condemned the policy. And although I cannot pronounce a positive judgment upon an Act not yet transmitted to me, I must state that I think it highly improbable that I could advise Her Majesty to sanction any measure which should contemplate the imposition of differential Duties upon Imports into New Brunswick, when the policy of levying such Duties in this Country has been abandoned by Parliament, as detrimental to the general interests of the Empire.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c. New Brunswick.

(Copy—No. 25.)

REVENUE.

Downing Street, 16th May, 1848.

SIR,—I have to acknowledge receipt of Sir William Colebrooke's Despatch, No. 38, of the 8th of April, transmitting the annual "Blue Book" of New Brunswick for 1847.

The Report with which this Book is accompanied is highly satisfactory, except so far as it relates to the public expenditure, which, I regret to learn, still exceeds the Revenue. My predecessors in this Office have on several occasions* remarked upon the objectionable practice of the Colony exceeding its resources; and I can only hope that the subject of making provision against an accumulation of debt, will seriously occupy the attention of the Legislature during its next Session.

I have, &c.

(Signed)

GREY.

* Lord Stanley, 28th Aug., 30th Nov., 9th Dec., 1841; 31st Mar., 29th June, 30th June, 13th Aug., 2d Nov., 1842; and 4th Sept. 1843: Mr. Gladstone, 18th May, 1846.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

(Copy—No. 72.)

REVENUE.

Downing Street, 9th November, 1848.

SIR,—Her Majesty's Government have had under their consideration the Act passed by the Legislature of New Brunswick in the month of March last, imposing Duties for raising a Revenue, and I now transmit to you, for your information, the accompanying copy of a Letter* from the Board of Treasury to the Lords of the Committee of Privy Council for Trade, explaining the objections entertained to this Law.

I have not considered it proper to advise Her Majesty to disallow this Act, as that step would occasion much inconvenience in New Brunswick; but I must direct you to withhold your assent from any future Act, continuing the differential Duties of the present Act, or making discrimination in any other respect between Duties on the produce and manufactures of the United Kingdom or of other British possessions abroad, and those on the produce and manufactures of Foreign Countries, unless you shall have obtained the express approval and authority of Her Majesty's Government.

I have, &c.

(Signed)

GREY.

* 5th October, 1848.

Lieut. Governor Sir E. Head, Bart. &c. &c. &c.

NEW BRUNSWICK.

Message to the Legislative Council,

EDMUND HEAD.

5th February, 1849.

The Lieutenant Governor, referring to his opening Speech, lays before the Council, copy of a communication received from the Secretary of State relating to the Post Office in this and the neighbouring Colonies.

E. H.

(Copy—No. 92.)

POST OFFICE.

Downing Street, 1st January, 1849.

SIR,—I have to acknowledge the receipt of your Despatch, No. 108, of the 1st ultimo, stating, with reference to a Communication you had received from the Governor General of Canada, relative to the Postage question, the desire of the Legislature of New Brunswick to co-operate with the neighbouring Colonies for the amelioration of the Postal arrangement.

I transmit for your information the copy of a Despatch which I have recently addressed to the Earl of Elgin on this subject, and I have to acquaint you that I have submitted the point raised by the Attorney General, as to the amendment of the Criminal Law relating to the Post Office, for the consideration of the Postmaster General.

I have, &c.

(Signed)

GREY.

Lient. Governor Sir E. Head, Bart. &c. &c. &c.

[Enclosure in No. 92.]

(Copy—No. 301.)

Downing Street, 15th December, 1848.

MY LORD,—I have now to acknowledge your Despatch of the 14th June last, enclosing the Report of the Committee of the Executive Council of Canada on the subject of the Provincial Post Office. I have communicated on the important subjects of this Report with the Heads of other Departments of Her Majesty's Government, and I have now to inform you that Her Majesty's Government is prepared to carry into effect the proposed arrangement, and to take steps by which the management of the Post Office in the North American Colonies will be left to the Colonial Governments. But on reference to the Law Officers, they have been advised that this cannot be done without the authority of an Act of Parliament; application will therefore be made for that purpose in the ensuing Session.

(Signed)

GREY.

Right Hon. the Earl of Elgin, &c. &c. &c.

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 7th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Owen,
Mr. Minchin,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Crane,
Mr. Simonds.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, Charlotte County, was read a second time,

ORDERED

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

The Honorable Mr. Owen, by leave, presented a Petition from Nancy M'Bean, Widow of an old Soldier in the Revolutionary War, praying the usual allowance.

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

The Honorable Mr. Botsford, by leave, presented a Petition from the Reverend Michael Power and others, the Committee of Roman Catholic School at Bathurst, in the County of Gloucester, praying for the continuance of the Grant to that Establishment.

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

The Honorable Mr. Minchin, by leave, presented a Petition from Gould Crouse, of Douglas, praying that the allowance to Ruth Baird, a Widow of an old Soldier in the Revolutionary War, may be granted to him.

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

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

A Petition from Charles Cahill and another, praying compensation for relief afforded to sick Indians :

A Petition from Horatio G. Howard, a licenced Teacher, praying remuneration for teaching a School at Youghall, in the Parish of Bathurst, for three months ending the eight January 1849 : and

A Petition from Messieurs Moore and Harding, Merchants, of Shippegan, praying a return of Export Duties on Timber, twice paid.

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

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

A Petition from the Justices of the Peace for the City and County of Saint John, praying that a Bill may pass to enable the Commissioners of Police in Portland to levy an assessment on the whole Parish of Portland, and upon personal property in said Parish, and to declare the true intent and meaning of certain Sections of the Act for establishing and maintaining a Police Force in the said Parish :

A Petition from the same, praying that a Bill may pass to assess the said City and County for the purpose of paying for Land to be purchased for a Public Burial Ground : and

A Petition from the same, praying that a Bill may pass to enable the Commissioners of Police in the Parish of Portland to make an assessment for the purpose of lighting a part of the said Parish with Gas.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 8th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Hatch,
Mr. Owen,
Mr. Minchin,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Crane,
Mr. Simonds.*

PRAYERS.

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, Charlotte County.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

A Petition from George Sprague, praying aid to run a Packet from Bay Verte to Prince Edward Island : and

A Petition from William Napier, praying compensation for Gauging at Bathurst.

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

The Honorable the Solicitor General, by leave, presented the following Petitions :—

A Petition from Robert Payne, Esquire, praying to be reimbursed his outlay on the Temporary Lunatic Asylum of Saint John : and

A Petition from John Hagerty, Esquire, J. P., and sixty others, inhabitants of Upham and Sussex, in King's County, praying that a certain Road mentioned in the said Petition be made a Great Road.

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

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

A Petition from Nehemiah Marks and four hundred and twelve others, praying that an Act may pass to authorize the erection of another Bridge at the Salt Water, Saint Stephen, in the County of Charlotte :

A Petition from Lydia Williams, a Widow of an old Soldier of the Revolutionary War, praying for the usual allowance : and

A Petition from Janet Campbell, Widow of an old Soldier in the Revolutionary War, with a like prayer.

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

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

A Petition from John Finan, licenced Teacher, praying compensation for teaching a School in the Parish of Sussex, in 1848 : A

A Petition from James M. Hamilton, Merchant, of Saint John, praying for return of Duties paid by him on Molasses imported into that Port in 1848: and

A Petition from John Graves and Humphrey Hayward, praying compensation for a Contract performed by them on the Great Road from Saint John to the Province Line.

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

The Honorable Mr. Hatch, by leave, presented a Petition from Nathan Smart, of Saint Andrews, praying compensation for money expended in building a Bridge over the Chamcook Stream.

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 9th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Hatch,
Mr. Owen,
Mr. Minchin,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Crane,
Mr. Simonds.*

PRAYERS.

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into further consideration the Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, Charlotte County.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A at the end of the Bill, add—" Provided also, that nothing herein contained shall be construed to permit any impediment to the free and unobstructed use of the said Highway for all Her Majesty's subjects and others passing and repassing; and should any obstruction take place, or should any injury be caused to the said Highway by or in consequence of the construction or maintaining of the said troughs, the same shall be deemed and taken to be a common nuisance."

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

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

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

A Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt : and

A Bill to alter the times of holding the Circuit Courts in the City and County of Saint John.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by the Honorable Mr. L. A. Wilmot, with a Bill relating to Salt Mines in this Province ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Carman, with a Bill to alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates ;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

A Petition from William W. Anderson, licenced Teacher, praying for Legislative aid :

A Petition from George Cummings, praying for aid to enable him to give gratuitous instruction to poor Children in the City of Saint John : and

A Petition from the owners of Lots on Saint John Street, in the City of Saint John, praying that the Act to authorize the widening of Saint John Street, and the continuation thereof to Duke Street, may be amended, for the reasons therein set forth.

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

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

A Petition from Jane Hawkins, a Widow of an old Soldier, praying for the usual Pension :

A Petition from Margaret Grierson, a Widow of an old Soldier, with a like prayer :

A Petition from Mary Pratt, a Widow of an old Soldier, with a like prayer :

A Petition from Mercy M. Nichol, a Widow of an old Soldier, with a like prayer :

A Petition from Ruth M. Farlane, a Widow of an old Soldier, praying the usual allowance for two years :

A Petition from Richard M. Gee, of Saint George, praying for remuneration for loss sustained in consequence of a purchase of Land from a commuted Pensioner, the same having been granted to another person :

A Petition from Eliza Carlyle, praying the allowance for teaching a School :

A Petition from John Gallivan, of Saint John, praying for the Provincial allowance for teaching the Roman Catholic Free School for three and a half years in Saint John :

A

A Petition from Robert Watson and three hundred and two others, inhabitants of the County of Charlotte, praying that an Act may pass to incorporate the Saint Stephen and Calais Lower Bridge Company :

A Petition from John Wilson, of Saint Andrews, praying for a return of money paid by him into the Crown Land Office as Surety for Samuel Abbott :

A Petition from Josephus Moore, of Saint David, County of Charlotte, praying that an Act may pass to remunerate certain persons for losses sustained in the purchase of Crown Lands :

A Petition from Timothy Hartt, praying remuneration for teaching a School in the Parish of Saint James, in the County of Charlotte, for four months ending 1st October, 1848 :

A Petition from Mary S. Bell, praying for the Provincial allowance for teaching a School in Saint Stephen for six months ending first December 1846 :

A Petition from William M'Leod, praying Legislative aid to enable him to settle and keep a House of Entertainment on the line of Road from Oak Bay to Eel River : and

A Petition from Thomas Haverty, of Saint James, in the County of Charlotte, praying remuneration for teaching a School in Saint David for six months ending eighteenth June 1841.

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

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

A Petition from Jerushey Black, a Widow of an old Soldier, praying pecuniary aid in her aged and destitute condition :

A Petition from Zachariah Chipman, of Saint Stephen, praying a return of Duties paid on Goods consumed by fire :

A Petition from Eliza R. Dewolfe, praying remuneration for teaching a School :

A Petition from Barbara Morrison, with a like prayer :

A Petition from Flora M'Kenzie, with a like prayer : and

A Petition from Nehemiah Marks, Esquire, and two hundred and eighty five others, inhabitants of the Parishes of Saint Stephen, Saint David, and Saint James, in the County of Charlotte, praying that Bread Stuffs and other necessaries of life be admitted into the Province duty free.

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

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

A Petition from F. W. Hatheway, of Fredericton, praying a return of Duty paid on part of a Steam Engine imported from the United States :

A Petition from Daniel M'Curdy, a licenced Teacher, praying remuneration for teaching a School : and

A Petition from Catherine Carter, a licenced Teacher, praying remuneration for teaching a School in the Parish of Saint Mary for four months ending the eighth day of December 1848.

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

Adjourned until Monday next at 12 o'clock.

MONDAY

MONDAY, 12th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Crane,
Mr. Simonds.*

*Mr. Botsford,
Mr. Hatch,
Mr. Owen,
Mr. Minchin,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte, as amended, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with an amendment, to which they desire the concurrence of the Assembly.

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

A Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt :

A Bill to alter the times of holding the Circuit Courts in the City and County of Saint John :

A Bill relating to Salt Mines in this Province : and

A Bill to alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates."

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

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

A Bill to make provision for a Public Burial Ground in and for the City and County of Saint John :

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

A Bill to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas.

The said Bills were severally read a first time.

ORDERED, That the two first mentioned Bills be severally read a second time to-morrow.

ORDERED, That the twenty third Rule of this House be dispensed with, as regards the Bill to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas, and that the same be read a second time.

The said Bill was read a second time.

ORDERED

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

The Honorable Mr. Chandler presented to the House a Bill, intituled "An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law."

The said Bill was read a first time.

ORDERED, That the said Bill be printed.

A Message was brought from the Assembly by Mr. Hayward, with a Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the new Burial Ground in the said Parish; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Brown, with a Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in excess or without Licence; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

A Petition from Daniel Jones, praying remuneration for inventing a Fog and Alarm Bell: and

A Petition from Thomas W. Smith, praying remuneration for attendance on wounded Police, by direction of Sir William Colebrooke.

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

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

A Petition from Isaac Guiou, praying remuneration for a Lot of Land granted to the Rector, Church Wardens and Vestry of Queensbury:

A Petition from Jane Moore, praying remuneration for teaching a School: and

A Petition from Daniel Heustis, praying usual allowance for Oat Mill.

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

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

A Petition from Daniel Sullivan and others, praying for an Act of Incorporation for the erection of a Toll Bridge on the River Saint Croix:

A Petition from William H. Butler and another, Sons of Temperance, praying for the repeal of the Act regulating Taverns, &c.:

A Petition from Eliphaz Codington, praying a grant of money:

A Petition from Mary O'Neil, praying allowance for teaching a School:

A Petition from Andrew M'Culloch, praying for return Duties: and

A Petition from Mary J. Bixby, praying allowance for teaching a School.

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

The

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

A Petition from Samuel Gowan, praying remuneration for acting Tide Waiter in Saint Stephen :

A Petition from Freeman H. Todd, praying return of Duties paid on Lumber lost at Sea :

A Petition from William Todd, praying return of Duties on Timber shipped to the West Indies :

A Petition from Freeman H. Todd, with a like prayer :

A Petition from Margaret Thompson, praying remuneration for loss arising from mistake of Deputy Land Surveyor : and

A Petition from John Henry and one hundred and forty five others, praying aid for a Breakwater.

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

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

A Petition from Ann Mooney, praying remuneration for teaching a School :

A Petition from Catherine Howlett, with a like prayer :

A Petition from Ann M'Kenzie, with a like prayer : and

A Petition from James Wilson, praying remuneration for loss in defending a title to Land granted to him by the Crown.

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

The Honorable the Solicitor General, by leave, presented the following Petitions :—

A Petition from C. H. Turner, praying remuneration for teaching a School : and

A Petition from Thomas R. Robertson and twenty one others, praying for the Incorporation of the Fredericton Mutual Insurance Company.

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

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

A Petition from James Robertson and sixteen others, praying aid for a superior School :

A Petition from Bliss Botsford and others, praying remuneration for building a Temperance Hall and Mechanics' Institute in Moncton : and

A Petition from William Kearney, praying remuneration for teaching a School.

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

The Honorable Mr. Minchin, by leave, presented a Petition from William Gardiner, praying reimbursement for expenses arising from a seizure of Horses.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 13th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds.*

PRAYERS.

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

A Bill to make provision for a Public Burial Ground in and for the City and County of Saint John :

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

A Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the new Burial Ground in the said Parish : and

A Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in excess or without Licence.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill relating to Salt Mines in this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates."

The

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Hatch presented to the House a Bill, intituled "An Act in further amendment of the Acts relating to the incorporation of the Saint Andrews and Quebec Rail Road Company."

The said Bill was read a first time.

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

The Honorable the Solicitor General presented to the House a Bill, intituled "An Act to consolidate and amend the several Acts of Assembly relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof."

The said Bill was read a first time.

ORDERED, That the said Bill be printed.

The Honorable Mr. Simonds, by leave, presented a Petition from Jacob Allan, Esquire, and two hundred and fourteen others, praying for a Money Tax in lieu of Statute Labour.

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

The Honorable Mr. Johnston, by leave, presented a Petition from W. H. Street and two hundred and thirty two others, praying that no change may take place in the Circuit Court for the City and County of Saint John.

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

The Honorable the Solicitor General, by leave, presented the following Petitions:—

A Petition from Francis Beverley, praying payment for certain services performed: and

A Petition from Lydia Shepherd, Widow of an old Soldier, for arrearages.

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

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

A Petition from Robie Skinner, praying allowance for teaching a School: and
A Petition from the Trustees of Schools, Parish of Wickham, Queens' County, praying a Grant for a Schoolmaster.

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

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

A Petition from James A. Maclauchlan, Esquire, and fifty four others, praying for the annexation of certain Islands to the Parish of Douglas, County of York:

A Petition from Henry E. Dibblee, Deputy Treasurer at Woodstock, praying a Grant for Collections made by him under the Imperial Act:

A Petition from Simeon Porter, of Douglas, praying allowance for teaching a School: and

A Petition from Nicholas Wheeler, late Tide Waiter, praying remuneration for loss of office.

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

The Honorable Mr. Crane, by leave, presented a Petition from the Founder, Trustees and Managing Committee of the Wesleyan Academy, praying for an Act of Incorporation.

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

The Honorable the Solicitor General, by leave, presented a Petition from Elizabeth Cameron, Widow of an old Soldier, praying the usual allowance.

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

The Honorable Mr. Shore, by leave, presented a Petition from Joseph Pickard, of Douglas, praying allowance for teaching a School.

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

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

A Petition from Hugh Copely, of Saint George, praying allowance for teaching School in that Parish: and

A Petition from James Baldwin, of Saint John, praying pecuniary aid.

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

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 14th February, 1849.

PRESENT:

THE HON.

Mr. Black, President.

Mr. Shore,

Mr. Hatch,

Mr. Owen,

Mr. Simonds.

Mr. Botsford,

Mr. Johnston,

Mr. Crane,

PRAYERS

PRAYERS.

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

A Bill to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt :

A Bill relating to Salt Mines in this Province :

A Bill to alter and amend an Act, intituled " An Act to provide for the collection of County and Parish Rates : " and

A Bill to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

Pursuant to the Order of the Day, the Bill, intituled " An Act in further amendment of the Acts relating to the incorporation of the Saint Andrews and Quebec Rail Road Company, " was read a second time.

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

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the new Burial Ground in the said Parish.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Steves, with a Bill to authorize Her Majesty's Justices of the Peace in the County of Albert to designate the Gaol Limits of said County ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The

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

A Petition from W. H. Street, Mayor of the City of Saint John, and three hundred and forty six others, praying that the Legislature would remonstrate with Her Majesty's Government against any change in the transmission of the Mails from Liverpool to Halifax and the United States:

A Petition from Jacob Allan and fifty others, praying aid to the Portland and Lancaster Steam Ferry Company:

A Petition from W. H. Street and others, praying relief from liabilities arising from a Loan to the Bridge Company, Saint John:

A Petition from John Robinson, Esquire, and others, praying amendment of Act to incorporate Fredericton: and

A Petition from M. Cranney, praying for return Duties on Pork and Flour imported from Canada.

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

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

A Petition from John Henderson, praying allowance for teaching a School in Blackville:

A Petition from the Justices of the Peace for the County of Northumberland, praying aid to erect a Building for the Public Records: and

A Petition from David Lynch, praying an allowance for teaching a School.

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

The Honorable Mr. Owen, by leave, presented a Petition from James Ray, Seaman, praying pecuniary aid.

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

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

A Petition from Thomas Clerke, praying return Duties for reasons therein mentioned:

A Petition from W. H. Street and two hundred and thirteen others, praying for an increase of two Members to the Representation of the City of Saint John in General Assembly:

A Petition from the same, praying that the Duty on Flour may be abolished:

A Petition from Robert P. Smith, Surgeon, praying remuneration for vaccinating poor persons in Saint John: and

A Petition from Joseph F. Hunt, praying return Duties on articles consumed by fire at Saint John.

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

The Honorable Mr. Hatch, by leave, presented a Petition from Martin Gleason, of Saint James, praying to be secured in the possession of a lot of Land for the reasons therein specified.

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

The

The Honorable Mr. Botsford, by leave, presented a Petition from the President, Directors and Company of the Saint Andrews and Quebec Rail Road, praying an alteration in their Charter.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 15th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Simonds.*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,*

PRAYERS.

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

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

A Bill to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the new Burial Ground in the said Parish.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

Pursuant to the Order of the Day, the Bill to authorize Her Majesty's Justices of the Peace in the County of Albert to designate the Gaol Limits of said County, was read a second time.

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

The Honorable Mr. Chandler presented to the House a Bill, intituled “An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions.”

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Porter, with a Bill to incorporate the Saint Stephen Upper Mills Boom Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Boyd, with a Bill to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable the President lays before the House the following Documents :—

The Report and Return of the Central Bank of New Brunswick :

Do.	do.	Charlotte County Bank :
Do.	do.	Bank of New Brunswick :
Do.	do.	Commercial Bank of New Brunswick :

Also, a Statement from the Commissioners of Police of the Parish of Portland to first January, 1849.

ORDERED, That the same do lie on the Table.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to alter the times of holding the Circuit Courts in the City and County of Saint John.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to make provision for a Public Burial Ground in and for the City and County of Saint John.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

A Petition from Henry P. Sancton, on behalf of New York Circus, for return Duties : and

A Petition from Jacob Allan and eighty others, praying authority for laying out a Street in Portland.

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

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

A Petition from Zachariah Chipman, praying return Duties on Lumber : and

A Petition from John Mann, of Saint James, praying allowance for teaching School.

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

The Honorable the Solicitor General, by leave, presented the following Petitions :—

A Petition from the Saint John Agricultural Society, praying that a Board may be established, and for aid :

A Petition from Patrick Commerford, praying aid to establish a temporary Home for Seamen :

A Petition from James Moran and others, praying reimbursement for expenses incurred by Typhus Fever :

A Petition from the Reverend Samuel Robinson, Moderator of Baptist Association, praying that the Reverend Edward D. Very may be authorized to solemnize Marriage :

A Petition from Messieurs Doherty and M'Tavish, praying for return Duties : and

A Petition from the President and Directors of the Mechanics' Institute, Saint John, praying pecuniary aid.

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

On motion made and seconded—

ORDERED, That a Select Committee of three Members be appointed to report upon such Bills relating to Corporations as may be referred to them the present Session ; and that the Honorable Messieurs Botsford, Chandler and Hatch do compose the said Committee.

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 16th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,*

*Mr. Botsford,
Mr. Hatch,
Mr. Owen,
Mr. Minchin.*

PRAYERS.

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

A Bill to incorporate the Saint Stephen Upper Mills Boom Company :

A Bill to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof : and

A Bill, intituled " An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions."

ORDERED

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to authorize Her Majesty's Justices of the Peace in the County of Albert to designate the Gaol Limits of said County.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Chandler presented to the House a Bill, intituled "An Act to consolidate and improve the Laws relating to the administration of Criminal Justice."

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Smith, with a Bill to establish the Road leading from Isaac Derry's, in the Parish of Harvey, to the Post Office, thence to Point Wolfe River, in the County of Albert, as one of the Great Roads of Communication in this Province; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Hayward, with Resolutions of Appropriation dated the fifteenth day of February; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

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

A Petition from Ambrose S. Perkins, praying return Duties:

A Petition from L. H. DeVeber and two hundred and twenty five others, praying a grant to Alfred Street, Esquire, for Rail Road expenses and services:

A Petition from Sarah Ann Turner, praying allowance for teaching a School:

A Petition from Alderman Bond and one hundred and twenty six others, of Carleton, City of Saint John, against the Bill for altering the City Charter:

A Petition from William Olive and eighty others, praying for Act of Incorporation of the Carleton Mechanic Ship Building and Navigation Company: and

A Petition from Alderman Bond and two hundred and sixty one others, against the Bill to raise a Loan to pay the City Debt becoming a Law.

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

The Honorable Mr. Minchin, by leave, presented a Petition from G. T. Latham, praying allowance for teaching a School in Southampton.

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

The

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

A Petition from John Wilson, praying reimbursement of losses arising from running a Ferry across the South West Branch of the Miramichi :

A Petition from Martha Pendleton, Widow of an old Soldier, praying for usual allowance :

A Petition from William Weatherill, praying allowance for teaching a School :

A Petition from David Hopkins, for damages arising from a public Bridge built by him :

A Petition from James W. Street, praying remuneration for money expended for the relief of Emigrants :

A Petition from James Linton, praying a sum of money to remove Rocks from the Bocabec Stream :

A Petition from Alexander Williston and others, praying aid to build a Scow for Ferry across the Bay du Vin River :

A Petition from William Wilson, praying allowance for teaching a School in the Parish of Nelson :

A Petition from Elizabeth Hilland, praying pecuniary aid :

A Petition from William Kelly, praying compensation for running a Stage from Richibucto to Miramichi : and

A Petition from the Minister, Elders and Trustees of the Saint John Presbyterian Church in Saint John, praying aid for the Seminary established at that place.

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

The Honorable Mr. Crane, by leave, presented a Petition from J. R. M'Pherson, praying remuneration for taking charge of Draw Bridge at Oromocto.

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

On motion made and seconded—

ORDERED, That the Bill, intituled "An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions," be printed.

Adjourned until Monday next at 12 o'clock.

MONDAY, 19th February, 1849.

PRESENT :

THE HON.

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane.*

Mr. Black, President.

*Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to authorize Her Majesty's Justices of the Peace in the County of Albert to designate the Gaol Limits of said County, was read a third time and passed.

ORDERED

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

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

A Bill, intituled “An Act to consolidate and improve the Laws relating to the administration of Criminal Justice :” and

A Bill to establish the Road leading from Isaac Derry’s, in the Parish of Harvey, to the Post Office, thence to Point Wolf River, in the County of Albert, as one of the Great Roads of Communication in this Province.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to authorize Her Majesty’s Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Crane presented to the House a Bill, intituled “An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province.”

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Porter, with a Bill to establish the Road leading from Roix’ Farm, on the Great Road between Saint George and Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

A Bill to amend an Act for the establishment and regulation of Boards of Health in the several Counties in this Province :

A Bill to provide for the management of the Provincial Lunatic Asylum :

A Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street in the said City : and

A Bill to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville.

The said Bills were severally read a first time.

ORDERED, That the three first entered Bills be severally read a second time to-morrow.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. Barberie, with a Bill to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion made and seconded—

RESOLVED, That the House be put into Committee of the whole on Wednesday next, to take into consideration any Resolutions of Appropriation sent from the Assembly.

ORDERED, That the Resolutions of Appropriation dated the fifteenth day of February instant, be referred to the said Committee.

On motion—

ORDERED, That the Bill, intituled "An Act to consolidate and improve the Laws relating to the administration of Criminal Justice," be printed.

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

A Petition from the Mayor, Aldermen and Commonalty of Saint John, praying to be authorized to purchase or lease Land for a Market:

A Petition from William O. Smith and Henry Chubb, Commissioners of the Orphan Emigrant Asylum, praying Legislative aid: and

A Petition from Lieutenant Colonel Brown, of Her Majesty's Royal Regiment, praying for return Duties on Wine.

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

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

A Petition from Rachael Turner, praying remuneration for teaching a School; and
A Petition from Daniel M'Laughlin, Overseer of Fisheries at Grand Manan, praying compensation for losses sustained in the execution of his duty.

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

The Honorable the Solicitor General, by leave, presented a Petition from Magdalen Schureman, the Widow of an old Officer, praying pecuniary aid.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY

TUESDAY, 20th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

Mr. Botsford,

Mr. Chandler,

Mr. Hatch,

Mr. Johnston,

Mr. Owen,

Mr. Crane,

Mr. Minchin.

PRAYERS.

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

A Bill, intituled "An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province :"

A Bill to establish the Road leading from Roix' Farm, on the Great Road between Saint George and Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication :

A Bill to amend an Act for the establishment and regulation of Boards of Health in the several Counties in this Province :

A Bill to provide for the management of the Provincial Lunatic Asylum :

A Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street in the said City : and

A Bill to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt.

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations have examined "A Bill in farther amendment of the Acts relating to the incorporation of the Saint Andrews and Quebec Rail Road Company;" also, "A Bill to incorporate the Saint Stephen Upper Mills Boom Company;" also, "A Bill to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville;" and beg leave to report, that they recommend the said several Bills to the favourable consideration of the House, without amendment.

Committee Room, February 19, 1849.

A. E. BOTSFORD, *Chairman.*

ORDERED, That the twenty third Rule of this House be dispensed with, as regards these Bills, and that the House be put into Committee of the whole presently to take the said several Bills, and the Report of the Select Committee thereon, into consideration ; whereupon

The

The House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Saint Stephen Upper Mills Boom Company, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act in further amendment of the Acts relating to the incorporation of the Saint Andrews and Quebec Rail Road Company," and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to establish the Road leading from Isaac Derry's, in the Parish of Harvey, to the Post Office, thence to Point Wolf River, in the County of Albert, as one of the Great Roads of Communication in this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the Bill to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

Adjourned until To-morrow at 1 o'clock.

WEDNESDAY

WEDNESDAY, 21st February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin.*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,*

PRAYERS.

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

A Bill to incorporate the Saint Stephen Upper Mills Boom Company : and

A Bill to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

Pursuant to the Order of the Day, the Bill, intituled "An Act in further amendment of the Acts relating to the incorporation of the Saint Andrews and Quebec Rail Road Company," as engrossed, was read a third time and passed.

ORDERED, That the Title be—

An Act in further amendment of the Acts relating to the incorporation of the Saint Andrews and Quebec Rail Road Company.

ORDERED, That the Master in Chancery do carry the said Bill down to the Assembly and acquaint that House that the Legislative Council have passed this Bill, and desire the concurrence of the Assembly thereto.

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

A Bill to incorporate the Saint John Friendly Fire Insurance Company :

A Bill to incorporate the Carleton Mechanic Ship Building and Navigation Company : and

A Bill to incorporate the Saint John and Shediac Railway Company.

The said Bills were severally read a first time.

ORDERED, That the twenty third Rule of this House be dispensed with, as regards these Bills, and that the same be read a second time.

The said Bills were severally read a second time.

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

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

A Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick :

A

A Bill to incorporate the Fredericton Mutual Insurance Company : and
 A Bill in addition to an Act to regulate the ungranted Ferries in this Province.

The said Bills were severally read a first time.

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

ORDERED, That the twenty third Rule of this House be dispensed with, as regards the two first mentioned Bills, and that the same be read a second time.

The said Bills were severally read a second time.

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

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

A Petition from W. H. Street, John Ward, Robert W. Crookshank, Esquires, and two hundred and sixty five others, Merchants and Inhabitants of Saint John, praying aid to carry into effect the Chignecto Railway Company Act :

A Petition from John W. Ormsby, Commanding Her Majesty's Royal Artillery in Saint John, praying a refund of Duties paid on Wines :

A Petition from the Commissioners of the Alms House and Work House of the City and County of Saint John, praying reimbursement of advances for the relief of sick and indigent Emigrants : and

A Petition from C. M. Chamberlain, praying the usual allowance as a Teacher.

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

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

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

NEW BRUNSWICK.

Message to the Legislative Council,

20th February, 1849.

EDMUND HEAD.

The Lieutenant Governor lays before the Council a Circular Despatch, received by the last Mail from the Secretary of State, relative to the time and mode of taking a Census of the Population, and recommends the same to their consideration.

E. H.

[*Vide Appendix No. 3.*]

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The

The Honorable Mr. Botsford, by leave, presented a Petition from LeBaron Drury, John Barberie, Ebenezer Smith, and one hundred and fifty six others, of King's County, praying aid in the construction of the Shediac and Saint John Rail Road.

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

The Honorable the Solicitor General, by leave, presented a Petition from sundry inhabitants of Queen's County, praying further powers may be granted to regulate Ferries.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to provide for the management of the Provincial Lunatic Asylum.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The Bill, intituled "An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law," was read a second time.

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to establish the Road leading from Isaac Derry's, in the Parish of Harvey, to the Post Office, thence to Point Wolf River, in the County of Albert, as one of the Great Roads of Communication in this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to amend an Act for the establishment and regulation of Boards of Health in the several Counties in this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

Pursuant

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 22d February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin.*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,*

PRAYERS.

The Honorable the President acquaints the House, that by a Mandamus under the Royal Sign Manual, dated the twentieth January, 1849, the Honorable Robert L. Hazen was appointed a Member of this House, and desires to be admitted ;

That by a Mandamus of the same date, under the Royal Sign Manual, the Honorable George Stillman Hill was appointed a Member of this House, who also desires to be admitted ;

That by Instruments under the Hand and Seal of His Excellency the Lieutenant Governor, respectively dated the twenty first February, 1849, Charles Harrison, Esquire, and James Davidson, Esquire, were appointed provisionally Members of this House, until Her Majesty's pleasure should be known, and who severally desire to be admitted.

ORDERED, That the Honorable Messieurs Botsford and Johnston be appointed a Committee to attend the Honorable Messieurs Hazen, Hill, Harrison, and Davidson, and see them qualified.

The Honorable Mr. Botsford, from the said Committee, reported that they had, according to order, attended the Honorable Messieurs Hazen, Hill, Harrison, and Davidson, who severally took the usual Oath in the presence of His Excellency the Lieutenant Governor.

The Honorable Messieurs Hazen, Hill, Harrison, and Davidson, were then severally introduced between Mr. Botsford and Mr. Johnston, and took their Seats.

Pursuant

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

A Bill to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt : and

A Bill to provide for the management of the Provincial Lunatic Asylum.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

Pursuant to the Order of the Day, the Bill in addition to an Act to regulate the ungranted Ferries in this Province, was read a second time.

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

On motion—

The House was put into a Committee of the whole, to take into consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the Resolutions of Appropriation dated the fifteenth day of February instant, and recommended that the House should concur in the same, and asked leave to sit again.

ORDERED, That the Report be received, and leave granted.

Whereupon the Resolutions of Appropriation dated the fifteenth day of February, were concurred in by the House.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Resolutions of Appropriation.

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into further consideration the Bill to amend an Act for the establishment and regulation of Boards of Health in the several Counties in this Province.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to establish the Road leading from Roix' Farm, on the Great Road between Saint George and Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street in the said City.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

A Bill to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads : and

A Bill to amend an Act to incorporate the New Brunswick Electric Telegraph Company.

The said Bills were severally read a first time.

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

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. Vail, with a Bill to establish the Road leading from Loch Lomond, in the County of Saint John, to Sussex Vale, in King's County, as one of the Great Roads of this Province ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Steves, with a Bill relating to Grammar Schools in the County of Albert ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Wark, with a Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

A Petition from Benjamin Williams, praying for a balance due for building a Bridge over the Magaguadavic River: and

A Petition from the Reverend Doctor Alley, Rural Dean, and the Clergy of his Deanery, praying that the rights of the Church Corporation of Saint Stephen may be secured in case the Act to incorporate the Lower Bridge Company should pass the House.

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

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

A Petition from the President and Directors of the Saint John Water Company, praying for the repeal of an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City:"

A Petition from John Walsh, praying a grant for teaching a School: and

A Petition from Mary Collins, praying pecuniary aid.

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 23d February, 1849.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

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

A Bill to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street in the said City:

A

A Bill to establish the Road leading from Roix' Farm, on the Great Road between Saint George and Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication: and

A Bill to amend an Act for the establishment and regulation of Boards of Health in the several Counties in this Province.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

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

A Bill to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads:

A Bill relating to Grammar Schools in the County of Albert:

A Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent: and

A Bill to establish the Road leading from Loch Lomond, in the County of Saint John, to Sussex Vale, in King's County, as one of the Great Roads of this Province.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill in addition to an Act to regulate ungranted Ferries in this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The Honorable the Solicitor General presented the following Bills to the House:—

A Bill, intituled "An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to sell certain Lands, for the purposes therein mentioned:" and

A Bill, intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions, within this Province, with respect to Summary Convictions and Orders."

The said Bills were severally read a first time.

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

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

A Bill to continue an Act to provide for the payment of Interest on Warrants: and
A Bill for the encouragement of the York and Carleton Mining Company.

The said Bills were severally read a first time.

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

A

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

A Bill in amendment of an Act, intituled "An Act to provide for the incorporation of certain Presbyterian Churches in this Province not in connexion with the Established Church of Scotland:" and

A Bill in addition to and in amendment of an Act, intituled "An Act to incorporate the South Bay Boom Company."

The said Bills were severally read a first time.

ORDERED, That the twenty third Rule of this House be dispensed with, as regards these Bills, and that the same be severally read a second time.

The said Bills were severally read a second time.

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations report that they have had under consideration "A Bill to amend an Act to incorporate the New Brunswick Electric Telegraph Company;" also, "A Bill to incorporate the Fredericton Mutual Insurance Company;" and recommend the said Bills to the favourable consideration of the House, without amendment.

Committee Room, February 23, 1849.

A. E. BOTSFORD, *Chairman.*

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

On motion—

ORDERED, That in regard to the Bill, intituled "An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law," the Order of the House for the third reading of the said Bill, be discharged, and that the House be put into Committee of the whole, to take the said Bill into further consideration.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

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

A Petition from Archibald Menzies and one hundred and three others, praying aid for an Oat Mill in the Parish of Lancaster: and

A Petition from Moses Spragg, praying to be reimbursed expense for taking care of a wounded Policeman.

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

The Honorable the Solicitor General, by leave, presented a Petition from Francis Ferguson and William Napier, Trustees of Saint Luke's Church, Bathurst, praying an Act to pass authorizing them to sell Lands.

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 24th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill in addition to an Act to regulate the ungranted Ferries in this Province, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

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

A Bill for the encouragement of the York and Carleton Mining Company :

A Bill to continue an Act to provide for the payment of Interest on Warrants : and

A Bill, intituled "An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to sell certain Lands, for the purposes therein mentioned."

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations report that they have examined "A Bill to incorporate the Saint John and Shediac Railway Company ;"

Company;" also, "A Bill to incorporate the Carleton Mechanic Ship Building and Navigation Company;" and recommend the said Bills to the adoption of the House without amendment.

They have also had under consideration "A Bill to incorporate the Saint John Friendly Fire Insurance Company," and recommend that the further consideration of the said Bill be postponed for three months.

They have prepared amendments to "A Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick," which they recommend to the favourable consideration of the House.

Committee Room, February 24, 1849.

A. E. BOTSFORD, *Chairman.*

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Fredericton Mutual Insurance Company, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to amend an Act to incorporate the New Brunswick Electric Telegraph Company, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take the Bill to make provision for a Public Burial Ground in and for the City and County of Saint John, into further consideration.

The

The Honorable Mr. Botsford took the Chair,
 After some time the House resumed.
 The Chairman reported, that the Committee had gone through the said Bill, and recommended the same, without amendment, to the adoption of the House.
ORDERED, That the Report be received, and the Bill read a third time on Monday next.

The Honorable the President lays before the House the following Papers:—
 Returns of the Commercial Bank of New Brunswick for April and October, 1848;
 Also, of the Saint Stephen Bank for July 1848, and January 1849.

ORDERED, That the same lie on the Table.

Adjourned until Monday next at 12 o'clock.

MONDAY, 26th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
 Mr. Chandler,
 Mr. Solicitor General,
 Mr. Owen,
 Mr. Minchin,
 Mr. Hazen,
 Mr. Harrison,*

*Mr. Botsford,
 Mr. Hatch,
 Mr. Johnston,
 Mr. Cranc,
 Mr. Simonds,
 Mr. Hill,
 Mr. Davidson.*

PRAVERS.

On motion—

The Bill, intituled "An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law," as engrossed, was read a third time, and passed.

ORDERED, That the Title be—

An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law.

ORDERED, That the Master in Chancery do carry the said Bill down to the Assembly and acquaint that House that the Legislative Council have passed this Bill, and desire the concurrence of the Assembly thereto.

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

A Bill to make provision for a Public Burial Ground in and for the City and County of Saint John:

A Bill relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent:

A Bill to incorporate the Fredericton Mutual Insurance Company: and

A Bill to amend an Act to incorporate the New Brunswick Electric Telegraph Company.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to sell certain Lands, for the purposes therein mentioned."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill for the encouragement of the York and Carleton Mining Company.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to continue the Act to provide for the payment of Interest on Warrants.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Saint John and Shediac Railway Company, and the Report of the Select Committee thereon. The

The Honorable Mr. Botsford took the Chair.
After some time the House resumed.

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

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

At A in Section II. expunge the words “either in the Bank of British North America, or any of its Branches in the North American Colonies, or such other Bank or Banks in the said,” and insert the words “in such Bank or Banks in the British North American.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

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

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

A Bill to facilitate the sale and improvement of Crown Lands in certain cases :
A Bill relating to the Trade between the British North American Possessions : and
A Bill in addition to an Act, intituled “An Act to incorporate the British North American Electro-Magnetic Telegraph Association.”

The said Bills were severally read a first time.

ORDERED, That the two first entered Bills be severally read a second time to-morrow.

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

The said Bill was read a second time.

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

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

A Petition from Michael Tunney, praying allowance for teaching a School : and
A Petition from George J. Harding, praying remuneration for services as Health Officer at the Quarantine Station on Partridge Island.

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

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

A Petition from Robert M'Kay, Junior, praying for a Pension due to Susanna Beckwith, a deceased Widow of an old Soldier :

A Petition from the Reverend Michael Egan and sixty two others, praying for the re-appropriation of money granted last Session for procuring Seed :

A Petition from William Idear and others, with a like prayer :

A Petition from George Wright, praying for return Duties on Furniture imported for his own use : and

A Petition from the Honorable J. Cunard, Henry B. Allison, and one hundred and forty five others, praying for alteration in the Act incorporating the British North American Electro-Magnetic Telegraph Association.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 27th February, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to continue an Act to provide for the payment of Interest on Warrants, was read a third time, and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

Pursuant to the Order of the Day, the Bill to incorporate the Saint John and Shediac Railway Company, as amended, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with an amendment, to which they desire the concurrence of the Assembly.

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

A Bill, intituled "An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions:" and

A Bill, intituled "An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to sell certain Lands, for the purposes therein mentioned."

ORDERED, That the Titles severally be—

An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions: and

An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to sell certain Lands, for the purposes therein mentioned.

ORDERED, That the Master in Chancery do carry the said Bills down to the Assembly and acquaint that House that the Legislative Council have passed these Bills, and desire the concurrence of the Assembly thereto.

Pursuant

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

A Bill relating to the Trade between the British North American Possessions: and
A Bill to facilitate the sale and improvement of Crown Lands in certain cases.

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

On motion—

The Bill, intituled “An Act to consolidate and amend the several Acts of Assembly relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof,” was read a second time.

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Carleton Mechanic Ship Building and Navigation Company, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

The Chairman further reported, that upon the question for the postponement of the said Bill for three months, the Committee divided—

CONTENT.

8

NON-CONTENT.

6

And it was therefore carried in the affirmative.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Saint John Friendly Fire Insurance Company, and the Report of the Select Committee thereon.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in excess or without Licence.

The

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

The Chairman further reported, that upon the question, whether the first Section of the said Bill should pass, the Committee divided—

CONTENT.

The Hon. Mr. President,
Mr. Shore,
Mr. Botsford,
Mr. Chandler,
Mr. Hatch,
Mr. Kinnear,
Mr. Simonds,
Mr. Hill,
Mr. Harrison,
Mr. Davidson.

NON-CONTENT.

The Hon. Mr. Johnston,
Mr. Crane,
Mr. Minchin,
Mr. Hazen.

And so it passed in the affirmative.

That upon the question, whether the second Section of the said Bill should pass, the Committee divided—

CONTENT.

The Hon. Mr. Shore,
Mr. Botsford,
Mr. Chandler,
Mr. Hatch,
Mr. Kinnear,
Mr. Hill,
Mr. Harrison.

NON-CONTENT.

The Hon. Mr. President,
Mr. Johnston,
Mr. Crane,
Mr. Minchin,
Mr. Simonds,
Mr. Hazen,
Mr. Davidson.

And so it passed in the negative.

ORDERED, That the Report be received.

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

At A, Section II. leave out the whole Section, and alter the number of the remaining Section.

The said amendment being read a second time, and the question of concurrence thereon, it was agreed to by the House.

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

A Message was brought from the Assembly by Mr. Taylor, with a Bill to reduce the Salary of the present Clerk of the Pleas; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A

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

A Bill to alter and amend an Act, intituled "An Act relating to the Clerk of the Pleas:" and

A Bill to repeal an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City."

The said Bills were severally read a first time.

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

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

A Petition from Henry H. Scovil and one hundred and one others, praying for alteration of the Great Road between Bellisle and Saint John: and

A Petition from Sarah Ann Dysart, praying allowance for teaching a School.

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

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 28th February, 1849.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

Pursuant to the Order of the Day, the Bill for the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in excess or without Licence, was read a third time;

Then the following additional amendments were moved:—

At B in the Preamble, expunge the words "and whereas large sums of money are now due to the Province upon Bonds given by persons who have cut Timber upon vacant Crown Lands either in excess of Licence or without any Licence."

At C in the Title, expunge the words "and of other persons who have given Bonds for Timber cut in excess or without Licence."

The question was then put, whether the said Bill and the amendments should pass; Whereupon it was resolved in the affirmative.

ORDERED

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with certain amendments, to which they desire the concurrence of the Assembly.

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

A Bill to reduce the Salary of the present Clerk of the Pleas:

A Bill to alter and amend an Act, intituled "An Act relating to the Clerk of the Pleas:" and

A Bill to repeal an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectuai prevention and extinguishment of Fires within the said City."

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

ORDERED, That the twenty third Rule of this House be dispensed with, as regards the last entered Bill, and that the House be put into Committee of the whole presently, to take the said Bill into consideration.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to establish the Road leading from Loch Lomond, in the County of Saint John, to Sussex Vale, in King's County, as one of the Great Roads of this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to facilitate the sale and improvement of Crown Lands in certain cases.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill relating to the Trade between the British North American Possessions,

The

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill relating to Grammar Schools in the County of Albert.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

A Message was brought from the Assembly by Mr. Barberie, with a Bill in addition to an Act in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Brown, with a Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Ritchie, that the Assembly had agreed to the amendment made by this House to the Bill to incorporate the Saint John and Shediac Railway Company.

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

A Petition from John Wheten and thirty others, praying an Act to pass relating to disabled Seamen: and

A Petition from Donald Downie, praying allowance for teaching a School.

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

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

A Petition from John T. Williston and William Letson, Esquires, praying remuneration for expenses attending Quarantine services:

A Petition from Benjamin F. Stymest and forty eight others, praying for the re-appropriation of the grant for Seed:

A Petition from Thomas Ullock and eighty eight others, with a like prayer:

A Petition from Michael Samuel and fifteen others, praying for balances due to them on account of Quarantine expenses:

A Petition from Johnson and Mackie, with a like prayer:

A Petition from Francis Elliot, praying for balance due him for building Bathurst Bridge: and

A Petition from John Thompson, praying balance due from Quarantine Committee.

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

The Honorable Mr. Simonds, by leave, presented a Petition from Thomas N. Daniel and seventy eight others, praying that no Revenue Bill imposing a Duty of ten per cent. on Goods now liable to four per cent. may pass.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 1st March, 1849.

PRESENT:

Mr. Black, President.

THE HON.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

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

A Bill to repeal an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City:"

A Bill to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads:

A Bill relating to the Trade between the British North American Possessions: and

A Bill to facilitate the sale and improvement of Crown Lands in certain cases.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

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

A Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province:

A Bill in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent: and

A Bill, intituled "An Act to consolidate and improve the Laws relating to the administration of Criminal Justice."

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

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

Copies of the Correspondence between His Excellency the Lieutenant Governor and His Excellency the Governor General, in regard to Inter-Colonial Trade:

Also, a copy of the Report of the Inspector General of Canada on the same subject.

(Copy)

Government House, Montreal, May 20, 1848.

SIR,—I have the honor to transmit, for the consideration of Your Excellency and your Executive Council, the enclosed copy of a Memorandum presented to me by the Inspector General of Accounts, on the subject of the Inter-Colonial Trade between Canada and the Sister Provinces of Nova Scotia and New Brunswick, and I shall be obliged by your favouring me with your views on the points which are raised in it.

I have the honor, &c.

(Signed)

ELGIN & KINCARDINE.

His Excellency Sir Edmund Head, &c. &c. &c.

(Copy)

Government House, May 26, 1848.

MY LORD,—I have the honor to acknowledge the receipt of Your Lordship's communication of the 20th instant, enclosing a copy of a Memorandum from the Inspector General of Accounts.

I will not fail to lay the Memorial before the Executive Council at their next meeting, and I shall have the honor of communicating again with Your Lordship on the subject.

I have, &c.

(Signed)

EDMUND HEAD.

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

(Copy)

(Copy) *Government House, Fredericton, May 30, 1848.*

MY LORD,—I have the honor to inform Your Lordship that I brought your letter of the 20th instant, together with its enclosures, before my Executive Council at their meeting yesterday, when the Memorandum of the Inspector General of Accounts was fully considered. The Council were unanimously of opinion that Free Trade between the Provinces of British North America was most desirable, and they agreed in thinking that no apprehension need be entertained of those consequences to the Revenue of Canada which the Inspector of Accounts appears to fear. Practically there is neither capital nor labour in this Province or in Nova Scotia such as is likely to produce the effects contemplated by Mr. Hincks; such effects moreover could not develop themselves rapidly. The course of trade in any given article of large consumption cannot be diverted at once, and ample time would in any case be given for such measures as the Government of Canada might feel to be essential for their own protection. I need not observe that the cost of carriage from New Brunswick or from Nova Scotia must form a material element in the calculation of the profits to arise from any article manufactured in either Province, for consumption in Canada, even if such an application of capital and labour were probable. I am informed that large quantities of Canadian Flour are shipped, or about to be shipped, for Saint John, N. B.: I should much regret to find that the importation of this article is to be fettered by a Duty, and I feel that the northern portions of this Province especially must suffer from the absence of free intercourse with the Canadian markets.

I have, &c.

(Signed)

EDMUND HEAD,

His Excellency the Governor General of Canada, &c. &c. &c.

(Copy)

The Inspector General of Public Accounts humbly submits to the Governor General the following observations on the subject of the Inter-Colonial Trade between Canada and the Sister Provinces of Nova Scotia and New Brunswick.

The Inspector General has had communication of a Proclamation issued by the Lieutenant Governor of Nova Scotia, in which the Act of the Canadian Legislature 10 and 11 Victoria, cap. 31, is recited, as an Act whereby the native produce and manufactures of all or any such of the other British North American Provinces as shall admit the native produce and manufactures of Canada free of Duty, shall be entitled to exemption from Duty under the said Act, with the exception of Spirituous Liquors.

The Proclamation further recites, "and whereas the said Act is now in full force and effect;" and in pursuance of the authority vested in the Lieutenant Governor of Nova Scotia, with the advice of the Executive Council, His Excellency the Lieutenant Governor, by the Proclamation, appoints the first day of May next, upon, from and after which day, all articles, the growth, produce or manufacture of the Province of Canada, (except Spirituous Liquors) shall be admitted into Nova Scotia free of Duty.

The Inspector General is of opinion that the Government of Nova Scotia has been premature in issuing the Proclamation, and in considering the provisions of the Canada Customs Act to bear the meaning given to it as quoted in that document, and also in declaring the Canadian Act as being in full force to the effect recited.

The third Section of the Canadian Act 10 and 11 Vict. cap. 31, contains the following proviso:—
"Provided also, that if in any British North American Colony *all* articles, (except Spirits or Strong Waters) being the growth, produce or manufacture of this Province, shall be exempt from Duty on importation into that Colony, then *the Governor in Council may* exempt from Duty on importation into this Province, all articles, (except Spirits or Strong Waters) being the growth, produce or manufacture of such Colony, and imported directly therefrom."

At the end of the Table of Exemptions appended to the Act, the following paragraph or note, between brackets, is to be found:—

[The native products or manufactures of all or any such of the other British North American Colonies as shall admit the native produce and manufactures of Canada free of Duty, shall be entitled to exemption from Duties under this Act, with the exception of Spirituous Liquors.]

After

After much consideration, and after taking the best advice within his reach, the Inspector General is of opinion that the Act must be construed as giving a discretionary power to the Governor of this Province, in Council, to exempt from Duty all articles, the growth, produce or manufacture of any of the British Colonies of North America, which shall give a reciprocal freedom from Duty to all articles, the growth, produce or manufacture of Canada.

It is well known that many articles not the growth or produce of a Country may, by a slight process of change in the way of manufacture, become the manufacture of that Country, under the meaning given to the expression "manufactures of," in Acts relating to the Customs.

For example, on the article of Sugar, large Duties are imposed by the Canadian Act in question, and a large portion of the Revenue of the Province is derived from this very onerous impost. Should the Governor in Council exempt the article of refined Sugar from Duty, the consequence would seem to follow, that Sugar imported in the raw state into Nova Scotia, and refined there, would be entitled to be imported into Canada free of Duty; a process which would have the effect of surrendering the most important branch of the Canadian Revenue to Nova Scotia, supposing Duties on the Sugar to be levied there, or if the raw Sugar were imported into that Province in Bond or free of Duty, or levying an impost more than equal in value to the whole cost of the article, for the protection of an unimportant branch of manufacture in Nova Scotia, while the same article, manufactured in Canada, would still leave the burden of the whole Duty on raw Sugar.

The effect of such an exemption would, it is believed, cause the whole of the import of Sugar into this Province, to come from Nova Scotia, and the other North American Colonies, in a manufactured state. This Province would then lose the whole Duty, and the Customs Law would only operate to render the manufacture of refined Sugar in Canada, except at a vast loss, impossible.

A very considerable Duty is imposed by the Canada Customs Act on Tobacco. Under the Law, unmanufactured Tobacco can only be introduced on payment of 1½d. per lb. According to the proposed system of Free Trade in manufactures, manufactured Tobacco would be introduced Duty free from the Colonies; the consequence must be the loss of the Revenue of this Province, arising from Tobacco, and the destruction of the Tobacco manufactures of the Province.

The same observation would apply to the article of Leather, a very considerable quantity of which is now imported paying Duty, and there is a heavy impost upon Boots and Shoes, intended probably as protective of home manufactures; but were Boots and Shoes, manufactured in Nova Scotia, imported here free of Duty, the consequence must be, the loss of Revenue on Leather, and the existence of a Duty protecting not the manufactures of Canada, but that of Nova Scotia; for while the price of Leather used by our shoemakers is kept up by an import Duty, it may come through Nova Scotia free of Duty, in the shape of Boots and Shoes, a state of trade which mechanics of this Province would look upon as intolerable.

In short, as regards all articles subject to Duty in a raw state on importation into this Province, should Free Trade in manufactured articles be carried on between the Colonies, the Duties imposed would cease to be a source of Revenue, and would become protective to the manufactures and imports of the Sister Colonies to the exclusion of those of Canada.

In connexion with this subject, the Inspector General begs to remind His Excellency the Governor General, that since the transmission of the Customs Act to England for the signification of the Royal pleasure, numerous complaints have been made by British tradesmen against that provision of the Customs Act under which the Governor in Council is authorized to admit the products and manufactures of the Sister Colonies on more favourable terms than those from the United Kingdom. These complaints are obviously founded in justice; and it would, in the opinion of the Inspector General, be highly inexpedient for the Canadian Government to adopt any measure which would induce the Imperial Government, or the people of the United Kingdom, to believe that their commercial interests were overlooked or disregarded in this Province.

It may possibly be contended, as regards the interests of the Province of Canada, that Canadians will have the same power of manufacturing for the other Provinces which these Provinces will have for Canada; but the effect of such an unnatural course of Trade would be to deprive the Government of Nova Scotia of Revenue which may be absolutely required for the public service there, and without affording any compensation to Canada for the loss of Revenue absolutely required here; and moreover it

It seems obvious that no good could arise to any of the Provinces from a state of trade so curiously artificial; as to force the manufactured articles in use in each Colony to be fabricated in the Sister Provinces, instead of being manufactured at home.

The Inspector General cannot believe that the consequences which in his opinion would necessarily follow, were the Governor in Council to give effect to the provisions of the Customs Act, with regard to Inter-Colonial Trade, were foreseen by the framers of that Law. As a general principle, nothing could be more liberal and politic than free intercourse between the different Provinces forming Her Majesty's Dominions in this part of the world; and had the contemplated exemption from Duty been confined to the native productions of the respective Colonies, from which but a small Revenue is derived, and which under an enlightened system of Commercial Policy might with great propriety be freely exchanged between all Nations without payment of Duty, there could have been no objection to the intended relaxation of the Customs Law; but so long as the Revenues collected in each Province are for the benefit of that Province alone, and so long as the Duties levied in each bear no relation in amount to those collected in the others, and so long as the Customs in each may be evaded by the others, by the introduction of Foreign articles free of Duty, under the name of Colonial manufactures, it appears to the Inspector General that a provision so universal in its application as the one under consideration, must be impracticable.

It might have been desirable if the terms of the Act authorized such a course, that the Governor in Council of Canada should have enumerated such of the products of the Sister Colonies as might be interchanged free of Duty with mutual advantage; it does not however appear that such discretionary power has been conferred by the Act; the exemption, if made at all, must extend to all articles, the growth, produce or manufacture of the Provinces.

Under these circumstances the Inspector General is of opinion that no action should be taken by the Governor in Council in Canada on the subject of Inter-Colonial Trade until further communications have taken place between His Excellency the Governor General and the Lieutenant Governors of Nova Scotia and New Brunswick. In the meantime, to prevent embarrassment to the trade, it may be expedient to remit the Duty imposed upon the products of Nova Scotia and New Brunswick imported into Canada. His Excellency the Governor General has already, by virtue of the authority vested in him, by law, remitted the Duty on Fish imported from Nova Scotia, and a similar relaxation will doubtless be made in cases of a similar kind, until the subject can again be brought under the notice of the Legislature. This probably may answer all practical purposes. The Inspector General is not aware whether in case of the entire remission of Duty in the terms of the Act, manufactures would be largely introduced from the Sister Colonies. It would be highly desirable to obtain reliable information on this point, and especially with regard to Sugar, the Duty levied on which article in Canada amounts to about £100,000.

It is possible that the result of further communications between His Excellency and the Lieutenant Governors of the Sister Provinces may be to remove some at least of the objections stated above, but at present it would, in the opinion of the Inspector General, be highly inexpedient for the Canadian Government to give effect to that provision of the Customs Act which authorizes the free admission of the products and manufactures of the Sister Colonies.

All which is humbly submitted. (Signed) F. HINCKS, *Inspector General*.
Inspector General's Office, Montreal, 19th May, 1848.

On motion—

The House was put into a Committee of the whole, to take into further consideration the Bill, intituled "An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled “An Act to consolidate and amend the several Acts of Assembly relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof.”

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

A Message was brought from the Assembly by the Honorable Mr. Fisher, that the Assembly had agreed to the Bill sent down from this House, intituled “An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law,” with certain amendments, to which they desire the concurrence of this House.

The House proceeded to take into consideration the said amendments.

The same were then read as follows:—

At A at the close of Section XVI. add the following—“and in the case of a Foreign Corporation, or of any Body Politic or Corporate, not being established or incorporated within this Province, and which may enter into any contract or engagement, or transact any business therein, by their known or accredited Agent or Officer, every such Writ or Summons may be served on such accredited Agent or Officer, or on the person who at the time of such service may be the accredited Agent or Officer of such Corporation or Body Politic or Corporate within this Province; and such service shall have the like effect in every respect as the service of such Summons on the Officers of any Corporation as is herein before provided.”

At B in Section XXXIV. insert the words “upon any judgment obtained.”

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

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint the Assembly thereof.

A Message was brought from the Assembly by Mr. Ritchie, with a Bill for the relief of the Reverend Edward D. Very; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Chandler presented to the House a Bill, intituled “An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments.”

The said Bill was read a first time.

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

On

~~On motion made and seconded—~~

ORDERED, That the House be called over on Thursday next.

The Honorable Mr. Hatch, by leave, presented a Petition from the Reverend Samuel Thompson, praying for money or for a grant of Land, as Administrator of Estate of the late John M'Master.

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

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

A Petition from Messieurs Gilmour, Rankin and Company, praying return Duties:

A Petition from Jane Davidson, praying allowance for teaching a School:

A Petition from Robert Noble and fifty two others, praying re-appropriation of a grant to procure Seed:

A Petition from Jane M'Rae, Widow of an old Soldier, praying usual allowance: and

A Petition from Hugh Murray, praying the usual allowance to Mary M'Leod, a Widow of an old Soldier.

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 2d March, 1849.

PRESENT:

THE HON.

Mr. Black, President.

Mr. Shore,

Mr. Botsford,

Mr. Chandler,

Mr. Hatch,

Mr. Solicitor General,

Mr. Johnston,

Mr. Owen,

Mr. Crane,

Mr. Minchin,

Mr. Simonds,

Mr. Hazen,

Mr. Hill,

Mr. Harrison,

Mr. Davidson.

PRAYERS.

Pursuant to the Order of the Day, the Bill, intituled "An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province," was read a third time, and passed.

ORDERED, That the Title be—

An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province.

ORDERED, That the Master in Chancery do carry the said Bill down to the Assembly and acquaint that House that the Legislative Council have passed this Bill, and desire the concurrence of the Assembly thereto.

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

A

A Bill, intituled "An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments:" and

A Bill for the relief of the Reverend Edward D. Very.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province.

The Honorable Mr. Johnston took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act to consolidate and amend the several Acts of Assembly relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof."

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into further consideration the Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

The

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

At A in Section IV. insert—"Provided that the real estate to be held by each incorporated Subordinate Division shall at no time exceed in value the sum of five hundred pounds."

At B insert a new Section:—"And be it enacted, that this Act shall continue and be in force for the period of seven years from the time of the passing thereof."

At C in the Preamble, insert the word "Division."

At D in the Title, insert the word "Division."

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

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

A Message was brought from the Assembly by Mr. Woodward, with a Bill in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Hazen, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of the City of Saint John, praying for an Act to enlarge the Fire District in Saint John,

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

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

A Petition from Michael Flynn, praying allowance for teaching a School:

A Petition from William Jackson, with a like prayer:

A Petition from William Gilmour, with a like prayer: and

A Petition from the Overseers of the Poor of Bathurst, praying remuneration for expenses of Emigrants.

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 3d March, 1849.

PRESENT:

Mr. Black, President.

THE HON.

*Mr. Shore,
 Mr. Chandler,
 Mr. Solicitor General,
 Mr. Crane,
 Mr. Simonds,
 Mr. Hill,
 Mr. Davidson.*

*Mr. Botsford,
 Mr. Hatch,
 Mr. Owen,
 Mr. Minchin,
 Mr. Hazen,
 Mr. Harrison,*

T

PRAYERS

PRAYERS.

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

A Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick :

A Bill in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent : and

A Bill to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province.

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

Pursuant to the Order of the Day, the Bill in addition to and in amendment of an Act, intituled “ An Act for the more effectual prevention of Fires in the City of Saint John,” was read a second time.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill for the relief of the Reverend Edward D. Very.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled “ An Act to consolidate and improve the Laws relating to the administration of Criminal Justice.”

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

Adjourned until Monday next at 12 o'clock.

MONDAY

MONDAY, 5th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Hatch,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

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

A Bill for the relief of the Reverend Edward D. Very : and

A Bill, intituled "An Act to consolidate and amend the several Acts of Assembly relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof."

ORDERED, That the Title of the last entered Bill be—

An Act to consolidate and amend the several Acts of Assembly relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof.

ORDERED, That the Master in Chancery do carry the last entered Bill down to the Assembly and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto ; also

That the Council have agreed to the first entered Bill without any amendment.

On motion—

The Bill, intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders," was read a second time.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

ORDERED, That the Report be received.

The

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

The Committee to whom were referred all Bills relating to Corporations report that they have examined “ A Bill in amendment of an Act to provide for the incorporation of certain Presbyterian Churches in this Province not in connexion with the Established Church of Scotland ;” also, “ A Bill in addition to and in amendment of an Act, intituled ‘ An Act to incorporate the South Bay Boom Company ;’ ” which they recommend to the adoption of the House :

They have also had under consideration “ A Bill in addition to an Act to incorporate the British North American Electro-Magnetic Telegraph Association,” and have prepared an amendment to the said Bill, which they recommend to the favourable consideration of the House.

Committee Room, March 5, 1849.

A. E. BOTSFORD, *Chairman.*

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

A Message was brought from the Assembly by the Honorable Mr. L. A. Wilmot, with a Bill for the reduction of Judicial Salaries ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Boyd, with a Bill to amend the Laws to regulate the proceedings before Justices of the Peace in Civil Suits, as relates to Corporations ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion made and seconded—

ORDERED, That the Honorable Mr. Hatch have leave of absence on Thursday next.

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 6th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Hatch,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

PRAYERS

PRAYERS.

Pursuant to the Order of the Day, the Bill in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John," was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

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

A Bill to amend the Law to regulate the proceedings before Justices of the Peace in Civil Suits as relates to Corporations : and

A Bill for the reduction of Judicial Salaries.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill in amendment of an Act, intituled "An Act to provide for the incorporation of certain Presbyterian Churches in this Province not in connexion with the Established Church of Scotland," and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill in addition to and in amendment of an Act, intituled "An Act to incorporate the South Bay Boom Company," and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill in addition to an Act, intituled "An Act to incorporate the British North American Electro-Magnetic Telegraph Association," and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

At A at the end of the Bill, add a new Section, as follows:—

"IV. And be it enacted, That it shall be lawful for the Lieutenant Governor or Administrator of the Government of this Province for the time being, to have and enjoy, at all reasonable times, and in preference to all others whomsoever, the right and privilege of using the said line of Electric Telegraph, and Branches, for the transmission of messages relating to the public service only, whether Imperial or Provincial, from or to any Station or Stations in and throughout the Province; and that the rates of charge therefor shall not in any one case, or at any one time, exceed the established and ordinary rates of charge made to private individuals and others, for the transmission of like messages."

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 7th March, 1849.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Crane,*

*Mr. Botsford,
Mr. Hatch,
Mr. Owen,
Mr. Minchin,*

Mr.

*Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Hazen,
Mr. Harrison,*

PRAYERS.

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

A Bill in amendment of an Act, intituled “ An Act to provide for the incorporation of certain Presbyterian Churches in this Province not in connexion with the Established Church of Scotland :” and

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

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

Pursuant to the Order of the Day, the Bill in addition to an Act, intituled “ An Act to incorporate the British North American Electro-Magnetic Telegraph Association,” as amended, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to amend the Law to regulate the proceedings before Justices of the Peace in Civil Suits as relates to Corporations.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by the Honorable Mr. Fisher, that the Assembly had agreed to the Bill sent down from this House, intituled “ An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions,” with certain amendments, to which they desire the concurrence of this House : and with

A Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes ; to which they desire the concurrence of this House.

The said last entered Bill was read a first time.

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

The House proceeded to take into consideration the amendments sent up from the Assembly to the first entered Bill.

The same were then read as follows :—

At A in Section II. after the words “ according to law,” insert the words “ or equity.”

At B at the close of the same Section, add the words “ and that the finding of the Jury in such cases shall be final.”

At

At C at the close of Section VII. add as follows:—"and provided also, that a true copy of the taxed Bill of Costs shall be filed with the Judgment Papers in all Summary Actions, for which a fee of one shilling shall be allowed, and no more; and no Execution shall issue on any Judgment hereafter to be entered, unless such Bill of Costs shall be so filed."

At D in Section XIII. expunge the words "after issue joined or interlocutory judgment signed."

At E dele the XIV. XV. and XVI. Sections, and alter the enumeration of the XVII. Section to that of the XIV.

At F add a new Section, as follows:—

"XV. And be it enacted, That no Attorney shall commence any action in any Court in this Province, either by himself or his Agent, unless first having been authorized in writing by the Plaintiff or his Agent."

And then alter the enumeration of the following Section from XVIII. to XVI.

At G add the following new Sections:—

"XVII. And be it enacted, That the fees attending the prosecution and defence of Summary Actions shall be as follows:—

<i>For the Judges of the Court.</i>									
On entry of the cause, ....	....	....	....	....	....	....	....	....	£0 2 0
On final judgment, after judgment by default or confession, (including assessment of damages, if any,) ...	....	....	....	....	....	....	....	....	0 2 6
<i>For the Clerk.</i>									
Signing, sealing and filing every Writ, ....	....	....	....	....	....	....	....	....	0 1 6
Filing every paper not otherwise provided for, ....	....	....	....	....	....	....	....	....	0 0 6
On entry of cause, including filing Writ and return, ....	....	....	....	....	....	....	....	....	0 1 0
On interlocutory judgment, and for the certificate of same, if required, Entry of final judgment, whether after default, confession, demurrer, or trial, ....	....	....	....	....	....	....	....	....	0 2 0
Taxing Costs, ....	....	....	....	....	....	....	....	....	0 1 0
<i>For the Attorney.</i>									
Writ, Declaration, (including particulars, if any), ....	....	....	....	....	....	....	....	....	0 11 8
Each copy, ....	....	....	....	....	....	....	....	....	0 2 6
If bailable, for affidavit and oath, ....	....	....	....	....	....	....	....	....	0 2 0
(No copy of Writ to be served on or taxed for bail.)									
Alias or Pluries Writ, &c., ....	....	....	....	....	....	....	....	....	0 3 0
Each copy, ....	....	....	....	....	....	....	....	....	0 2 0
Entry Docket on filing the Writ, and entry of cause after service, ...	....	....	....	....	....	....	....	....	0 2 6
Interlocutory judgment, ....	....	....	....	....	....	....	....	....	0 2 6
Copy of Bill of Costs, to file, ....	....	....	....	....	....	....	....	....	0 1 0
All other proceedings after interlocutory to final judgment, ....	....	....	....	....	....	....	....	....	0 5 0
Every Execution, ....	....	....	....	....	....	....	....	....	0 2 9

[No Execution to be taxed or allowed in Bills of Costs, but to be endorsed on Execution and levied for with debt and costs, being 5s., made up thus:—Attorney, 2s. 9d.—Clerk, signing, sealing and filing, 1s. 6d.—Sheriff on return, 9d.]

And

And when the suit is defended, all further proceedings by the Plaintiff after appearance, and also the costs of defence by the Defendant, shall be for the Justices, Clerk, and Attornies, respectively, the same as are now allowed and taxable by law in actions not summary, in the Inferior Court of Common Pleas, for the like services; provided that no fee shall be allowed for making up a record, or for a venire, or any other service not actually performed.

For the Counsel.

On every cause entered for trial, and for every argument before the Court in Term, a fee of not less than eleven shillings and eight pence, nor more than two guineas, as the presiding Judge may determine; provided that no Counsel fee shall be taxed for any argument, except in such cases as the Supreme Court can by law tax for similar services.

For the Sheriff, Constable, Crier, or Witness.

The same as in actions not summary in the Court where the action is brought.

“XVIII. And be it enacted, That if the Plaintiff proceed according to the ordinary practice of the Court in any case in which by the provisions of this Act, the proceedings ought to be summary, or when the true debt or damages to be recovered shall not exceed twenty pounds, although the actual amount of judgment entered may be for a penalty, or on confession, for a larger sum than twenty pounds, with a condition or agreement for the payment of a lower sum not exceeding twenty pounds, he shall not be entitled in any such case to more costs than if he had proceeded in a summary manner, unless he obtain the order of the Court, or of a Judge of the Court in which the judgment is obtained, for the larger costs, upon good cause shewn therefor.

“XIX. And be it enacted, That no fees for the execution or service of Writs in Summary Actions shall in any case be taxable or allowed in the costs, unless such Writs shall have been served by the Sheriff or his Deputy, or in cases where the Sheriff is a party, by the Coroner.

Example of Bill of Costs to be taxed under this Act, on a Judgment by default.

A. B. vs. C. D.

Writ,	....	....	....	....	....	....	....	....	£0	11	8
Copy of Writ,	....	....	....	....	....	....	....	....	0	2	6
Clerk signing and sealing,	....	....	....	....	....	....	....	....	0	1	6
Judges on entry and return of Writ after service,	....	....	....	....	....	....	....	....	0	2	0
Clerk on entry of cause and filing Writ and return after service,	....	....	....	....	....	....	....	....	0	1	0
Attorney on entry as aforesaid,	....	....	....	....	....	....	....	....	0	2	6
Attorney on interlocutory judgment,	....	....	....	....	....	....	....	....	0	2	6
Clerk on certificate of same,	....	....	....	....	....	....	....	....	0	1	0
Attorney for copy of Bill of Costs filed,	....	....	....	....	....	....	....	....	0	1	0
Judge on assessment of damages and final judgment,	....	....	....	....	....	....	....	....	0	2	6
Clerk on taxing costs,	....	....	....	....	....	....	....	....	0	1	0
Clerk on final judgment,	....	....	....	....	....	....	....	....	0	2	0
Attorney on proceeding to final judgment,	....	....	....	....	....	....	....	....	0	5	0

£1 16 2

Sheriff's fees to be added; also, if a bailable cause, 2s. for affidavit and oath.”

The same being read a second time, and the question of concurrence put on each, they were severally agreed to by the House.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint the Assembly thereof.

A Message was brought from the Assembly by Mr. Botsford, with a Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Boyd, with a Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 8th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to amend the Law to regulate the proceedings before Justices of the Peace in Civil Suits as relates to Corporations, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

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

A Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan :

A Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes : and

A

A Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts.

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to alter and amend an Act, intituled “An Act relating to the Clerk of the Pleas.”

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

The Chairman further reported, that on the question whether the first Section of the Bill should pass, the Committee divided—

CONTENT.

The Hon. Mr. President,
Mr. Botsford,
Mr. Johnston,
Mr. Owen,
Mr. Crane,
Mr. Minchin,
Mr. Simonds,
Mr. Hazen,
Mr. Hill,
Mr. Harrison,
Mr. Davidson.

NON-CONTENT.

The Hon. Mr. Chandler,
Mr. Solicitor General.

And so it passed in the affirmative.

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

The House adjourned during pleasure.

After some time the House resumed.

His Excellency the Lieutenant Governor came to the Council Chamber, and being seated in the Chair on the Throne, commanded the Gentleman Usher of the Black Rod, through the Honorable the President, to let the Assembly know—“It is His Excellency’s pleasure they attend him immediately in this House.”

The House attended accordingly.

His Excellency then gave his assent to the following Bills, intituled—

An Act to legalize the conveyance of Water to Turner’s Grist Mill, in the Parish of Saint Patrick, in the County of Charlotte :

An Act to authorize Her Majesty’s Justices of the Peace for the County of York to levy an assessment to pay off the County Debt:

An Act relating to Salt Mines in this Province :

An

An Act to alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates:"

An Act to authorize an assessment upon the Parish of Portland, in the City and County of Saint John, for lighting a part of the said Parish with Gas:

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

An Act to empower the Rector, Church Wardens and Vestry of Saint John Church, in the Parish of Burton, in the County of Sunbury, to dispose of Lots in the New Burial Ground in the said Parish:

An Act to authorize Her Majesty's Justices of the Peace for the County of Albert to designate the Gaol Limits of said County:

An Act to authorize Her Majesty's Justices of the Peace for the County of Charlotte to assess the inhabitants of said County to pay off the County Debt, and to provide for the contingent expenses thereof:

An Act to authorize the Justices of the Peace for the County of Restigouche to levy an assessment to pay off the County Debt:

An Act to establish the Road leading from Roix' Farm, on the Great Road between Saint George and Saint Andrews, to the Great Road between Fredericton and Saint Stephen, as one of the Great Roads of Communication:

An Act to authorize the Mayor, Aldermen and Commonalty of the City of Saint John to purchase or lease a Lot of Land for the purpose of enlarging the Country Market fronting on Charlotte Street, in the said City:

An Act to amend an Act for the establishment and regulation of Boards of Health in the several Counties of this Province:

An Act in addition to an Act to regulate the ungranted Ferries in this Province:

An Act in addition to and in amendment of an Act, intituled "An Act for the more effectual prevention of Fires in the City of Saint John:"

An Act to facilitate the sale and improvement of Crown Lands in certain cases: and

An Act relating to the Trade between the British North American Possessions.

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to reduce the Salary of the present Clerk of the Pleas.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

The Chairman further reported, that on the question whether the said Bill should be postponed for three months, the Committee divided—

CONTENT.

The Hon. Mr. President,
 Mr. Botsford,
 Mr. Chandler,
 Mr. Johnston,
 Mr. Solicitor General,
 Mr. Owen,
 Mr. Crane,
 Mr. Simonds,
 Mr. Hazen,
 Mr. Harrison,
 Mr. Davidson.

NON-CONTENT.

The Hon. Mr. Minchin,
 Mr. Hill.

And so it passed in the affirmative.

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

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

Pursuant to the Order of the Day, the House was called over.

The Honorable Messieurs

William Black, President,	Present.
George Shore,	"
Joseph Cunard,	Absent.
John S. Saunders,	Absent by leave of the Lieutenant Governor.
A. E. Botsford,	Present.
Edward B. Chandler,	"
John Robertson,	Absent by leave of the Lieutenant Governor.
Harris Hatch,	Absent by leave of the House.
William B. Kinnear,	Present.
Hugh Johnston,	"
William F. W. Owen,	"
William Crane,	"
George Minchin,	"
Thomas H. Peters,	Absent.
Charles Simonds,	Present.
Robert L. Hazen,	"
George S. Hill,	"
Charles Harrison,	"
James Davidson,	"

A Message was brought from the Assembly by Mr. End, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to dispose of certain Lands."

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

A Petition from Andrew L. Todd, praying allowance for teaching a School : and
 A Petition from Catherine M'Curdy, with a like prayer.

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 9th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to alter and amend an Act, intituled "An Act relating to the Clerk of the Pleas," was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

On motion—

ORDERED, That with regard to the Bill, intituled "An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments," the Order for the third reading of the same be discharged, and that the House should be put into Committee of the whole presently to take the said Bill into further consideration.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

On motion—

The Bill, intituled "An Act to consolidate and improve the Laws relating to the administration of Criminal Justice," as engrossed, was read a third time, and passed.

ORDERED, That the Title be—

An Act to consolidate and improve the Laws relating to the administration of Criminal Justice.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have passed this Bill, and desire the concurrence of the Assembly thereto.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill for the reduction of Judicial Salaries.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

And

And the Chairman further reported, that on the question whether the Chairman should leave the Chair, and report the Bill without amendment, the Committee divided,

CONTENT.

The Hon. Mr. President,
 Mr. Shore,
 Mr. Botsford,
 Mr. Chandler,
 Mr. Johnston,
 Mr. Solicitor General,
 Mr. Owen,
 Mr. Minchin,
 Mr. Simonds,
 Mr. Hazen,
 Mr. Hill,
 Mr. Harrison,
 Mr. Davidson.

NON-CONTENT.

The Hon. Mr. Crane.

And so it passed in the affirmative.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan.

The Honorable Mr. Johnston took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

The Honorable Mr. Solicitor General presented to the House a Bill, intituled "An Act to consolidate and amend the Laws relating to Juries."

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. End, that the Assembly had agreed to the amendments sent down from this House to the Bill in addition to an Act, intituled "An Act to incorporate the British North American Electro-Magnetic Telegraph Association."

A Message was brought from the Assembly by the Honorable Mr. L. A. Wilmot, that the Assembly had agreed to the Bill, intituled "An Act to consolidate and amend the several Acts relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof," with certain amendments, to which they desire the concurrence of this House.

The House proceeded to take into consideration the said amendments.

The same were then read as follows :—

In

In Section I. at A insert—"Also another Act made and passed in the forty first year of the same Reign, intituled 'An Act for the rendering Justices of the Peace more safe in the execution of their office, and for indemnifying Constables and others acting in obedience to their Warrants.'"

At B insert—"Also another Act made and passed in the said last mentioned year, intituled 'An Act for the more summary punishment of persons guilty of maliciously killing, maiming, disfiguring or otherwise injuring cattle.'"

At C insert—"Also another Act made and passed in the third year of the said last mentioned Reign, intituled 'An Act to explain an Act, intituled "An Act for the more summary punishment of persons guilty of maliciously killing, maiming, disfiguring or otherwise injuring cattle."'"

At D insert—"Also another Act made and passed in the fifth year of the said last mentioned Reign, intituled 'An Act for prohibiting and suppressing of Lotteries in this Province.'"

At E in Analysis of Schedule, add the words "and breaking;" and at Ea in Chapter VIII. add the same words "and breaking."

At F in Chapter III. expunge the words "all Lotteries are and shall be taken and adjudged to be common and public nuisances, and punishable as such," and insert as follows:—

"ART. 5.

"Whosoever shall set up, or shall, by writing or printing, publish the setting up of any Lottery, with intent to have such Lottery drawn, or to induce persons to purchase tickets for any such Lottery, or shall play, throw or draw at any such Lottery, or shall purchase any lot, card or ticket for any such Lottery, shall be guilty of a misdemeanor, and shall be liable to be fined or imprisoned, or both, at the discretion of the Court.

"ART. 6.

"Nothing in the last preceding article shall extend or be construed to extend to affect the disposal or allotment of Fishing Lots or Drafts in the City of Saint John, under the direction of the Mayor, Aldermen and Commonalty of the said City, in manner heretofore accustomed."

At G in Summary of Contents of Chapter V., Article 5, expunge "Riot," and insert "Unlawful assembly;" and add at close of Summary—"Art. 7, Riot; Art. 8 and 9, Affray; Art. 10, Rout."

At H in Article 4 of Chapter V., insert "continue together and not disperse themselves within one hour after such obstruction and hindrance."

At I in Chapter V., Article 5, expunge the words "whosoever shall be charged with and convicted of a riot shall be guilty of a misdemeanor, and shall be liable to be imprisoned for any term not exceeding two years," and insert as follows:—

"If three or more persons shall assemble, or having assembled shall continue together with intent without lawful authority to execute any common purpose with force and violence, or in so violent and tumultuous a manner and under such circumstances as are calculated to create terror and alarm amongst Her Majesty's Subjects, such persons shall be deemed to be guilty of an unlawful assembly, and each of them shall be liable to be imprisoned for a term not exceeding two years."

At K in Chapter V. add the following Articles:—

“ART. 7.

“If three or more persons shall assemble, or being assembled shall continue together with such intent to execute any common purpose as is essential to constitute an unlawful assembly within the meaning of Article 5 of this Chapter, and shall wholly or in part execute such purpose with force and violence, or in so violent and tumultuous a manner and under such circumstances as are calculated to create terror and alarm amongst Her Majesty’s subjects, such persons shall be deemed to be guilty of a riot, and each of them shall be liable to be imprisoned for any term not exceeding two years.

“ART. 8.

“If two or more persons shall fight together in a public place, in such a manner and under such circumstances as are calculated to create terror and alarm amongst Her Majesty’s subjects, such persons shall be deemed to be guilty of an affray, and each of them shall be liable to be imprisoned for any term not exceeding two years.

“ART. 9.

“If two or more persons shall openly carry dangerous and unusual weapons in any public place, in such a manner and under such circumstances as are calculated to create terror and alarm amongst Her Majesty’s subjects, such persons shall be deemed to be guilty of an affray, and each of them shall be liable to be imprisoned for any term not exceeding twelve months.

“ART. 10.

“If three or more persons shall assemble, or being assembled shall continue together with such intent to execute any common purpose as is essential to constitute an unlawful assembly within the meaning of Article 5 of this Chapter, and shall use any endeavour to execute such purpose, such persons although such purpose shall not be executed either wholly or in part, shall be deemed to be guilty of a rout, and each of them shall be liable to be imprisoned for any term not exceeding two years.”

At L in Chapter VIII. in Summary of Contents, add as follows:—

“Art. 7, Breaking into Houses, &c. in day time; Art. 8, On verdict for Burglary may be convicted of misdemeanor under Art. 7; Art. 9, No defence on trial for misdemeanor, that offence Burglary.”

At M in Chapter VIII. add the following Articles:—

“ART. 7.

“Whosoever shall in the day time wrongfully and unlawfully break and enter any dwelling house or building within the curtilage of a dwelling house, or any public office or other public building, or any shop, warehouse, counting house, banking house, office or other building used or occupied for carrying on any trade or business, or any stable, barn or storehouse, or into any church, chapel or meeting house for the exercise of any mode or form of religious worship whatever, with intent in any such case to commit felony, every such offender shall be guilty of a misdemeanor, and shall be liable to be punished by fine or imprisonment, or both, such imprisonment not to exceed three years.

Y

“ART. 8

"ART. 8.

"Whosoever shall be indicted for any burglary, may, where the breaking and entering shall be proved at the trial to have been made in the day time, and not in the night time, and no breaking out shall appear to have been made in the night time, or where it shall be left doubtful whether such breaking and entering or breaking out took place in the day time or night time, be acquitted of the felony, and convicted of the offence specified in Article 7 of this Section.

"ART. 9.

"It shall not be available by way of defence to a person charged with the offence specified in Article 7 of this Section, that the breaking and entering were such as to amount in law to burglary, provided that the offence shall not be afterwards prosecuted for burglary upon the same facts, but it shall be open to the Court or Judge before whom the trial for such offence shall take place, upon the application of the Officer conducting the prosecution, to allow an acquittal for the misdemeanor on the ground that the offence as proved amounts to burglary, and if an acquittal takes place on such ground, and be so returned by the Jury in delivering their verdict, the same shall be recorded, together with the verdict, and such acquittal shall not then avail as a bar or defence upon any indictment for such burglary."

At N in Chapter XII., Article 12, add as follows:—

"And when the term 'day time,' is used, that time shall be deemed to commence at six o'clock in the morning and to conclude at nine o'clock in the evening of each day."

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

The Honorable Mr. Johnston, by leave, presented a Petition from James Kirk and James Robertson, Chairman and Secretary of a Public Meeting held at Saint John, praying that the Saint John and Shediac Railway be made a Public Work.

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

On motion—

RESOLVED, That the Honorable Messieurs Botsford, Chandler, Johnston, Hazen, and Davidson, be appointed a Committee to give audience to a Deputation from the City of Saint John in respect to the Shediac and Saint John Rail Road, and to report to the House thereon.

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 10th March, 1849.

PRESENT:

THE HON.

*Mr. Minchin,
Mr. Hazen.*

Mr. Black, President.

Mr. Simonds,

PRAYERS.

There not being eight Members present, the House adjourned until Monday next at 12 o'clock.

MONDAY

MONDAY, 12th March, 1849.

PRESENT:

THE HON.

Mr. Black, President.

Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.

Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,

PRAYERS.

On motion—

The following Bills were severally read a third time, and passed:—

A Bill for the reduction of Judicial Salaries: and

A Bill, intituled "An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments."

ORDERED, That the Title of the last entered Bill be—

An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the first entered Bill without any amendment.

ORDERED, That the Master in Chancery do carry the last entered Bill down to the Assembly and acquaint that House that the Legislative Council have passed this Bill, and desire the concurrence of the Assembly thereto.

On motion—

The House was put into a Committee of the whole, to take into further consideration the Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into further consideration the Bill for the encouragement of the York and Carleton Mining Company.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

The

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

At A Section II. expunge the word “shilling,” and insert the word “penny.”

At B Section III. insert as follows, “situated on the north eastern side of the River Saint John.”

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A towards the end of Section V. insert the words “extend to the repeal of any of the said recited Acts, so far as they or any of them repeal any former Act or Acts, or to.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

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

The Honorable Mr. Hazen, by order of His Excellency the Lieutenant Governor, lays before the House—

Certain Returns and Accounts relating to King's College.

ORDERED, That the same do lie on the Table.

[*Vide Appendix No. 4.*]

Pursuant to the Order of the Day, the Bill, intituled “An Act to consolidate and amend the Laws relating to Juries,” was read a second time.

ORDERED, That the said Bill be printed.

A Message was brought from the Assembly by Mr. J. Earle, that the Assembly had agreed to the amendments made by this House to the Bill to incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick.

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

A Bill in amendment of and in addition to an Act, intituled "An Act in addition to an Act, intituled 'An Act to extend the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province.'" and

A Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by Mr. Boyd, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act in further amendment of the Acts relating to the incorporation of the Saint Andrews and Quebec Rail Road Company," with an amendment, to which they desire the concurrence of this House.

The said amendment was read a first time.

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

A Message was brought from the Assembly by Mr. Brown, with a Bill for the adjustment of claims of certain purchasers of Crown Lands; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. End, that the Assembly had appointed Mr. Ritchie, on the part of the Assembly, a Member of the Joint Committee of the Legislative Council and Assembly to have the care and management of the Legislative Library, in the place of the Honorable Robert L. Hazen appointed to a seat in this House.

The Honorable Mr. Hazen, by leave, presented a Petition from Moses Vernon and others, praying that the Act for the amendment of the Charter of the City of Saint John, may pass.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 13th March, 1849.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

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

A Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan : and

A Bill, intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions or Orders."

ORDERED, That the Title of the last entered Bill be—

An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions or Orders.

ORDERED, That the Master in Chancery do carry the last entered Bill down to the Assembly and acquaint that House that the Legislative Council have passed this Bill, and desire the concurrence of the Assembly thereto.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the first entered Bill without any amendment.

Pursuant to the Order of the Day, the Bill for the encouragement of the York and Carleton Mining Company, as amended, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes, as amended, was read a third time, and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with an amendment, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the amendment to the Bill, intituled "An Act in further amendment of the Acts relating to the incorporation of the Saint Andrews and Quebec Rail Road Company," was read a second time.

Upon the question of concurrence being put thereon, it was agreed to by the House.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House thereof.

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

A Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province: and

A Bill in amendment of and in addition to an Act, intituled "An Act in addition to an Act, intituled 'An Act to extend the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province.' "

ORDERED

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

A Message was brought from the Assembly by Mr. Taylor, that the Assembly had agreed to the Bill, intituled "An Act to consolidate and improve the Laws relative to the administration of Criminal Justice," without any amendment.

A Message was brought from the Assembly by the Honorable Mr. Fisher, with a Bill to vacate the Seats of Members of the Assembly in certain cases, to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

RESOLVED, That the Honorable Mr. Hazen be appointed a Member of the Joint Committee of this House and the Assembly, on the part of the Legislative Council, for the management of the Legislative Library, in the place of the Honorable Mr. Saunders.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House thereof.

The Honorable Mr. Minchin, by leave, presented a Petition from W. Cook Hammond, praying compensation for Horses seized and sold.

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

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

A Petition from R. and H. Davis, praying aid for Machinery to manufacture Cloth:

A Petition from Theodore Kearney, praying pecuniary aid: and

A Petition from Rufus S. Demill and six hundred and fifty nine others, praying that the House should take into consideration the best means to improve the Navigation of the River Saint John.

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

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

A Petition from E. W. Cripps, praying allowance for teaching a School:

A Petition from Elizabeth J. M'Indoe, with a like prayer: and

A Petition from Gregor M'Gregor, with a like prayer.

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

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

A Petition from William Kermott, praying allowance for teaching a School:

A Petition from John Cutten, with a like prayer:

A Petition from Thomas G. Bourne, with a like prayer:

A Petition from John Boyce, praying for allowance due the late Nancy Wheeler, Widow of an old Soldier: and

A Petition from Carleton County Agricultural Society, praying return Duties on Implements and Seeds.

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

The

The Honorable the Solicitor General, by leave, presented the following Petitions:—

A Petition from Jonathan Shaw and one hundred and ten others, praying privileges to be extended to the Free Baptist Church:

A Petition from Charles Perley and forty eight others, with a like prayer:

A Petition from Charles Emery and others, praying aid to the York and Carleton Mining Company:

A Petition from the Justices of the Peace for the County of Charlotte, praying aid to discharge the County liabilities: and

A Petition from the President and Directors of the Woodstock Mechanics' Institute, praying aid.

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

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

A Petition from Lieutenant Colonel Dibblee, and other Officers of the First Battalion Carleton County Militia, praying alterations in the Law:

A Petition from John Dibblee, praying compensation as Receiver of Crown Debts:

A Petition from John Street, praying a grant for ferrying Mails at Grand Falls: and

A Petition from J. C. Pinquet, praying reimbursement of expenses incurred in preventing the spread of Small Pox.

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

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 14th March, 1849.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Robertson,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to vacate the Seats of Members of the Assembly in certain cases, was read a second time.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts.

The

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in Section V. insert the words “upon the property of.”

From B expunge the words down to letter C in the same Section.

At D in Section XI. expunge the remainder of the Section, and insert “such Commissioner or Commissioners shall be personally liable to the party injured for all damages by him sustained in consequence of such neglect, to be recovered in an action on the case either in the Supreme Court or the Inferior Court of Common Pleas for the County of Westmorland, with costs as in other cases.”

At E in Section XII. insert the words “and provided that nothing in this Act contained, shall affect or be construed to affect the power or authority of any Commissioner appointed or to be appointed under and by virtue of an Act made and passed in the third year of Her present Majesty’s Reign, intituled ‘An Act in addition to the Act now in force relating to Commissioners of Sewers.’”

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill in amendment of and in addition to an Act, intituled “An Act in addition to an Act, intituled ‘An Act to extend the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province.’”

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill for the adjustment of claims of certain purchasers of Crown Lands.

The

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

A Message was brought from the Assembly by Mr. R. D. Wilmot, with a Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Hazen, by leave, presented a Petition from the Corporation of the City of Fredericton, praying amendments in Act of Incorporation.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 15th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Harrison,*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill in amendment of and in addition to an Act, intituled "An Act in addition to an Act, intituled 'An Act to extend the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province,'" was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

Pursuant to the Order of the Day, the Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts, as amended, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant

Pursuant to the Order of the Day, the Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury, was read a second time.

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

On motion—

The House was put into a Committee of the whole, to take into further consideration the Bill for the adjustment of claims of certain purchasers of Crown Lands.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to vacate the Seats of Members of the Assembly in certain cases.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 16th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Harrison,*

PRAYERS.

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

A Bill for the adjustment of claims of certain purchasers of Crown Lands : and
A Bill to vacate the Seats of Members of the Assembly in certain cases.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

Pursuant

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Botsford presented to the House a Bill, intituled "An Act to authorize the Rector, Church Wardens and Vestry of Saint George Church, Bathurst, to sell certain Lands granted to the said Corporation, and to vest the proceeds in other Lands."

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. M'Leod, that the Assembly had agreed to the Bill, intituled "An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments," sent down from this House.

A Message was brought from the Assembly by Mr. Ritchie, with a Bill to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the City of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Simonds, by leave, presented a Petition from R. W. Crookshank and fifty others, praying an Act to pass to regulate the Shipping of Seamen.

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 17th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Harrison,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill further to continue an Act to provide for the prompt payment of all demands upon the Provincial Treasury, was read a third time, and passed.

ORDERED

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

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

A Bill to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the City of Saint John: and

A Bill, intituled "An Act to authorize the Rector, Church Wardens and Vestry of Saint George Church, Bathurst, to sell certain Lands granted to the said Corporation, and to vest the proceeds in other Lands."

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

A Message was brought from the Assembly by the Honorable Mr. Fisher, that the Assembly had agreed to the amendment sent down from this House to the Bill to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes: also with

A Bill to provide for the improvement of the Navigation of the River Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Brown, with a Bill to incorporate the Saint Stephen and Calais Lower Bridge Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

Adjourned until Monday next at 12 o'clock.

MONDAY, 19th March, 1849.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Harrison,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to provide for the improvement of the Navigation of the River Saint John, was read a second time.

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

A Message was brought from the Assembly by Mr. R. D. Wilmot, with a Bill to facilitate the operations of the York and Carleton Mining Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Hayward, with Resolutions of Appropriation dated the seventeenth day of March instant; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED, That they be referred to the Committee of the whole House upon Resolutions of Appropriation.

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

A Petition from Arthur Ritchie and Company, praying return Duties : and
A Petition from John Jury, with a like prayer.

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

The Honorable Mr. Hatch, by leave, presented a Petition from Catherine M'Curdy, praying allowance for teaching a School.

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

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

A Petition from the Magistrates and others of the County of York, praying amendment in the Corporation Act of the City of Fredericton : and

A Petition from other Magistrates and others, of the County of York, with a like prayer.

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

The Honorable Mr. Davidson, by leave, presented a Petition from Thomas Vondy, praying balance due as Health Officer in Miramichi.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 20th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Harrison,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to facilitate the operations of the York and Carleton Mining Company, was read a second time.

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

A Message was brought from the Assembly by Mr. Botsford, that the Assembly had agreed to the amendments sent down from this House to the Bill for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts."

The Honorable Mr. Botsford, from the Select Committee appointed to give audience to the Deputation from the City of Saint John, on the subject of the Shediac and Saint John Rail Road, presented a Report.

ORDERED, That the Report be received.

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

The Committee appointed to give audience to the Deputation from the City of Saint John, on the subject of the Shediac and Saint John Rail Road, having attended to that duty, beg leave to submit the following Report and Recommendations to the favourable consideration of the House :—

After hearing the statements of the Deputation, which were urged with ability, and exhibited a thorough knowledge of the subject, and upon a most deliberate consideration of the whole question, we are unanimously of the opinion that the proposed Railway between Saint John and Shediac demands the immediate action of the Legislature of the Province, being impressed with the conviction that no part of the Province presents so eligible a site for a Railway, or promises so certain a return for the investment of capital as this line recently surveyed by Mr. Wilkinson, being a distance of one hundred and eight miles over a country most fertile in soil and singularly free from engineering difficulties.

Mr. Wilkinson remarks in his preliminary Report, "that the ruling gradient is between level and seven feet per mile, with two maximum gradients each of only thirty feet per mile;" and he is of opinion that by a slight variation, and some increase of expense, the rise of thirty feet may be reduced to twenty two feet, which would be a very little more than what is termed the angle of repose.

Contrasting

Contrasting the gradients on this line with those on the line surveyed by Captain Henderson over the Cobequid Hills, Mr. Wilkinson states that "the same tractive force which would carry twenty two and a half tons to Halifax, would transport forty six tons to Saint John."

Believing that the time has come when a work of this kind should be forthwith commenced in this Province, we beg to suggest the following reasons as some of the most prominent which have influenced us in recommending this line:—

First—Because it will connect the City of Saint John, the natural market and shipping port for the productions of the Valley of the River Saint John and our commercial emporium, with the northern and eastern sections of the Province, and render available the vast resources of the Gulf of Saint Lawrence:

Second—Because of the extent of the population, the fertility of the soil, and the actual traffic and number of travellers throughout the line:

Third—Because when the work is completed as far as the Bend, a distance of fifteen miles, and on the other end of the line to any distance, immediate commercial and local advantages would result therefrom:

Fourth—Because it must lead to the construction of a line from Halifax to Shediac, and from Saint John to the American Frontier, which would make it a part of the great Highway from Europe to the remotest States of the Union:

Fifth—Because it will unite and identify the interests of the Lower Provinces:

Sixth—Because no line of equal extent can be formed in the Province which can be so easily and cheaply constructed, or which presents such prospects of immediate advantage to every department of industry; whether connected with the Fisheries, the Agriculture or the Commerce of the Province.

Having every confidence that the great Trunk Line will be eventually laid down between Halifax and Quebec, it would be of the utmost consequence to the profitable operation of that magnificent work, that a branch line should extend to the City of Saint John, we therefore view the construction of this branch as now proposed, as the commencement of a great national enterprise, involving the union of these North American Possessions and the best interests of the British Empire.

Assuming that the Legislature is prepared to give prompt encouragement to the construction of a Railway in the Province, and that the line between Saint John and Shediac is the most eligible for immediate operations, we propose that the following course should be adopted:—

The estimated cost of this line is £500,000, and this is high as compared with the estimate for the Saint Andrews and Quebec Rail Road. We therefore earnestly recommend that the Province should take one half the stock to be raised on Provincial Scrip, redeemable in forty years, interest payable half yearly in London; and that the Province should guarantee a rate of interest not exceeding five per cent. per annum on the balance for twenty five years, to commence immediately upon the completion and opening of the whole line, and to continue so long only as the line is kept in efficient working order.

All which is respectfully submitted.

Committee Room, March 20, 1849.

A. E. BOTSFORD, Chairman.

A Message was brought from the Assembly by Mr. R. D. Wilmot, that the Assembly had agreed to the Bill, intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders," with certain amendments, to which they desire the concurrence of this House.

The said amendments were then read as follows:—

At A in Section X. insert the words "the first and second Articles of Section two, Chapter one, and by."

At B in same Section, expunge the word "sixteenth."

At C in same Section, expunge the word "prosecuted," and insert "recovered."

At D at the end of Schedules, add as follows:—

TABLE OF FEES IN SUMMARY PROCEEDINGS.

Justices Fees.

For every Information or Complaint, in writing,	£0	1	0
" " Summons for Defendant or a Witness,	0	1	0
" " Warrant to arrest,	0	1	6
" " Backing a Warrant,	0	1	0
" " Recognizance from each party,	0	0	6
" " Warrant of Distress,	0	2	0
" " Do. of Imprisonment,	0	2	0
" administering Oath or affirmation,	0	1	0
" the first folio of 100 words on a trial taken down in writing,	0	1	0
" every folio beyond the first,	0	0	6
" " copy of Summons or other necessary paper, half the allowance for the original.			
" " Trial or Conviction,	0	3	6

Constables Fees.

For serving a Summons, and making return thereto, either against a party or witness,	0	1	0
" serving a Warrant to arrest,	0	1	6
In addition to these services, to have three pence per mile going and coming, to be charged according to the number of miles actually travelled.			
" getting Warrant backed,	0	1	0
" serving Warrant of Distress,	0	1	0
and Poundage, 1s. per £1.			
" serving Warrant of Imprisonment,	0	2	0
In addition, travel as above.			

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

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

A Bill to incorporate the Saint John Suspension Bridge Company : and

A Bill imposing Duties for raising a Revenue.

A The said Bills were severally read a first time.

ORDERED

ORDERED, That the twenty third Rule of this House be dispensed with, as regards these Bills, and that the same be severally read a second time.

The said Bills were severally read a second time.

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

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

A Message was brought from the Assembly by Mr. Hayward, with Resolutions of Appropriation dated the nineteenth day of March instant; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED, That they be referred to the Committee of the whole House upon Resolutions of Appropriation.

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

A Petition from Charles Perley and one hundred and sixty five others, praying aid to the Quebec and Saint Andrews Railway Company:

A Petition from Timothy Hartt, praying allowance for teaching a School:

A Petition from Eliza R. Dewolf, with a like prayer:

A Petition from Sarah Kelly, with a like prayer:

A Petition from Flora M'Kenzie, with a like prayer: and

A Petition from John Mann, with a like prayer.

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

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 21st March, 1849.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Harrison,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill imposing Duties for raising a Revenue.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

Pursuant

Pursuant to the Order of the Day, the amendments sent up from the Assembly to the Bill, intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province, with respect to Summary Convictions and Orders," was read a second time.

And the question of concurrence being put on each, they were severally agreed to by the House.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House thereof.

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 22d March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Hatch,
Mr. Johnston,
Mr. Minchin,
Mr. Harrison,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Crane,
Mr. Simonds,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill imposing Duties for raising a Revenue, was read a third time, and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act to authorize the Rector, Church Wardens and Vestry of Saint George Church, Bathurst, to sell certain Lands granted to the said Corporation, and to vest the proceeds in other Lands."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by the Honorable Mr. Fisher, with a Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Th

The Honorable Mr. Botsford, by leave, presented a Petition from the Rector and Church Wardens of Saint George Church, Bathurst, praying an Act to pass, authorizing the sale of certain Lands.

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 23d March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Simonds,
Mr. Harrison,*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton," was read a second time.

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, have had under consideration "A Bill to incorporate the Saint Stephen and Calais Lower Bridge Company;" and beg leave to report, that they recommend the said Bill to the favourable consideration of the House.

Committee Room, March 23, 1849.

A. E. BOTSFORD, Chairman.

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

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the Resolutions of Appropriation dated the seventeenth day of March instant, and recommended that the House should concur in the same, with a certain exception, which the Committee recommend should not be concurred in, and asked leave to sit again.

ORDERED, That the Report be received, and leave granted.

Whereupon

Whereupon the Resolutions of Appropriation dated the seventeenth day of March instant, were concurred in by the House, with the exception of the following Grant :—

To Thomas Haverty the sum of ten pounds for six months services as a Teacher, ending on the eighteenth day of June one thousand eight hundred and forty one.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Resolutions of Appropriation, with the exception before entered.

A Message was brought from the Assembly by Mr. Hayward, with a Bill for the adjustment of certain outstanding Bonds to the Crown ;” to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

“ *Resolved*, That an humble and dutiful Address be presented to Her Most Gracious Majesty the Queen, praying that an early settlement of the Boundary between this Province and Canada may be effected by such means as to the Royal Wisdom may seem meet ; and that the Honorable the Legislative Council be requested to join in such Address.”

On motion made and seconded—

RESOLVED, That this House do agree to the proposed Address to Her Most Gracious Majesty, praying that an early settlement of the Boundary between this Province and Canada may be effected by such means as to the Royal Wisdom may seem meet.

ORDERED, That the Master in Chancery do go down to the Assembly and communicate this Resolution.

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 24th March, 1849.

PRESENT :

THE HON.

*Mr. Owen,
Mr. Minchin.*

Mr. Black, President.

Mr. Crane,

There not being eight Members present, the House was adjourned until Monday at 12 o'clock.

D*

MONDAY

MONDAY, 26th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

On motion—

The Bill, intituled “ An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George’s Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive,” as engrossed, was read a third time, and passed.

ORDERED, That the Title be—

An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George’s Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive.

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

On motion—

The Bill for the adjustment of certain outstanding Bonds to the Crown, was read a second time.

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to provide for the improvement of the Navigation of the River Saint John.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

A Petition from the Mayor, Aldermen and Commonalty of the City of Saint John, praying an Act to widen Mill Street, and a grant in aid thereof: and

A Petition from the Stockholders of the Saint John Water Company, praying an Act for the increase of their Capital Stock, and to provide for a more efficient supply of Water, may be passed by this House.

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations report that they have had under consideration “ A Bill to incorporate the Saint John Suspension Bridge Company ;” and as this Bill appears neither to have been published nor read in Sessions, and as it affects private property to some extent, the Committee beg leave to refer it to the consideration of the whole House.

Committee Room, March 26, 1849.

A. E. BOTSFORD, *Chairman.*

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the City of Saint John.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Saint Stephen and Calais Lower Bridge Company, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

A Message was brought from the Assembly by Mr. Tibbits, that the Assembly had appointed Mr. Baillie and Mr. End a Committee on the part of that House, to join such Committee as might be appointed by this House, to prepare the proposed Joint Address to Her Most Gracious Majesty to effect an early settlement of the Boundary between this Province and Canada.

RESOLVED

RESOLVED, That the Honorable Mr. Botsford be the Committee on the part of this House, to join the Committee appointed by the Assembly, in preparing the Joint Address to Her Most Gracious Majesty to effect an early settlement of the Boundary between this Province and Canada.

ORDERED, That the Master in Chancery do communicate the Resolution to the Assembly.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 27th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

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

A Bill to provide for the improvement of the Navigation of the River Saint John :
and

A Bill to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the City of Saint John.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

A Message was brought from the Assembly by Mr. Carman, with Resolutions of Appropriation dated the twenty sixth day of March instant ; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED

ORDERED, That they be referred to the Committee of the whole House upon Resolutions of Appropriation.

On motion—

The House was put into a Committee of the whole, to take into further consideration the Bill to amend an Act, intituled “An Act to incorporate the City of Fredericton.”

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in Section II. insert the words “although such owner be not a resident within the said City pursuant to the provisions aforesaid, and.”

At B insert the words “not being a Member or Members of the Council.”

From C in Section V. expunge the remainder of the Section, and insert as follows:—“the said City Council, on granting any Retail or Tavern Licence, may impose such fine or sum of money on the person receiving the same, not exceeding fifteen pounds, as they in their discretion may think proper.”

At D in Section VI. insert the following words:—“in one or more public Newspapers of the said City.”

At E at the end of the Bill, add a new Section, as follows:—

“VI. And be it enacted, That nothing in the said recited Act mentioned shall be construed to authorize any greater number than five of the said Councillors, to be named by the City Council for the time being, to sit and vote at any General or Special Sessions of the Peace for the said County.”

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

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

The House adjourned during pleasure.

After some time the House resumed.

His Excellency the Lieutenant Governor came to the Council Chamber, and being seated in the Chair on the Throne, commanded the Gentleman Usher of the Black Rod, through the Honorable the President, to let the Assembly know—“It is His Excellency’s pleasure they attend him immediately in this House.”

The House attended accordingly.

His Excellency then gave his assent to the following Bills, intituled—

An Act imposing Duties for raising a Revenue :

An Act to consolidate and amend the several Acts relating to the Criminal Law of this Province, so far as relates to the definition of certain indictable offences, and the punishment thereof :

An Act to consolidate and improve the Laws relative to the administration of Criminal Justice :

An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within this Province with respect to Summary Convictions and Orders :

An Act to provide for the management of the Provincial Lunatic Asylum :

An Act to authorize the commutation of Debts due the Crown by Settlers in certain cases for work on the Public Roads :

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

An Act to continue the Act to provide for the payment of Interest on Warrants :

An Act to alter and amend an Act, intituled "An Act relating to the Clerk of the Pleas :"

An Act to repeal an Act, intituled "An Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention and extinguishment of Fires within the said City :"

An Act to authorize the Trustees of Saint Luke's Church, in Bathurst, to dispose of certain Lands :

An Act relating to Buoys and Beacons in the Harbour of Buctouche, in the County of Kent :

An Act in addition to and in amendment of the several Acts now in force to provide for sick and disabled Seamen, not being Paupers, belonging to this Province, so far as relates to the County of Kent : and

An Act to provide for more effectually repairing the Roads and Bridges in the Parishes of Campo Bello and Grand Manan.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to incorporate the Saint John Suspension Bridge Company, and the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

The Chairman further reported, that in the Committee it was moved that the further consideration of the said Bill should be postponed for three months ; and on the question, the Committee divided—

CONTENT.

The Hon. Mr. Robertson,
Mr. Hatch,
Mr. Johnston,
Mr. Botsford.

NON-CONTENT.

The Hon. Mr. President,
Mr. Solicitor General,
Mr. Minchin,
Mr. Crane,
Mr. Peters,
Mr. Harrison.

And so it passed in the negative.

ORDERED, That the Report be received.

The

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

At A in Section XVIII. expunge the word "five," and insert the word "three."

At B at the end of the Bill, add a new Section, as follows :—

"XXVI. And be it enacted, That this Act shall not be in force until Her Majesty's Royal assent be thereto had and declared."

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

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

The Honorable Mr. Hazen presented to the House a Bill, intituled "An Act in addition to and in amendment of an Act for the better extinguishing of Fires which may happen in the City of Saint John, and to continue a certain Act relating to the same matter therein contained."

The said Bill was read a first time.

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

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 28th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton," as amended, was read a third time, and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the Bill, intituled "An Act in addition to and in amendment of an Act for the better extinguishing of Fires which may happen in the City of Saint John, and to continue a certain Act relating to the same matter therein contained," was read a second time.

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

On

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act to consolidate and amend the Laws relating to Juries."

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to facilitate the operations of the York and Carleton Mining Company.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill for the adjustment of certain outstanding Bonds to the Crown.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. M'Leod, with Resolutions of Appropriation dated the twenty seventh day of March instant; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED, That they be referred to the Committee of the whole House upon Resolutions of Appropriation.

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

A Petition from Hugh Brown, praying compensation for supporting Tamar Britney, the Widow of an old Soldier: and

A Petition from W. C. Snow and Sons, and twenty five others, praying Legislative aid to a Cloth Manufactory.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY

THURSDAY, 29th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

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

A Bill to facilitate the operations of the York and Carleton Mining Company : and
A Bill for the adjustment of certain outstanding Bonds to the Crown.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

Pursuant to the Order of the Day, the Bill to incorporate the Saint John Suspension Bridge Company, as amended, was read a third time ;

Then the following additional amendments were moved and passed :—

At C insert two new Sections, as follows :—

“ XXVI. And be it enacted, That any Bridge erected under this Act shall be constructed of iron wire or chains, in all respects of sufficient strength and quality to render it perfectly safe for life and property passing over the same ; which Bridge shall have a side path for foot passengers, of not less than four feet in width, on each side of said Bridge, railed off from the road or carriage-way, with railings outside of not less than five feet in height, and so constructed as to prevent any passengers falling through said railing ; and that such Bridge shall not be opened for public conveyance until it shall have been certified to His Excellency the Lieutenant Governor or Administrator of the Government for the time being, by some competent Engineer or Engineers duly appointed by His Excellency the Lieutenant Governor or Administrator of the Government for the time being, that such Bridge is in all respects of sufficient strength and material for the purpose for which the same is intended.

“ XXVII. And be it enacted, That it shall be lawful for His Excellency the Lieutenant Governor or Administrator of the Government for the time being, to appoint a competent Engineer at any time on complaint to him made of any injury or damage to or any defect whatsoever in said Bridge, whereby it may become dangerous or unsafe for passengers, the same to examine the said Bridge ; and if, upon a Report by said Engineer, it shall appear that the said Bridge is unsafe in any particular, it shall and may be lawful for His Excellency the Lieutenant Governor or Administrator

of the Government for the time being, to cause a Proclamation to be made in the Royal Gazette, prohibiting any intercourse across the said Bridge until the same shall have been repaired, renewed, or strengthened, as the case may be, to the satisfaction of His Excellency the Lieutenant Governor or Administrator of the Government for the time being, when and so often as the case may happen during the continuance of this Act, or any renewal thereof."

Expunge "XXVI." in the amendment made in the Committee of the whole House, and entered on the twenty seventh instant, and insert "XXVIII."

The question was then put, whether the said Bill and the amendments should pass ; Whereupon it was resolved in the affirmative.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with certain amendments, to which they desire the concurrence of the Assembly.

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the Resolutions of Appropriation dated the nineteenth day of March instant, and recommended the same to the adoption of the House.

The Chairman further reported, that to the Grant "To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of fifty pounds for a Missionary to the Milicete Tribe of Indians stationed at Fredericton for the year one thousand eight hundred and forty nine," the following amendment was moved :—

RESOLVED, That the Resolutions of Appropriation for extraordinary and special services be deferred until the whole are brought up, so as to enable this Committee more effectually to prevent the excess of expenditure over the income of the Province.

Upon which the Committee divided, and it was decided in the negative.

And the Chairman further reported, that upon the question, whether the said Grant should pass, the Committee divided—

CONTENT.

The Hon. Mr. Shore,
Mr. Botsford,
Mr. Chandler,
Mr. Hatch,
Mr. Solicitor General,
Mr. Johnston,
Mr. Minchin,
Mr. Hazen,
Mr. Davidson.

NON-CONTENT.

The Hon. Mr. President,
Mr. Robertson,
Mr. Owen,
Mr. Crane,
Mr. Peters,
Mr. Simonds,
Mr. Hill,
Mr. Harrison.

It was therefore decided in the affirmative.

The

The Chairman further reported, that the Committee had gone into consideration of the Resolutions of Appropriation dated the twenty sixth day of March instant, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received, and leave granted.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the Resolutions of Appropriation dated the nineteenth day of March instant.

The Honorable Mr. Hill, by leave, presented a Petition from the Overseers of the Poor in the Parish of Saint Stephen, praying remuneration for aid afforded Emigrants.

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

Adjourned until To-morrow at, 12 o'clock.

FRIDAY, 30th March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill, intituled "An Act to consolidate and amend the Laws relating to Jurors," was read a third time and passed.

ORDERED, That the Title be—

An Act to consolidate and amend the Laws relating to Jurors.

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

On motion—

The Bill to restrain the holding of Parishes in plurality by the Clergy of the Church of England, was read a third time;

Then the following amendment was moved:—

Insert the words "unless by Special Licence in writing from the Lord Bishop of the Diocese," and leave out the word "Deacon."

And on the question, whether these amendments should pass, the House decided in the negative.

On the question, whether the said Bill do pass, it was decided in the affirmative.

ORDERED

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

A Message was brought from the Assembly by Mr. Read, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George's Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive."

A Message was brought from the Assembly by the Honorable Mr. Fisher, that the Assembly had agreed to the amendments sent down from this House to the Bill to amend an Act, intituled "An Act to incorporate the City of Fredericton."

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the Resolutions of Appropriation dated the twenty sixth day of March instant, and recommended that the House should concur in the same, with the exception of the following Grants:—

To Isaac Springstead, of Quaco, in the County of Saint John, an old Soldier of the Revolutionary War, the sum of ten pounds: and

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of three hundred and fifty pounds in payment of the balance due Francis Elliot for the erection of a Bridge over Bathurst Basin, in the County of Gloucester, including allowance for extra work in raising the height of the Bridge, in full of all demands for principal and interest and extra work for and on account of said Bridge, and as a final settlement of the transaction.

The Chairman further reported, that upon the question, whether the last entered Grant should pass, the Committee divided—

CONTENT.

The Hon. Mr. Shore,
Mr. Botsford,
Mr. Robertson,
Mr. Peters,
Mr. Davidson.

NON-CONTENT.

The Hon. Mr. President,
Mr. Chandler,
Mr. Hatch,
Mr. Solicitor General,
Mr. Johnston,
Mr. Owen,
Mr. Crane,
Mr. Minchin,
Mr. Simonds,
Mr. Hazen,
Mr. Hill,
Mr. Harrison,

And so it passed in the negative.

And

And the Chairman further reported, that he was directed to ask leave to sit again.
ORDERED, That the Report be received and leave granted.

Whereupon the said Resolutions of Appropriation were concurred in by the House, with the above entered exceptions.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have concurred in the said Resolutions of Appropriation, with the said exceptions.

A Message was brought from the Assembly by Mr. Thomson, with Resolutions of Appropriation dated the twenty eighth day of March instant; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED, That they be referred to the Committee of the whole House upon Resolutions of Appropriation.

A Message was brought from the Assembly by Mr. Connell, with Resolutions of Appropriation dated the twenty ninth day of March instant; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED, That they be referred to the Committee of the whole House upon Resolutions of Appropriation.

The Honorable Mr. Hill, by leave, presented a Petition from the York Division, Number Two, of the Sons of Temperance, praying return Duties.

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 31st March, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
 Mr. Chandler,
 Mr. Hatch,
 Mr. Johnston,
 Mr. Crane,
 Mr. Peters,
 Mr. Hazen,
 Mr. Harrison,*

*Mr. Botsford,
 Mr. Robertson,
 Mr. Solicitor General,
 Mr. Owen,
 Mr. Minchin,
 Mr. Simonds,
 Mr. Hill,
 Mr. Davidson.*

PRAYERS.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled "An Act in addition to and in amendment of an Act for the better extinguishing of Fires which may happen in the City of Saint John, and to continue a certain Act relating to the same matter therein contained."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

A Message was brought from the Assembly by Mr. Street, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province," without any amendment.

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the Resolutions of Appropriation dated the twenty seventh day of March instant, and had made some progress therein ;

The Chairman further reported, that the Committee had gone through the Resolutions of Appropriation dated the twenty eighth day of March instant, and recommended that the House should concur in the same ;

And the Chairman further reported, that he was directed to ask leave to sit again.

ORDERED, That the Report be received and leave granted.

Whereupon the Resolutions of Appropriation dated the twenty eighth day of March instant, were concurred in by the House.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have concurred in the last mentioned Resolutions.

Adjourned until Monday next at 12 o'clock.

MONDAY, 2d April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS

PRAYERS.

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the Resolutions of Appropriation respectively dated the twenty seventh and twenty ninth days of March last, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received, and leave granted.

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

A Bill to authorize the widening and enlarging of Mill Street in the City of Saint John : and

A Bill further to amend the Law relating to Highways.

The said Bills were severally read a first time.

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

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

A Bill to amend an Act, intituled “ An Act for ascertaining the Population of this Province, and for other purposes therein mentioned :” and

A Bill to authorize the sale of a Lot of Land and Premises purchased for a Sailors’ Home in the City of Saint John.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by Mr. Gilbert, that the Assembly had agreed to the amendments sent down from this House to the Bill to incorporate the Saint John Suspension Bridge Company : also with

A Bill in further amendment of the Militia Law ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 3d April, 1849.

PRESENT :

THE HON.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,*

Mr.

Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,

Mr. Owen,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.

PRAYERS.

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

A Bill to authorize the widening and enlarging of Mill Street in the City of Saint John :

A Bill further to amend the Law relating to Highways :

A Bill to amend an Act, intituled “ An Act for ascertaining the Population of this Province, and for other purposes therein mentioned :”

A Bill to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John : and

A Bill in further amendment of the Militia Law.

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

ORDERED, That the twenty third Rule of this House be dispensed with, as regards the last entered Bill, and that the House be put into Committee of the whole to take the said Bill into consideration.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

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

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

“ *House of Assembly, 2d April, 1849.*

“ Whereas this House doth consider the construction of a Trunk Line of Railway from Halifax to Quebec as of paramount importance for the consolidation of the Colonies, and for the preservation of British Interests on this Continent ; therefore

“ *Resolved,* As the opinion of this House, That an Humble Address be presented to Her Most Gracious Majesty the Queen, pledging this House to secure to the Queen's Majesty, all the ungranted Lands through which the said Road may pass, to the extent of ten miles on each side of the said Road, to be disposed of for Settlement in such manner as may be deemed most advisable by Her Majesty's Government ; and also to secure, at the expense of the Province, a sufficient breadth of way, and the necessary Stations, through and upon private property, for the use of the said Road ; and further, to charge upon the General Revenue of this Province a sum not exceeding £20,000

Currency

Currency annually, towards the support of the said Road, to be payable yearly, and every year, from and after the opening and completion of the said Road, and while the same is kept open and in operation, not exceeding the term of twenty years; and further

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

“CHAS. P. WETMORE, *Clerk*.”

RESOLVED, That this House do agree to the said proposed Joint Address to Her Most Gracious Majesty, and that the Honorable Messieurs Botsford and Johnston be a Committee on the part of this House, to join the Committee of the Assembly, to prepare the same.

ORDERED, That the Master in Chancery do go down to the Assembly and communicate the said Resolution to the House.

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the Resolutions of Appropriation dated the twenty seventh day of March last, and recommended that the House should concur in the same, with certain exceptions, which the Committee recommend should not be concurred in, and asked leave to sit again.

ORDERED, That the Report be received, and leave granted.

Whereupon the said Resolutions of Appropriation were concurred in by the House, with the exception of the following Grants:—

To Patrick Bennett the sum of five pounds to remunerate him for services performed as a licenced School Teacher in Norton, King’s County, ending May the first, one thousand eight hundred and forty seven :

To W. E. Snow and Sons the sum of fifty pounds to aid them in the completion of their Woollen Manufactory at Hampton, King’s County, the same to be in full of all encouragement :

To Joseph Pickard, a licenced Teacher, the sum of ten pounds to remunerate him for teaching a School in the Parish of Douglas, County of York, for a period of six months ending the first day of June, one thousand eight hundred and forty eight.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have concurred in the said Resolutions, with the said exceptions.

A Message was brought from the Assembly by Mr. Wilson, that the Assembly have appointed the Honorable Mr. L. A. Wilmot, the Honorable Mr. Partelow, Mr. Wilson, and Mr. Steves, a Committee on the part of that House, to join the Committee appointed by the Legislative Council, to prepare the proposed Joint Address to Her Most Gracious Majesty the Queen, pledging Land and Money to Her Majesty for the Trunk Line of Railway from Halifax to Quebec.

The Honorable Mr. Botsford, from the Select Committee appointed to join the Committee of the Assembly to prepare an Address to Her Most Gracious Majesty, on the subject of the Trunk Line of Railway from Halifax to Quebec, reported that they had attended to that duty, and recommended the following Address to the adoption of the House.

The said Address being read, was approved of by the House, and is as follows:—

“ To the Queen’s Most Excellent Majesty.

“ The Humble and Dutiful Address of Her Majesty’s Legislative Council and House of Assembly of the Province of New Brunswick, in General Assembly convened.

MAY IT PLEASE YOUR MAJESTY,

“ We, the Legislative Council and Assembly of Your Majesty’s Province of New Brunswick, beg leave to approach Your Majesty with renewed assurances of our attachment and fidelity to Your Majesty’s Person and Government.

“ In common with Your Majesty’s Loyal Subjects in these North American Colonies, we are deeply impressed with the paramount importance of the contemplated Line of Railway from Halifax to Quebec, for the consolidation of these portions of Your Majesty’s Dominions, and for the preservation of British Interests on this Continent.

“ Strongly attached to our Country and its Institutions, we beg leave to submit to Your Majesty our humble offering in aid of this great National undertaking.

“ Anticipating that the Railway will be constructed by the aid of the Imperial Government, we offer, in consideration thereof, to secure to Your Majesty all the ungranted Lands through which the said Road may pass, to the extent of Ten miles on each side, to be disposed of in such manner as may be deemed most advisable by Your Majesty’s Government; and also to secure, at the expense of the Province, a sufficient breadth of way, and the necessary Stations, over and upon private Property, for the use of the said Road; and we further pledge ourselves, that we will charge upon the General Revenues of the Province a sum not exceeding £20,000 Currency, per annum, towards paying the Interest upon the Capital invested in the said Road, to be paid yearly from and after the completion of the said Road, and while the same is kept in operation, and to be continued for a term of not exceeding twenty years.

“ We would respectfully impress upon Your Majesty’s consideration that the quality of the Land pledged by us, and its easy access from the United Kingdom, present it as one of the most eligible fields for Emigration of any in Your Majesty’s Dominions.

“ Whenever we shall be advised of the favourable determination of Your Majesty’s Government in this matter, we will immediately pass such Legislative enactments as may be necessary to carry into effect the pledges made in this our Humble and Dutiful Address.”

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by Mr. Wilson, that the Assembly doth agree to the Joint Address to Her Most Gracious Majesty, on the subject of the Trunk Railway from Halifax to Quebec, as reported by the Select Committee of this House, from the Joint Committee of the Legislative Council and House of Assembly.

ORDERED

ORDERED, That the Honorable Mr. Botsford be a Committee on the part of this House, to join such Committee as may be appointed by the Assembly to wait upon His Excellency the Lieutenant Governor with the said Joint Address, and request His Excellency will be pleased to transmit the same to be laid at the Foot of the Throne.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by Mr. Wilson, that the Honorable Mr. L. A. Wilmot, and Mr. Wilson, are appointed the Committee on the part of the Assembly, to join the Committee appointed by the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty, on the subject of the Trunk Railway from Halifax to Quebec, and to request that His Excellency will be pleased to transmit the same.

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into further consideration of the Resolutions of Appropriation dated the twenty ninth day of March last, had made further progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Adjourned until To-morrow at 12 o'clock.

WEDNESDAY, 4th April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin.
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

The Honorable Mr. Botsford, from the Committee of this House, appointed to join the Committee of the Assembly to wait upon His Excellency the Lieutenant Governor with the Joint Address of both Houses to Her Most Gracious Majesty, on the subject of the Trunk Line of Railway from Halifax to Quebec, praying that His Excellency would be pleased to transmit the said Address to be laid at the Foot of the Throne, reported that they had attended to that duty, and His Excellency was pleased to say, he would comply with the wishes of the House.

Pursuant

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to amend an Act, intituled "An Act for ascertaining the Population of this Province, and for other purposes therein mentioned."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill further to amend the Law relating to Highways.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

A Message was brought from the Assembly by Mr. Jordan, with Resolutions of Appropriation dated the second day of April instant; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED, That the same be referred to the Committee of the whole House upon Resolutions of Appropriation.

A Message was brought from the Assembly by Mr. Ritchie, with a Bill in further amendment of the Charter of the City of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Street, with a Bill for the encouragement of Agriculture; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The

The Chairman reported, that the Committee had gone through the Resolutions of Appropriation dated severally the twenty ninth day of March last, and the second day of April instant, and recommended that the House should concur in the same, with certain exceptions, which the Committee recommend should not be concurred in, and asked leave to sit again.

ORDERED, That the Report be received, and leave granted.

Whereupon the Resolutions dated the twenty ninth day of March last, and the second day of April instant, were concurred in by the House, with the exception of the following Grants :—

To Mary M. Leggett the sum of twenty pounds to remunerate her for teaching a School in the Parish of Studholm, King's County, for the year one thousand eight hundred and forty eight :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of three hundred pounds to provide for the payment of certain work done in erecting the Arestook Bridge :

To George Cumming, a Schoolmaster in the City of Saint John, the sum of twenty pounds to remunerate him for having taught for several years many poor Children gratis.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have concurred in the said Resolutions of Appropriation, with the exceptions before entered.

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 5th April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Minchin.
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

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

A Bill to amend an Act, intituled " An Act for ascertaining the Population of this Province, and for other purposes therein mentioned : " and

A Bill to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John.

I*

ORDERED

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to these Bills without any amendment.

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

A Bill in further amendment of the Charter of the City of Saint John : and
A Bill for the encouragement of Agriculture.

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

On motion—

The House was put into a Committee of the whole, to take into further consideration the Bill further to amend the Law relating to Highways.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A at the end of the Bill, add as follows :—

“ Provided that nothing in this Act shall extend or be construed to extend to any City, Town or Parish for which special or local Acts relating to the Statute Labour are now in force.

“ V. And be it enacted, That this Act shall continue and be in force so long as the Act of which it is an amendment, and no longer.”

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED, That it be engrossed, and the Bill, as amended, read a third time on Saturday next.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to authorize the widening and enlarging of Mill Street in the City of Saint John.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

A Message was brought from the Assembly by Mr. Hayward, with a Bill to amend the Laws relating to Juries ; and with

Resolutions of Appropriation dated the fourth day of April instant ; to which they desire the concurrence of this House.

The said Bill and Resolutions were severally read a first time.

ORDERED

ORDERED, That the said Resolutions be referred to the Committee of the whole House upon Resolutions of Appropriation.

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

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole on Saturday next, to take the said Bill into consideration.

A Message was brought from the Assembly by Mr. R. D. Wilmot, with a Bill for regulating the shipping of Seamen at the Port of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

ORDERED, That the House be put into Committee of the whole on Saturday next, to take the said Bill into consideration.

The Honorable Mr. Hazen presented to the House a Bill, intituled "An Act to amend an Act relating to Insolvent Confined Debtors."

The said Bill was read a first time.

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

The said Bill was read a second time.

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

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the Resolutions of Appropriation dated the fourth day of April instant, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Adjourned until Saturday at 11 o'clock.

SATURDAY, 7th April, 1849.

PRESENT :

THE HON.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,*

Mr. Black, President.

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,*

Mr.

Mr. Crane,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,

Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.

PRAYERS.

Pursuant to the Order of the Day, the Bill further to amend the Act relating to Highways, as amended, was read a third time, and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with an amendment, to which they desire the concurrence of the Assembly.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill in further amendment of the Charter of the City of Saint John.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received, and leave granted.

A Message was brought from the Assembly by Mr. J. Earle, with Resolutions of Appropriation dated the fifth day of April instant; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED, That they be referred to the Committee of the whole House upon Resolutions of Appropriation.

A Message was brought from the Assembly by Mr. R. D. Wilmot, with a Bill to authorize the issuing of Treasury Notes; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Cranney, with a Bill for the re-appropriation of the sums granted to the Justices of Northumberland and Restigouche at the last Session of the Legislature for the purchase of Seed; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the Resolutions of Appropriation severally dated the fourth and fifth days of April instant, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

The

The Honorable Mr. Robertson gave notice that on Tuesday next he would move that another Order be added to the Standing Orders of this House, in reference to Resolutions of Appropriation sent up from the Assembly.

ORDERED, That the Honorable Messieurs Crane and Simonds have leave of absence.

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

A Petition from Niel Donoughue, praying allowance for teaching a School : and
A Petition from John Baird, with a like prayer.

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

The Honorable Mr. Hatch, by leave, presented a Petition from the Overseers of the Poor of Saint Stephen, praying remuneration for aid afforded to sick Emigrants.

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

Adjourned until Monday next at 11 o'clock.

MONDAY, 9th April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

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

A Bill to authorize the issuing of Treasury Notes : and

A Bill for the re-appropriation of the sums granted to the Counties of Northumberland and Restigouche at the last Session of the Legislature for the purchase of Seed.

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to amend the Laws relating to Juries.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was thereupon read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill for regulating the shipping of Seamen at the Port of Saint John.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

The said Bill was thereupon read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to authorize the widening and enlarging of Mill Street in the City of Saint John.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was thereupon read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

On motion—

The House was put into a Committee of the whole, to take into further consideration the Bill in further amendment of the Charter of the City of Saint John.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A in Section III. insert the words “or in any subsequent year.”

At B add “and that the person who may be Mayor of the said City on the first Tuesday in May in any year, may be re-elected Mayor by said Common Council in case

case the said Mayor shall have been elected Alderman or Councillor for any Ward for such year."

At C at the end of Section IV. insert a new Section as follows, and alter the numbers of the succeeding Sections accordingly:—

"V. And be it further enacted, That in case the Common Council of the said City shall neglect or refuse on the first Tuesday in May in any year, or on the occasion of any vacancy in the office of Mayor, within ten days after such vacancy, to elect a Mayor of the said City, and transmit the name of the Mayor elect for approval, as provided by this Act, it shall and may be lawful for the Lieutenant Governor or Administrator of the Government for the time being, by and with the advice and consent of the Executive Council, to nominate and appoint a Mayor of the said City, who shall be sworn and shall hold and execute the said office in the same manner to all intents and purposes as if he had duly elected by the Common Council of the said City, under the provisions of this Act."

At D in Section X. insert the words "and in case of forfeiture of such Bond the said Justices of the Peace of the City and County of Saint John shall, by that name, have power to sue for and recover the amount of the same, to be by them paid to the Chamberlain of the City for the purposes of this Act."

At E at the end of the same Section, add the words "and further provided, that the hours of attendance at the said Police Office, in the said City, shall be from ten A. M., to five P. M., in lieu of the hours mentioned in the said twenty first section, and that no Holidays shall be observed at the said Office except Sunday, Christmas Day, and Good Friday."

At E in Section XI. expunge the words "Police Office," and insert the words "good and sufficient Police Office, with suitable apartments."

At G in Section XIV. insert the words "which oath any such Magistrate is hereby authorized to administer."

At H in Section XIV. add the following words—"and that no person, although liable to payment of money for and towards the maintenance and support of the said Police, shall, by reason thereof, or by reason of the application of any penalty, forfeiture or costs to the use of the Watch and Police Funds, as above mentioned, for the purposes of this Act, be deemed an incompetent witness before any Court, or before the said Police Magistrate, or any Magistrate sitting at such Police Office, in any proceeding whatever, for any offence whatever, and no Justice of the Peace shall be disabled from acting in the execution of this Act by reason of his being liable to the payment of any money for the maintenance of the Police established by this Act."

At I in Section XVI. expunge the words "that part of the City lying on the eastern side of the Harbour," and insert the words "the City."

At K in Section XVII. expunge the word "Clerk," and insert the words "and Clerk to be determined by the Lieutenant Governor or Administrator of the Government for the time being."

At L in Section XX. insert the words "not being a Member of the Common Council."

At M in Section XXII. add the following words—"and that no person shall be qualified to be elected, or to be or sit as an Alderman or Councillor of the said City during such time as he shall hold any office or place of profit, (other than that of Mayor,)

Mayor,) in the gift or disposal of the Common Council of the said City, or during such time as he shall have, directly or indirectly, by himself or partners, any share or interest in any contract or employment with, by or on behalf of the Corporation of the said City; provided that such disqualification shall not arise from any person being a Shareholder in any Corporate Company, having a Contract with the said Corporation; and that no Alderman or Councillor shall receive into his hands any monies for and on account of any contract, work or employment made, done or performed by or on behalf of or by direction of the said Corporation, but that all monies due by the said Corporation, on any such account, shall be paid by the Chamberlain of the said City to the person or persons who shall actually have done such work, and shall be entitled to such monies, by, under or for such Contract, work or employment."

At N in Section XXIV. insert the words "or by any Candidate."

At O at the end of Section XXIX. add—"Provided always, that no bye law or ordinance of the said Corporation which shall be in force at the time this Act shall come into operation, shall become void by virtue of this enactment until six months after this Act shall come into effect."

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

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

The said Bill, as amended, was thereupon read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with certain amendments, to which they desire the concurrence of the Assembly.

A Message was brought from the Assembly by Mr. Barberie, with Resolutions of Appropriation dated the seventh day of April instant; to which they desire the concurrence of this House.

The said Resolutions were read a first time.

ORDERED, That the same be referred to the Committee of the whole House upon Resolutions of Appropriation.

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the Resolutions of Appropriation severally dated the fourth, fifth and seventh days of April instant, had made some progress therein, and asked leave to sit again.

ORDERED, That the Report be received and leave granted.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 10th April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill for the re-appropriation of the sums granted to the Counties of Northumberland and Restigouche at the last Session for the purchase of Seed.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, without any amendment.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill for the encouragement of Agriculture.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, without any amendment.

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill to authorize the issuing of Treasury Notes.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

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

On motion—

The House was put into a Committee of the whole, to take into consideration the Bill, intituled “ An Act to amend an Act relating to Insolvent Confined Debtors.”

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Boyd, with a Bill to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. R. D. Wilmot, that the Assembly had agreed to the amendments sent down from this House to the Bill in further amendment of the Charter of the City of Saint John : also with

A Bill for the encouragement of the Fisheries of this Province ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

A Message was brought from the Assembly by Mr. Street, with a Bill to afford relief to persons unfortunate in business in certain cases ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

On

On motion—

The House was put into a Committee of the whole, to take into further consideration Resolutions of Appropriation sent up from the Assembly.

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the Resolutions of Appropriation severally dated the fourth, fifth and seventh days of April instant, and recommended that the House should concur in the same, with certain exceptions ;

And the Chairman further reported, that on the question of concurrence being put on the appropriation "To Isaac Woodward the sum of £150 for his services as Corresponding and Recording Commissioner of Light Houses up to the thirty first day of December last, the same to be taken from the Light House Fund ;" the Committee divided—

CONTENT.

The Hon. Mr. Shore,
Mr. Robertson,
Mr. Hatch,
Mr. Johnston,
Mr. Kinnear,
Mr. Minchin,
Mr. Crane,
Mr. Peters,
Mr. Hill.

NON-CONTENT.

The Hon. Mr. President,
Mr. Botsford,
Mr. Chandler,
Mr. Hazen,
Mr. Simonds,
Mr. Harrison,
Mr. Davidson.

It was therefore carried in the affirmative.

ORDERED, That the Report be received.

Whereupon the said Resolutions of Appropriation were concurred in by the House, with the exception of the following Grants :—

To Rachael Martin, Schoolmistress, the sum of twenty pounds in addition to the Grant already made :

To Ebenezer L. Burpe the sum of twenty five pounds as a Bounty for erecting an Oat Mill and Kiln in the Parish of Chipman, Queen's County :

To James F. Woodman the sum of ten pounds to remunerate him for teaching a School in Hopewell for six months ending on the first day of November, in the year of our Lord one thousand eight hundred and forty eight :

To Thomas Baker, of the Parish of Coverdale, in the County of Albert, Teacher, the sum of thirty five pounds to remunerate him in part for having taught a very superior School in that Parish during the past year :

To the Reverend Michael Powers and the Managing Committee of the Roman Catholic School at Bathurst, in the County of Gloucester, the sum of thirty pounds towards the support of that institution :

To the President and Directors of the Grammar School at Saint Andrews the sum of twenty pounds to enable them to employ an Assistant in that establishment :

To the Reverend M. A. Wallace and the Managing Committee of the Roman Catholic

Catholic School at Saint Andrews, in the County of Charlotte, the sum of thirty pounds towards the support of that establishment :

To James Seivewright, of the Parish of Moncton, in the County of Westmorland, Teacher, the sum of thirty five pounds to remunerate him for having taught a superior School in that Parish during the past year :

To the Reverend Robert Irvine, Minister, and others, Trustees of the Saint John Presbyterian Church in the City of Saint John, the sum of one hundred pounds towards the support of a Presbyterian Seminary established in that City :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of seven pounds ten shillings to be applied in the purchase of fifty acres of Wilderness Land, in the Parish of Alnwick, in the County of Northumberland, for the support of a School in that Parish, the title thereof to be vested in the Justices of the Peace for the said County, for the use and support of said School, agreeably to the Petition of Murdock M'Kenzie and others :

To the Commissioners of the Alms House and Work House for the City and County of Saint John, the sum of eight hundred and fifty two pounds six shillings and three pence to reimburse advances made by them in the year one thousand eight hundred and forty eight for the relief and support of sick and distressed Emigrants, the same to be taken from the Emigrant Fund; three hundred and fifty eight pounds fifteen shillings and seven pence of which to be paid by the said Commissioners to Mr. William G. Lawton, for advances made by him to former Overseers of the Poor, on the credit of the said City and County, for the support and relief of sick and distressed Emigrants, agreeably to the Report of the Select Committee on his application for reimbursement; and the sum of twenty pounds to reimburse expenses incurred in the support of sick and distressed Emigrants in the years one thousand eight hundred and forty one and one thousand eight hundred and forty two :

To Mary J. Bixby, a licenced Teacher, the sum of twenty pounds to remunerate her for teaching a School for one year ending fifth January last :

To Edward Jagoe, a licenced Teacher, the sum of ten pounds for having taught a School in the Parish of Saint Patrick for seven months ending on the tenth day of November, one thousand eight hundred and forty three :

To Amos Keith, a School Teacher, the sum of ten pounds to remunerate him for teaching a School in the Parish of Studholm, in King's County, for the period of six months ending the first day of July, one thousand eight hundred and forty eight :

To Joseph Baxter and James Stark, two of the Commissioners for the erection of a Bridge across the Kennebecasis River, in King's County, the sum of fifty pounds to remunerate them in part for heavy losses which they have sustained in defending a suit brought against them by the Contractors for the erection of said Bridge :

To Patrick M'Glinchy, of the Parish of Prince William, in the County of York, the sum of twenty five pounds, being Bounty for the erection of an Oat Mill and Kiln at that place, in lieu of any other Bounty :

To John Richards, of Nashwaaksis, in the County of York, the sum of twenty five pounds, being Bounty for the erection of an Oat Mill and Kiln at that place, in lieu of any other Bounty :

To the Justices of the Peace for the County of Albert the sum of fifteen pounds in aid of a Courier to run from the Post Office in Salisbury, to James M'Naughton's, in Elgin :

To

To the Justices of the Peace of the County of York the sum of twenty five pounds in aid of a Courier to run from Fredericton to Nackawick :

To the Justices of the Peace of the County of Northumberland the sum of forty five pounds to provide for a Courier between Miramichi and Shippegan :

To the Justices of the Peace of the County of Westmorland the sum of thirty pounds to compensate Andrew Murray for carrying the Mail Bags from Sackville to Cape Tormentine :

To Joseph Leavitt, Stage Proprietor on the Road between Fredericton and Saint Andrews, the sum of one hundred pounds towards keeping up his very efficient establishment during the present year :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of forty pounds to compensate a Courier for carrying the Mails between Oak Point, Mahood's in the Jerusalem Settlement, Dunn's near Foot of Long Island, and the Mouth of the Nerepis :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of twenty pounds to provide for carrying the Mails between Fredericton and Stanley :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of thirty pounds to provide for carrying the Mails between Saint John and Quaco :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of twenty five pounds to provide for carrying the Mails between Saint John, Black River, and Ten Mile Creek :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of fifteen pounds to provide for carrying the Mails between Saint John, via Caledonia and Hibernia, to Tynemouth :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of twenty pounds to provide for carrying the Mails between Saint John and Upham :

To the Justices of the Peace of the County of Westmorland the sum of ten pounds to provide for carrying the Mails between Sackville and North Joggins :

To the Justices of the Peace of the County of Albert the sum of fifteen pounds to provide for carrying the Mails between Harvey Post Office and Salmon River :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of fifteen pounds to provide for carrying the Mails from Steves', in Westmorland, to New Canaan, through Butternut Ridge, in King's County :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of forty pounds to provide for carrying the Mails between Bathurst and Pokemouche :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of ten pounds to provide for carrying the Mails between Springfield and Norton the current year :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of one hundred pounds to provide for carrying the Mails between Miramichi and Dalhousie semi-weekly :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of forty pounds to provide for carrying the Mails between the Madawaska and Saint Francis :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of thirty pounds to provide for carrying the Mails between Gagetown and Salmon River :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of fifteen pounds to provide for carrying the Mails between Long Creek and Sussex Vale :

Twenty seven pounds to Joseph Baxter and James Stark in part for losses sustained in the suit of Isaac Foshay against them as Commissioners :

To John Walsh the sum of forty pounds for having taught a School at Saint John, for two years, ending on the first day of February, one thousand eight hundred and forty eight :

To Michael Turney the sum of ten pounds for six months services in teaching a School in the Parish of Simonds, County of Saint John, ending on the eighth day of September, one thousand eight hundred and forty eight :

To James Wilson the sum of forty two pounds six shillings and four pence, costs incurred by him in defence of his Title to Lands, as reported by the Select Committee of last year, the necessary Vouchers having now been produced :

To the Overseers of the Poor of the Parish of Bathurst, in the County of Gloucester, the sum of twenty pounds for expenses incurred by them in the relief of an Emigrant Family, and forwarding them to Saint John, N. B. ; to be taken from the Emigrant Fund :

To Sarah Ann Dysart the sum of ten pounds for teaching a School in the Parish of Upham, in the County of King's County, for a period of six months :

To His Excellency the Lieutenant Governor or Administrator of the Government for the time being, the sum of twenty pounds to pay a Courier between the Mouth of the Oromocto and John Bailey's, South Branch Oromocto :

To William F. Brand the sum of ten pounds for having taught a School in the Parish of Dorchester, County of Westmorland, for a period of six months, ending in January one thousand eight hundred and forty nine.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have concurred in the said Resolutions of Appropriation, with the said exceptions.

RESOLVED, That a Select Committee of three Members be appointed to investigate and report upon the Contingent Accounts of this House for the present Session.

ORDERED, That the Honorable Messieurs Botsford, Hatch, and Simonds, do compose the said Committee.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY

WEDNESDAY, 11th April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Owen,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Robertson,
Mr. Johnston,
Mr. Minchin,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

Pursuant to the Order of the Day, the Bill, intituled "An Act to amend an Act relating to Insolvent Confined Debtors," as engrossed, was read a third time, and passed.

ORDERED, That the Title be—

An Act relating to Insolvent Confined Debtors.

ORDERED, That the Master in Chancery do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have passed this Bill, and desire the concurrence of the Assembly thereto.

A Message was brought from the Assembly by Mr. Taylor, with a Bill to provide for opening and repairing Roads and erecting Bridges throughout the Province; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

The House was put into Committee of the whole accordingly.

The Honorable Mr. Hazen took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill to afford relief to persons unfortunate in business in certain cases.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, and recommended that the further consideration thereof should be postponed until the next Session of the Legislature; and that in the mean time the said Bill should be published in the Royal Gazette.

ORDERED

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

RESOLVED, That the further consideration of the said Bill should be postponed until the next Session of the Legislature; and that in the mean time the said Bill should be published in the Royal Gazette.

A Message was brought from the Assembly by Mr. J. Earle, with a Bill to amend an Act, intituled "An Act to provide for the support and improvement of the Parish Schools;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

Pursuant to the Order of the Day, the House was put into a Committee of the whole, to take into consideration the Bill further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch thereof to Saint Stephen.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill.

Pursuant to the Order of the Day, the House was put into Committee of the whole, to take into consideration the Bill for the encouragement of the Fisheries of this Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

Adjourned until To-morrow at 11 o'clock.

THURSDAY

THURSDAY, 12th April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

*Mr. Botsford,
Mr. Hatch,
Mr. Johnston,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill for opening and repairing Roads and erecting Bridges throughout the Province, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend an Act, intitaled "An Act to provide for the support and improvement of Parish Schools."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

A Message was brought from the Assembly by Mr. Ritchie, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act to amend an Act relating to Insolvent Confined Debtors :"

Also with the following Bills, to which they desire the concurrence of this House :

A Bill to encourage and facilitate the construction of a Railway from Saint John to Shediac : and

A Bill in amendment of an Act, intituled "An Act relating to Wrecked Property."

The said Bills were severally read a first time.

It was then moved and seconded, that the twenty third Rule of this House be dispensed with, as regards the first entered Bill, and that the same be read a second time presently.

Whereupon the following amendment was moved and seconded :—

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

M*

Upon

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

CONTENT.	NON-CONTENT.
<p>The Hon. Mr. President, Mr. Hatch, Mr. Owen, Mr. Minchin, Mr. Peters, Mr. Simonds, Mr. Hill, Mr. Harrison, Mr. Davidson.</p>	<p>The Hon. Mr. Shore, Mr. Botsford, Mr. Robertson, Mr. Solicitor General, Mr. Johnston, Mr. Hazen.</p>

And so it passed in the affirmative.

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

The said Bill was read a second time.

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

A Message was brought from the Assembly by Mr. Woodward, with a Bill in addition to and in amendment of the Act relating to the Navigation of the River and Harbour of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

At A in Section I. expunge the remainder of the Section.

The said amendment being read a second time, and the question of concurrence put thereon, it was agreed to by the House.

ORDERED

ORDERED, That it be engrossed, and the Bill, as amended, read a third time presently.

The said Bill, as amended, was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill, with an amendment, to which they desire the concurrence of the Assembly.

On motion—

RESOLVED, As the opinion of this House, That the practice of appointing Members of the Legislature to expend Grants of Money made by the Legislature, in all cases where such Members are entitled to a Commission for such expenditure, or by receiving a Salary therefor, is unconstitutional and dangerous, and calculated to lead to lavish, improvident and unnecessary expense in conducting the disbursement of Public Monies, and therefore ought to be discontinued.

The Honorable Mr. Botsford, from the Select Committee appointed to examine and report upon the Contingent Expenses of this House, presented a Report.

ORDERED, That the same be received.

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

The Select Committee appointed to examine and report upon the Contingencies of this House, beg leave to report that they have attended to that duty, and find that they amount to the sum of Seven hundred and twenty seven pounds three shillings and five pence half penny ; that the several amounts forming this aggregate are satisfactory ; and they recommend the same to be allowed.

Respectfully submitted.

A. E. BOTSFORD,
 H. HATCH,
 CHARLES SIMONDS.

Committee Room, April 12, 1849.

RESOLVED, That the Contingent expenses for the present Session amount to the sum of Seven hundred and twenty seven pounds three shillings and five pence half penny.

A Message was brought from the Assembly by Mr. Woodward, that the Assembly had agreed to the amendments sent down from this House to the Bill in addition to and in amendment of the Act relating to the Navigation of the River and Harbour of Saint John : also with the following Resolution :—

“ House of Assembly, 9th April, 1849.

“ Whereas it is not deemed advisable to make any Legislative Grant to be specially applied for the relief of such persons as may be suffering from the present destitution in several parts of this Province, and it is considered that a proportion of the Bye Road Grants may be advanced for the purpose of such relief ; therefore

“ *Resolved,* As the opinion of this House, That upon a representation being made to His Excellency the Lieutenant Governor on behalf of any Parish or Settlement, shewing that immediate relief is required by any of the inhabitants thereof, His Excellency may, by and with the advice and consent of the Executive Council, if it shall be deemed prudent and advisable so to do, issue his Warrant for such proportion of the Bye Road Appropriations,

Appropriations, not exceeding one half, as may be applicable to the Roads in the Parishes or Districts where such relief may be required; and the Commissioner or Commissioners may be instructed to advance the proportions of such Grants so placed at their disposal, to those persons who stand most in need thereof, and who reside in the vicinity of the Roads for which such Grants have been made; and the Commissioner or Commissioners shall thereupon take from the individuals so relieved, satisfactory security for the repayment of the amount, by work upon the Roads, to be performed immediately after seed time, and at such reasonable rate as the said Commissioner shall determine upon.

“CHAS. P. WETMORE, *Clerk.*”

RESOLVED, That this House do concur in the same.

Adjourned until To-morrow at 10 o'clock.

FRIDAY, 13th April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Hatch,
Mr. Johnston,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Robertson,
Mr. Solicitor General,
Mr. Owen,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to encourage and facilitate the construction of a Railway from Saint John to Shediac, was read a second time.

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

The Honorable Mr. Shore took the Chair.

After some time the House resumed.

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

The Chairman further reported, that upon the question, whether the first Section of the said Bill should pass, the Committee divided—

~~The Hon.~~ Mr. Botsford,
Mr. Chandler,
Mr. Robertson,
Mr. Johnston,
Mr. Hazen.

The Hon. Mr. Shore,
Mr. Solicitor General,
Mr. Hatch,
Mr. Owen,
Mr. Peters,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Harrison,
Mr. Davidson.

So it passed in the negative.

That upon the question, whether the said Bill be postponed for three months, the Committee divided—

CONTENT.

The Hon. Mr. President,
Mr. Shore,
Mr. Robertson,
Mr. Hatch,
Mr. Solicitor General,
Mr. Owen,
Mr. Peters,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Harrison,
Mr. Davidson.

NON-CONTENT.

The Hon. Mr. Botsford,
Mr. Chandler,
Mr. Johnston,
Mr. Hazen.

So it passed in the affirmative.

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

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

A Message was brought from the Assembly with the following Resolutions of Appropriation, dated the seventh day of April instant, to which they desire the concurrence of this House :—

To the Postmaster of Fredericton the sum of four hundred and ninety seven pounds five shillings and ten pence, for the Postages of the Legislature during the present Session :

To the Clerk of the House of Assembly the sum of one thousand eight hundred and forty nine pounds eight shillings and six pence, for the Contingencies of the present Session.

The said Resolutions being read, were concurred in by the House.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by Mr. Woodward, with a Bill to appropriate a part of the Public Revenue for the services therein mentioned; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The said Bill was read a second time.

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

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House that the Legislative Council have agreed to this Bill without any amendment.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 14th April, 1849.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Shore,
Mr. Chandler,
Mr. Johnston,
Mr. Minchin,
Mr. Simonds,
Mr. Hill,
Mr. Davidson.*

*Mr. Botsford,
Mr. Solicitor General,
Mr. Owen,
Mr. Peters,
Mr. Hazen,
Mr. Harrison,*

PRAYERS.

The Honorable Mr. Botsford, from the Committee on the part of this House, appointed to join the Committee of the Assembly in preparing a Joint Address to Her Most Gracious Majesty, to effect an early settlement of the Boundary between this Province and Canada, reported that they had attended to that duty, and recommended the following Address to the adoption of the House.

The said Address being read, was approved of by the House, and is as follows :—

“ To the Queen’s Most Excellent Majesty.

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

“ MAY IT PLEASE YOUR MAJESTY,

“ We, Your Majesty’s devoted Subjects, the Legislative Council and Assembly of New Brunswick, beg leave to approach Your Majesty with assurances of our sincere attachment to Your Majesty’s Person and Government. “ We

“ We had hoped that ere this the long pending dispute respecting the Boundary between this Province and Canada would have been definitively settled, and we therefore regret that no intelligence has yet been received of the determination of Your Majesty’s Government on this important subject.

“ Respectfully urging upon Your Majesty’s consideration the necessity for an early settlement of this question, we humbly pray that such steps may be taken by Your Majesty’s Government as will secure to Your Majesty’s Subjects in this Province their just rights to the Territory in dispute, and establish the Boundary Line between the Provinces.

“ And as in duty bound will ever pray.”

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly by Mr. Woodward, that the Assembly had agreed to the Joint Address to Her Majesty on the subject of the early settlement of the Boundary between Canada and this Province.

ORDERED, That the Honorable Mr. Botsford be a Committee on the part of this House, to join such Committee as may be appointed by the Assembly, to wait upon His Excellency the Lieutenant Governor with the said Joint Address, and request His Excellency will be pleased to transmit the same, to be laid at the Foot of the Throne.

ORDERED, That the Master in Chancery do go down to the Assembly and acquaint that House thereof.

A Message was brought from the Assembly, that the Assembly had appointed the Honorable Mr. L. A. Wilmot, and Mr. Baillie, a Committee to join the Committee appointed by this House to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty relative to the settlement of the Boundary between this Province and Canada.

The Honorable Mr. Botsford, from the Committee of this House appointed to join the Committee of the Assembly to wait upon His Excellency the Lieutenant Governor with the Joint Address of both Houses to Her Most Gracious Majesty on the subject of the Boundary Line between this Province and Canada, praying that His Excellency would be pleased to transmit the said Address, to be laid at the Foot of the Throne, reported that they had attended to that duty, and His Excellency was pleased to say, he would comply with the wishes of the House.

The House adjourned during pleasure.

After some time the House resumed.

His Excellency the Lieutenant Governor came to the Council Chamber, and being seated in the Chair on the Throne, commanded the Gentleman Usher of the Black Rod, through the Honorable the President, to let the Assembly know—“ It is His Excellency’s pleasure they attend him immediately in this House.”

The House attended accordingly.

His

His Excellency then gave his assent to the following Bills, intituled—

An Act to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province :

An Act to appropriate a part of the Public Revenue for the services therein mentioned :

An Act to provide for opening and repairing Roads and erecting Bridges throughout the Province :

An Act for the encouragement of Agriculture :

An Act for the adjustment of certain outstanding Bonds to the Crown :

An Act to provide for the improvement of the Navigation of the River Saint John :

An Act for the re-appropriation of the sums granted to the Counties of Northumberland and Restigouche at the last Session of the Legislature for the purchase of Seed :

An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions :

An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law :

An Act to amend the Law relating to Juries :

An Act in further amendment of the Law relating to the Registry of Deeds and other Instruments :

An Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province :

An Act to amend an Act relating to Insolvent Confined Debtors :

An Act to amend an Act, intituled "An Act to provide for the support and improvement of Parish Schools :"

An Act to restrain the holding of Parishes in plurality by the Clergy of the Church of England in this Province :

An Act in amendment of an Act, intituled "An Act relating to Wrecked Property :"

An Act to amend an Act, intituled "An Act for ascertaining the Population of this Province, and for other purposes therein mentioned :"

An Act for regulating the shipping of Seamen at the Port of Saint John :

An Act to authorize the widening and enlarging of Mill Street in the City of Saint John :

An Act to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the City of Saint John :

An Act in addition to and in amendment of the Act relating to the Navigation of the River and Harbour of Saint John :

An Act to make provision for a Public Burial Ground in and for the City and County of Saint John :

An Act to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John :

An Act for the appointment of Commissioners of Sewers for the Parish of Sackville, in the County of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts :

An Act to authorize and empower the Rector, Church Wardens and Vestry of Saint George's Church, in the Parish of Bathurst, in the County of Gloucester, to sell and convey

convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive :”

An Act to facilitate the operations of the York and Carleton Mining Company :

An Act to amend an Act, intituled “An Act to incorporate the City of Fredericton :”

An Act in further amendment of the Acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company :

An Act in amendment of an Act, intituled “An Act to provide for the Incorporation of certain Presbyterian Churches in this Province not in connexion with the Established Church of Scotland :”

An Act in addition to an Act, intituled “An Act to incorporate the British North American Electro-Magnetic Telegraph Association :”

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

An Act to amend an Act to incorporate the New Brunswick Electric Telegraph Company :

An Act to incorporate the Grand Division and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick :

An Act to incorporate the Fredericton Mutual Insurance Company :

An Act to incorporate the Saint Stephen Upper Mills Boom Company :

An Act to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville.

And also the following Bills, which severally contain a clause suspending the operation thereof until Her Majesty’s assent be had and declared :—

An Act to vacate the Seats of Members of the Assembly in certain cases :

An Act for reduction of Judicial Salaries :

An Act in amendment of and in addition to an Act, intituled “An Act in addition to an Act, intituled ‘An Act to extend the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province :’ ”

An Act for the adjustment of claims of certain purchasers of Crown Lands :

An Act further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen :

An Act in further amendment of the Charter of the City of Saint John :

An Act to incorporate the Saint John and Shediac Railway Company :

An Act to incorporate the Saint John Suspension Bridge Company :

An Act for the relief of the Reverend Edward D. Very.

As to the Bill, intituled—

An Act to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes ;

His Excellency the Lieutenant Governor was pleased to reserve the same.

His Excellency was then pleased to deliver the following Speech :—

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

“ Mr. Speaker, and Gentlemen of the House of Assembly ;

“ I close the present Session of the Legislature with the conviction that you have applied yourselves to the business of the Country in a spirit of earnest endeavour to do all in your power to promote the prosperity and happiness of our People.

“ It is on Divine Providence we must rely for crowning these efforts with success ; and I feel perfectly confident, that if we are blessed with an abundant Harvest, the Agriculture, Commerce, and Revenue of the Colony, will spring up with renewed vigour.

“ The liberal manner in which you have, by your Address to Her Most Gracious Majesty, met the views expressed by me with reference to Rail Roads, deserves acknowledgment on my part, and I hope will lead to practical results of the highest importance. The Acts relating to Railways, to the settlement of industrious Emigrants, the encouragement of Agriculture, and the improvement of the great River Saint John, are calculated to develope the resources of the Province.

“ Of all the measures, however, which you have passed this Session, none will be in reality more beneficial to the Community, than those for the consolidation and amendment of the Law. It is of the utmost consequence that its provisions should be readily intelligible both to those who administer it as Magistrates and to those who are only bound by it as Subjects.

“ Mr. Speaker, and Gentlemen of the House of Assembly ;

“ I thank you for the Supplies for the Public Service which you have granted.

“ I trust that the Act for raising a Revenue may be found sufficient to attain its object without involving any objectionable principle, or imposing any restrictions unnecessarily oppressive on Trade.

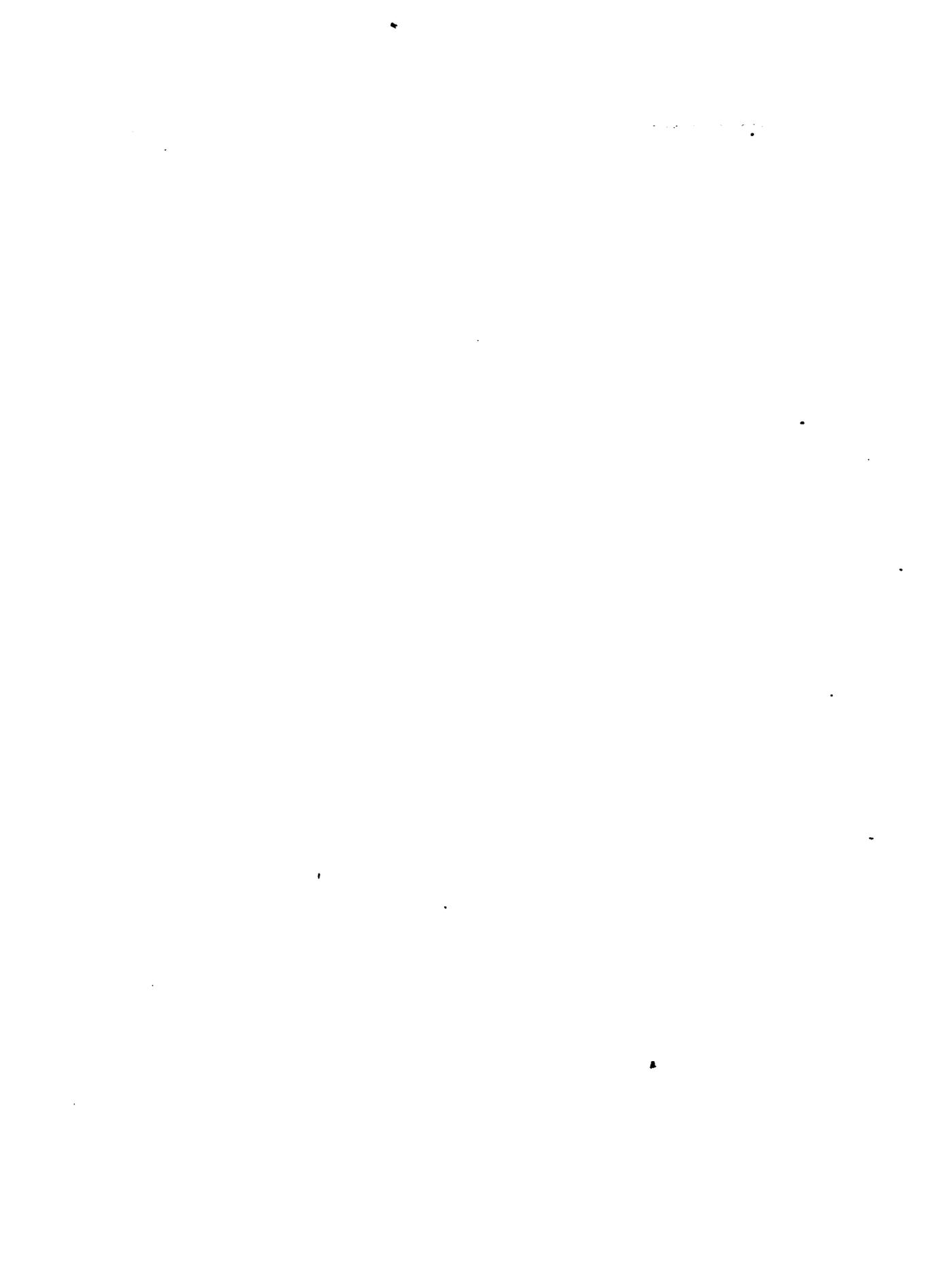
“ Mr. President, and Honorable Gentlemen of the Legislative Council,

“ Mr. Speaker, and Gentlemen of the House of Assembly ;

“ I cannot suffer this Session to terminate without repeating my satisfaction at the readiness which you have shewn to meet the difficulties of the present time, so far as those difficulties admit of a Legislative remedy. It shall be my duty to see that the Acts which you have passed are properly carried out ; and I trust, that, in returning home, you will impress upon your respective Constituencies, my disposition, and that of Her Majesty’s Government, to do all that can be done to relieve any present embarrassment, and to administer the Laws in a spirit of considerate impartiality.”

After which, the President of the Council, the Honorable Mr. Black, by His Excellency’s command, declared the General Assembly to be prorogued until the last Tuesday in June next.

G. BOTSFORD, *Clerk Leg. Co.*





APPENDIX.

No. 1.

[See Journal 6th February 1849.]

Report on the proposed Trunk Line of Railway from an Eastern Port in Nova Scotia, through New Brunswick, to Quebec.

Halifax, Nova Scotia, August 31, 1848.

Three principal Lines or routes for a Trunk Line of Railway present themselves for consideration ; and by combining portions of two of these Lines together, a fourth and fifth route may be formed.

1st.—Commencing at Halifax and crossing the Province of Nova Scotia to a Port in New Brunswick, and then by Fredericton along the Saint John River, to the Grand Falls.

From the Grand Falls by the best practicable route across the mouth of the Rivière du Loup, on the Saint Lawrence, and by the right bank of the Saint Lawrence to Quebec.

The distance by this route would be as follows :—

	Miles.
Halifax to Windsor,	45
Windsor to Annapolis,	84
Annapolis to entrance Bay of Fundy,	11
Across Bay of Fundy to Saint John, (by sea)	45
Saint John to Fredericton, ...	65
Fredericton to Woodstock,	62
Woodstock to Grand Falls,	71
The Grand Falls to mouth of the Rivière du Loup,	106
Rivière du Loup to Quebec,	110

Total distance Halifax by the Saint John River to Quebec, 600

This line may be termed a mixed route—by Railway and Steamboat.

2nd.—Commencing at Halifax and running to Truro, at the head of the Bay of Fundy, thence over the Cumberland Mountains to Amherst, then along the coast from Bay Verte to Shediac, thence by a north westerly course, crossing the Rivers Richibucto

Richibucto and Miramichi above the flow of the tide, so as not to interfere with the navigation.

Then by the Valley of the North-western Miramichi to Bathurst, on the Bay Chaleurs, along the coast of this Bay to the Restigouche River, and by it and the Valley of the River Metapedia to the Saint Lawrence, and by the right bank of the Saint Lawrence to Quebec.

The distance by this route would be as follows:—

	Miles.
Halifax to Truro,	55
Truro to Amherst and Bay Verte,	69
Bay Verte to Shediac,	26
Shediac to Miramichi River,	74
Miramichi River to Bathurst,	56
Bathurst to Eel River, near Dalhousie,	48
Dalhousie to the mouth of the Metapedia River,	30
Metapedia River to the mouth of the Naget River, near the Saint Lawrence,	86
Along the Saint Lawrence from this point to Quebec,	191
Total distance by this route,	635

This, for the sake of reference, may be called the Halifax and Eastern or Bay Chaleurs route, through New Brunswick to Quebec.

3rd.—Commencing at the Harbour of Whitehaven, near Canso, at the north-eastern extremity of Nova Scotia, thence along the Atlantic coast to Country Harbour and Valley of the River Saint Mary, thence by or near to Pictou and along the northern shore to Bay Verte.

From Bay Verte to or near the Bend of Petitcodiac, thence across to Boistown, and northerly to the Restigouche River, crossing it several miles to the east of the Grand Falls.

From thence by the most direct and practical course to the Trois Pistoles River, and along the right bank of the Saint Lawrence to Quebec.

The distance by this route would be nearly as follows:—

	Miles.
Whitehaven to Country Harbour,	40
Country Harbour to Saint Mary's Valley and Pictou,	64
Pictou and along the coast to Bay Verte,	77
Bay Verte to Bend of Petitcodiac,	40
Petitcodiac to Boistown,	80
Boistown to the crossing of the Restigouche River,	115
Restigouche River to Trois Pistoles, by the Kedgwick and Rimouski Vallies,	105
Along the Saint Lawrence to Quebec,	131
Total distance from Whitehaven by Boistown to Quebec,	652

This may be termed the direct route.

4th.—Combining the Halifax route through Nova Scotia, and the direct route through the centre of New Brunswick.

The distances will be probably as under :—

	Miles.	
From Halifax by Truro and Amherst, to Bay Verte, as per route No. 2,	124	In Nova Scotia.
Bay Verte to the Bend of Petitcodiac, Boistown, Restigouche River, as per route No. 3,	235	In N. Brunswick.
By the Kedgwick and Rimouski, to the mouth of the Torcadi,	75	} In Canada.
Mouth of Torcadi to the crossing of Trois Pistoles River,	30	
Along the Saint Lawrence River to Quebec,	131	
Total distance from Halifax to Quebec by this route,	595	

5th.—Combining the Whitehaven route through Nova Scotia with the Eastern or Bay Chaleurs route through New Brunswick to Quebec, the distances will be as under :

	Miles.	
From Whitehaven by Pictou and the North Coast to Bay Verte, as in route No. 3,	181	In Nova Scotia.
From Bay Verte to the Bay Chaleurs, and mouth of the Metapedia, as in route No. 2,	234	In N. Brunswick.
Mouth of the Metapedia River to the mouth of the Naget,	86	} In Canada.
Along the Saint Lawrence to Quebec,	191	
Total distance from Whitehaven to Quebec, by this route,	692	

Thus the distances will be as under :—

	Miles.
1st. By the mixed route, Halifax to Annapolis, by the Saint John to Quebec, the distance will be	600
2nd. By the Halifax and Eastern, or Bay Chaleurs route, to Quebec,	635
3rd. By the direct route, Whitehaven, Boistown and Quebec,	652
4th. By the Halifax, Truro, Amherst, and Boistown, to Quebec,	595
5th. By the Whitehaven, Bay Verte and Bay Chaleurs, to Quebec,	692

The first line fails in the most essential object contemplated by the proposed Railway, viz. a free and uninterrupted communication at all times and seasons of the year, from the Port of arrival on the Atlantic terminus in Nova Scotia to Quebec.

The intervention of the Bay of Fundy is fatal to this route.

In Summer the transshipment of passengers and goods to and fro would be attended with the greatest inconvenience—loss of time and additional expense ; whilst in Winter it would be even still more inconvenient and liable to be interrupted by storms and the floating masses of ice which then occur in the Bay.

In

In the case of the conveyance of Troops, transport of Artillery and munitions of war, the crossing the Bay would at any time be most objectionable, and if suddenly required in critical times, might be attended with the worst consequences.

Commercially too, it would destroy the fair prospects of the proposed line from Quebec to Halifax competing successfully with the route by the Gulf of Saint Lawrence, and with rival lines in the neighbouring States.

But there are also other serious objections to be offered against it.

Passing through New Brunswick and on the right bank of the River Saint John, as it must necessarily do, to the Grand Falls, it would, for a considerable distance, both before and after reaching that point, run along and close to the frontier of the United States.

In case of war, therefore, or in times of internal commotion, when border quarrels or border sympathies are excited, this line, when most needed, would be the most sure to fail, for no measures could be taken which would at all times effectually guard it from an open enemy and from treacherous attacks.

The passage across the Bay of Fundy, so close to the shores of Maine, would invite aggression, and require a large naval force for its protection.

The engineering difficulties as the line approaches the Grand Falls from Woodstock would not be easily overcome.

The space between the Saint John River and the Boundary Line becomes gradually contracted to a width of not more than two to three miles, and the country is broken and rough, whilst the banks of the Saint John are rocky and precipitous for many miles below the Falls.

From the Grand Falls to the Saint Lawrence, a distance of more than a hundred miles, the country is so far known as to make it certain that there is very difficult and unfavourable ground to be encountered, which would require careful explorations and extensive surveying.

This intervention of the Bay of Fundy, therefore, and the proximity of this line for a considerable distance, to the frontier of the United States, was so objectionable and fatal to this route, that the attention of the officers and the exploring parties was, after a slight examination of the country between Halifax and Annapolis, directed in search of other and more favourable lines.

To understand the comparative advantages possessed by the *other* routes, as well as to be able to weigh the objections which may be raised against each, and afterwards determine from their relative merits, which *is the best direction for the proposed line to take*, it will be necessary, previously, to give some description of the country through which the lines pass, the present amount and distribution of the population, and the engineering difficulties which were met with along the lines examined.

As it will be seen in the end, that only one of the lines, viz. the second, has been explored and carried out *successfully* from its terminus on the Atlantic quite through to Quebec, it may be perhaps considered superfluous to enter upon the discussion of rival lines, but the object to be gained by so doing, is to show that so much has been done and is known of the country as to render further explorations for new lines unnecessary, because, if completed, they would not be likely to be recommended in preference to the one which will be proposed for adoption.

The

The distance from the Atlantic coast of Nova Scotia to the bank of the Saint Lawrence is about 360 miles in a straight line. Intersecting the country which must be traversed by any line of Railway and crossing its course at right angles, are *five great obstacles* which have to be either surmounted or avoided.

1st is a broad range or belt of high and broken land which runs along the Atlantic shores of Nova Scotia, from Cape Canso to Cape Sable. The breadth varies from about twenty miles in its narrowest part up to fifty or sixty miles in other places. Its average height may be about five hundred feet. The strata of which it is composed consist of granite, slate, and a variety of rocks, hard and difficult to cut through. The characteristic features of the surface are rugged and uneven, and therefore very unfavourable for railway operations. No useful minerals of the metallic kind have been found in it, in quantities sufficient to work to advantage.

Valuable quarries of stone for building purposes are abundant, but these will be found everywhere nearly along the proposed line.

This formation is estimated to cover nearly two-thirds of the surface of Nova Scotia. It is generally speaking unfavourable for agriculture; the timber on it is stunted in growth, and it is an object of some importance to pass through it and leave it behind as soon as possible.

If a line be drawn from the head of the estuary of the Avon, near Windsor, to the Great Shubenacadie Lake, and then across the Steniacke River, along the upper parts of the streams in the County of Pictou, to the Gut of Canso, all the portion lying to the south of this line belongs to this formation, and all to the north of it to the more favourable and highly valuable formation of the carboniferous system.

The narrowest and shortest line by which this range or belt can be crossed, occurs at Halifax, and at the same time, owing to a favourable break in the chain, at the lowest point in altitude; the summit level through it not exceeding ninety feet.

The Halifax line (route No. 2) is clear of it in twenty miles. Before the same can be done by the Whitehaven and Direct line (route No. 3), it must follow the coast for upwards of thirty miles, as far as Country Harbour, and then a further course across it of another thirty miles; involving in this distance *two* if not three tunnels, and must surmount a summit level of 400 feet.

2. The second great obstacle is the Bay of Fundy. This, as stated, is fatal to the first route. By the other routes it can be turned and avoided.

3. The third obstacle is the range of Cobequid Hills. These extend all along the north shore of the Bay of Minas and very nearly across but not quite to the shore at the Straits of Northumberland. In breadth the range preserves nearly an uniform width of about 10 miles. In altitude the hills average from 800 to 1000 feet. The lowest point, after a careful survey, was found to be at the Folly Lake, 600 feet above the sea. This range can be avoided and passed by the Whitehaven and Direct route, but must be surmounted and crossed over by the Halifax and Eastern line, (route No. 2.)

The prevailing rocks are granite, porphyry, and clay slate, in the upper portions; along the shore of the Bay of Minas and on the northern side, the formation is of the red sandstone and the coal measures.

This range abounds with the most valuable minerals, of which a large mass of specular iron ore, of unequalled richness, occurs close to the line, and only requires facility of carriage for bringing coals to the spot, to be worked with profit.

A large portion of this tract still remains ungranted, and timber of excellent growth, with abundance of the finest stone for building purposes, are to be met with, and still belonging to the Crown, can be had for the expense of labour only.

4. The fourth obstacle is the broad and extensive range of highlands which occupies nearly the whole space in the centre of New Brunswick from the Miramichi River north to the Restigouche. Some of these mountains rise to an altitude exceeding 2000 feet.

The Tobique River runs through them, forming a deep valley or trough, which must be crossed by the Direct line, and increases greatly the difficulty of passing by them.

The lowest point of the ridge, overlooking the Tobique River, at which any line of Railway must pass, is 1216 feet above the sea. Then follows a descent to the River of 796 feet in 18 miles, and the summit level on the opposite ridge or crest between the Tobique and Restigouche waters, is 920 feet above the sea, or a rise of 500 feet above the point of crossing at the Tobique water. These great summit levels which must be surmounted, form a serious objection to this route.

The Eastern line by the coast avoids this chain altogether. The greatest summit level along it will not be above 368 feet, while the distance by each from the Province line at Bay Verte to the Restigouche River, (the northern limit of New Brunswick,) will be as nearly as possible the same, there being only a difference of one mile in these two routes through this Province.

The rocks composing this chain of mountains are granite, various kinds of slates, grauwacke, limestone, sandstone, &c.

5. The fifth and last obstacle to be overcome and which cannot be avoided by any of the routes, is the mountain range running along the whole course of the River Saint Lawrence in a very irregular line, but at an average distance from it of about twenty miles. It occupies with its spurs and branches a large portion of the space between the Saint Lawrence and the Restigouche River. The rocks and strata composing the range are of the same character and kind as the Tobique range. The tops of the mountains are as elevated in the one range as in the other.

The exploring parties failed in finding a line through this range, to join on to the direct line through New Brunswick, but succeeded in carrying on the Eastern or Bay Chaleurs route, owing to the fortunate intervention of the valley of the Metapediac River.

The line which was tried and failed, was across from the Trois Pistoles River by the heads of Green River, and down the Pseudy, or some of the streams in that part running into the Restigouche River.

A favourable line from the Trois Pistoles was ascertained along the Eagle Lake and Torcadi River, as far as the Rimouski, and it is probable that by ascending this River, and descending the Kedgwick River, this line, route No. 4, could be completed.

But it is most improbable that it could compete in favourable grades with the Metapediac.

It

It will be allowing it sufficient latitude to suppose it will be equal in engineering merits, and that if accomplished, it will give the route No. 4 an apparent advantage of forty miles in distance.

A very striking characteristic in the geological formation of North America, and which has been noticed in the writings of persons who have described the country, is the tendency of the rock strata to run in parallel ridges in courses north easterly and south westerly.

On referring to the General Map No. 1, and confining the attention more particularly to that portion of country east and north of the Saint John River through which any line must pass, this general tendency cannot fail to be remarked.

The River Saint Lawrence—the main Restigouche River and intermediate chain of mountains—the Tobique River and mountains—all the Streams in New Brunswick, (the main trunk of Saint John and a branch of the Miramichi excepted.)

The Cobequid Range, the Bay of Fundy, and the high and rocky range along the Atlantic shore have all this north east and south western tendency.

It will be evident, therefore, that any line from the coast of Nova Scotia to the Saint Lawrence has a general direction to follow, which is the most unfavourable that could have occurred for it, having to cross all these mountain ranges, streams, and vallies at right angles nearly to their courses.

The lines explored for the direct route through New Brunswick were obliged on this account to keep the elevated ground crossing the upper parts of the streams.

By so doing, a line was found to the Restigouche which may be considered just within the limits of practicability; but having very unfavourable summit levels to surmount.

And the peculiar formation of the strata and general course of the vallies and streams renders it most improbable that any further explorations to improve this direct line through New Brunswick would be attended with much success.

Very fortunately for the eastern line, one of the branches of the North-western Miramichi presented itself as an exception to the general tendency, and enabled that line to reach the coast of the Bay Chaleurs.

The distance across in a direct line from the coast of Nova Scotia to the Saint Lawrence has been stated at about 360 miles, forming the difficult and unfavourable portion of the line. When the Saint Lawrence mountains are passed, then the tendency of the strata and courses north easterly and south westerly, becomes as favourable for the remaining 200 miles along that River, as it was before adverse.

The general character of the ground between the Saint Lawrence River and the mountains, is that of irregular terraces or broad vallies rising one above another by steep short banks, having the appearance as if the River had at some former periods higher levels for its waters.

The streams run along these vallies parallel with the course of the Saint Lawrence until meeting some obstruction they turn suddenly off and find their way over precipices and falls to the main River.

Having described such of the physical features of the country which form *obstacles* in the way of the lines under consideration, it is proper next to describe those features and other resources which are advantages, and should be *sought* for by competing lines.

The

The geological systems which prevail through the intermediate country to the mountain ranges are the carboniferous and new red sandstone.

They include large deposits of red marl, limestone, gypsum, free stone of excellent quality for building purposes, and extensive beds of coal. Indications of the latter are met with in abundance from the banks of Gay's River (twenty miles from Halifax,) up to the Restigouche River, and along the shores of the Bay Chaleurs.

Wherever these systems and minerals are found, a strong and productive soil, favourable for agricultural pursuits and settlement, is sure to accompany them.

The surface of such a country too is generally low or moderately undulating, and therefore the more of such a district that a line can be led through, the better for it.

In Nova Scotia this formation occupies its northern section, and amounts to nearly one third of its whole area. It then extends all over the southern and eastern parts of New Brunswick.

In this respect, therefore, the route No. 2 has a decided advantage.

The greatest and most valuable coal field is that of Pictou.

It is situated on the south side of that Harbour. The exact extent of the bed is not known, as it is broken by a great (geological) fault. It occupies, however, an area of many square miles.

The coal is bituminous, of good quality, and the veins of most unusual thickness.

Mines in it are extensively worked, and large exports from them are made to the United States. Iron ore is abundant.

This is an advantage in favour of the Whitehaven and direct route.

The next great coal district is the Cumberland field, and it is second only in importance to that of Pictou.

It is supposed to extend from the Macon River, west of Amherst, over to Tatmagouche in the Straits of Northumberland.

Some mines in it have been recently opened, and promise to be very productive.

The Line No. 2 passes over this field for miles, and may be considered from that circumstance, as not being deprived altogether of an advantage possessed by the other route.

The *great* agricultural capabilities of the Eastern Counties of New Brunswick have been described in the Reports of Mr. Perley, the Government Emigration Agent, which were presented to the New Brunswick Legislature in February 1847, and ordered to be printed.

One most important object to be attained by the construction of the Rail Road, is the settlement of the public lands, and the encouragement of emigration from the mother country.

As bearing very strongly upon this point in the choice of the best direction for the line, I subjoin the following extract taken from Bouchette's work on Canada, vol. 1, page 331. It is a quotation made by him from "The Commissioners Report of 1821."

"The Bay of Gaspé, and particularly the Bay des Chaleurs, are susceptible of the most improved agriculture. For the establishment of emigrants no part in Canada offers such immediate resources of livelihood as may be derived from the fisheries. It is a fact worthy of notice, that in the year 1816, when the lower parts of the Province were afflicted with a famine from the destruction of the harvest by frost, no such inconvenience

inconvenience was experienced at Paspébiac, nor at any other place within the level tract above mentioned."

The tract alluded to here is not clearly defined by the quotation, but it is supposed to mean the whole district along the south shore of the Bay Chaleurs.

This tends to show the effect produced by the vicinity of the sea, in moderating the temperature and saving the crops from untimely frosts. In this respect, therefore, the Line No. 2 has an important advantage over the one through the central and more elevated land of New Brunswick.

As the interior is approached, and the distance from, as well as the elevation above, the sea increases, the danger to crops from cold nights and early frosts also increases.

In the Madawaska Settlement, and on the Upper Saint John River, great failures of crops have occurred from this cause, and wheat and potatoes are very liable to be destroyed.

From the Bend of Petitcodiac to the Saint Lawrence, a distance of upwards of 300 miles, the direct line would pass through a perfect wilderness, with not a single settler on the whole line, except a few at or near to Boistown.

Leaving engineering difficulties for the moment out of the question, the cost of construction would be materially increased by the extra difficulties attendant on the transport of necessary materials, and in supplying with food the labourers and others engaged on the line.

This disadvantage is not shared by the second route, which can be approached in numerous places along the Gulf Shore by means of Bays and navigable Rivers.

The direct Line No. 4 will not have such advantages to present to settlers as the second. On the contrary, if adopted, it might be found necessary to incur expenses for the establishment of small communities along the line, to repair and keep it open.

The facilities for *external as well as* internal communication, and other advantages arising from commerce and the fisheries, which will be developed by the eastern line, (and entirely wanting along the direct route,) will, it is fully expected, make its vicinity eagerly sought for by settlers, and that it will, in the course of no very great length of time, lead to the extension of that long continued village which now exists with but little exception from Quebec to Metis (200 miles,) from the shores of the Saint Lawrence to the Atlantic Ocean.

An important item bearing upon the consideration of the best route, is the present distribution of the population in New Brunswick and Nova Scotia.

In illustration of this part of the subject, and to afford a better idea of the nature of the country than can be given by a merely outline plan, a model map (No. 3) has been prepared, shewing the whole course of the lines (Routes No. 2 and 4) from Halifax to the Saint Lawrence, and by the latter over the Trois Pistoles River, beyond which the line is continued through a level, fertile and densely peopled district, to Quebec.

The red line shows the proposed Route No. 2. The Halifax and Eastern or Bay Chaleurs line.

The black line shows the direct Route No. 4, from the Bend of Petitcodiac.

The yellow tint shows the present settlements.

The green is the wilderness of uncleared forest, unsettled, and the far larger portion of it still ungranted and waiting for occupation. It

It must be premised that a branch Railway from the City of Saint John is contemplated to pass up the Valley of the Kennebecasis, and connect with the main Trunk at the Bay of Shediac.

The survey of this line, ordered by the Provincial Government, is in progress; and from the latest information received, the line promises most favourably.

The total population of New Brunswick has been estimated to amount, at the beginning of 1848, to 208,012, distributed in the proportions as under:—

County of Restigouche,	4,214	
“ “ Gloucester,	10,334	
“ “ Northumberland,	19,493	
“ “ Kent,	9,769	
	<hr/>	43,810
“ “ Westmorland and Albert,	23,581	
“ “ Kings’,	19,285	
“ “ Saint John,	43,942	
	<hr/>	86,808
“ “ Queens’,	10,976	
“ “ Sunbury,	5,680	
	<hr/>	16,656
“ “ York,	18,660	
“ “ Carleton,	17,841	
	<hr/>	36,501
“ “ Charlotte,	24,237	
	<hr/>	24,237
Total,	208,012	

Of these, the first four, amounting to 43,810, are on the line of the proposed Route No. 2, and will be entirely thrown out by the adoption of the other.

Campbelton, Dalhousie, Bathurst, Chatham on the Miramichi, and Richibucto—sea ports and shipping places of consequence on the Gulf Shore; all of them susceptible of the greatest development, will be left isolated and cut off.

These ports are ice bound during the winter months; and Railway communication will be to them of the greatest importance.

It will affect most materially the interest of the City of Saint John, and the receipts upon their branch Railway.

It will affect also most sensibly the receipts of the main trunk line.

Along the south bank of the Saint Lawrence, from Quebec to Metis, there are settled along it in what can be only compared to one continued village for 200 miles, 75,000 inhabitants.

Of these also, a large population, probably 12,000 in number, residing between the Rimouski and Metis River will be deprived of the benefit of the Railway, if the direct line be adopted.

To counterbalance the serious detriment which would thus be caused, this line would diminish the length of the branch line, likely to be made to connect it with Fredericton, which is the Seat of Government, and contains about 6000 inhabitants.

The

The population of Nova Scotia may be estimated to be about, viz:—

City of Halifax and County,	....	....	....	....	....	40,000
County of Cumberland,	....	....	....	....	....	10,600
Do. Colchester,	....	....	....	....	....	14,900
Do. Pictou,	....	....	....	....	....	30,300
Do. Sydney and Guysborough,	....	....	....	....	....	23,200
Remaining Counties,	....	....	....	....	....	111,260
Total,	....	....	....	....	....	230,200

The population of Cape Breton is estimated at 49,600.

Of the above, if the Whitehaven and direct route be adopted, the City of Halifax and County, amounting to 40,000, will be excluded from the benefit of the line.

If the Halifax and eastern line (Route No. 2,) be adopted, then the population of Sydney and Pictou, amounting to 53,500, will be excluded.

To the population in the southern or remaining Counties (111,200), the Halifax route will be of essential benefit.

From the other route they would derive no advantage whatever.

It is now proposed to give an account of the explorations and their results.

The dotted lines on the General Plan, No. 1, show where these were made, and the courses taken.

In the season of 1846, the Cumberland Hills were very carefully examined; sections with the theodolite were made, and barometrical observations taken, to ascertain the lowest and most favourable point for crossing them.

The line which had been cut out and explored for the military road was followed from the Bend of Petitcodiac to Boistown.

From Boistown the general course was followed, and levelled as far as the Tobique River, but the country was so unfavourable that new courses had to be constantly sought out.

A new line altogether was tried from the Tobique, as far as the Wagan Portage.

The results deduced from the observations and sections proved this line to be quite impracticable for a Railway.

Whilst the line was being tried, other parties explored from Newcastle on the Miramichi River, over to Crystal Brook on the Nipisiquit, the vallies of the Upsalquitch and its tributaries, and as far as the Restigouche River.

The country at the upper waters of the Nipisiquit, and the whole of the Upsalquitch vallies, were found to be rough, broken, and totally impracticable.

The result of this season's labours went to show, that the best, if not the *only* route that would be likely to be practicable, would be by the Northwest Miramichi to Bathurst, and then along the Bay Chaleurs.

During the winter, a small reconnoitring party (on snow shoes) was sent up the Metapediac Valley, as far as Metallis Brook, and they made their way across the country, from thence to the mouth of the Torcadi River on the Rimouski.

Their report on this line was rather favourable, and had there been any necessity for it, it would have been more fully explored the next season, (1847).

As soon as this was sufficiently advanced to admit of the parties entering the woods, the explorations were resumed.

A grade line was carried over the Cumberland Hills. It was cut out through the woods, from the foot on one side to the foot of the slope on the other, a distance of ten miles, and carefully levelled with a theodolite. This proved it to be quite practicable.

The exploration of the eastern line was again taken up.

It was commenced at the head of the tide, on the South West Miramichi, and was carried up the Valley of the North West Miramichi over to and down the Nipisiquit to Bathurst, and along the shores of the Bay Chaleurs to the Restigouche, up the Metapediac to the Metis, and along the bank of the Saint Lawrence to the Rimouski and Trois Pistoles River.

The result of this exploration was so satisfactory, that the party engaged upon it, returned by the same route, surveyed it, and took the levels along it back to the Miramichi River.

An exploratory line was then cut through the greater portion of the flat and generally level country between this River and the Province Line at Bay Verte.

An examination of the country was made from the Trois Pistoles River along the Saint Lawrence to Quebec; which, with what had been done in Nova Scotia, during this and the former season, completed the whole of one good and favourable line from Halifax to Quebec.

The details are given in the accompanying Report, Appendix No. 1, General Plan No. 1, Model Map No. 2, and Book containing exploratory sheets, No. 16, containing plans and sections of the whole route, and comprises the line recommended to be adopted.

Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened, as is apparent by the mileage given in Route No. 4, it was determined to use every effort to decide either the practicability or impracticability of such a line. To this end large parties were employed the whole season.

One party explored, cut and levelled a line the whole way between the Napadogan Lake and the Restigouche River, a distance of ninety six miles.

The line explored was a very great improvement upon the one of 1846.

It is considered to be so far satisfactory as to prove that a line for that distance can be found which would be within the limits of Railway gradients.

The details are given in the Assistant Surveyor's Report, Appendix No. 2, with three exploratory sheets, Nos. 17, 18, 19, containing plans and sections of the ground passed over.

A large party was engaged in trying to find a line from Trois Pistoles River on the Saint Lawrence, through the highlands to the Restigouche River, for the purpose of connecting on to the New Brunswick party. The winter overtook them whilst still embarrassed in the highlands at the head waters of the Green River.

The dotted lines on the General Plan, No. 1, will show their attempts.

A line was tried up the Valley of the Abersquash, but it ended in a *cul-de-sac*. There was no way out of it.

A second line was carried from Trois Pistoles over to Lac-des-Isles, Eagle Lake; and by the middle branch of the Tuladi River, the north west branch and head waters of the Green River were gained.

But this point was not reached except by a narrow valley or ravine of four miles in length.

A theodolite section was made of it, and it was found to involve a grade of at least one in forty nine, and to attain that, heavy cuttings at one part and embankments at another would be necessary.

There is no occasion at present to enter upon the discussion of whether this should condemn a whole line; for having attained the forks at the head of the main Green River, no way was found out of it, and this explored line, like the first mentioned, must be considered to have ended in a *cul-de-sac* also.

Further details are given in the Report of Mr. Wilkinson, the Surveyor entrusted with the more immediate charge of this part of the line, in Appendix No. 3, with sketches attached to it.

It is just probable that a line might be found by way of the Kedgwick River and the Rimouski as far as the mouth of the Torcadi River. From which to the Trois Pistoles, there was ascertained to be no difficulty.

But as the advantages in every way, except distance, are so much in favour of the eastern line, it would only be incurring delay and perhaps useless expense in further explorations of this part of the country.

In the Report (Appendix No. 3,) there is a third route suggested for examination and trial, viz. by one of the lower branches of the Green River and the Squattock Lakes.

Whether successful or not, it is liable to the objection of approaching the frontier of the United States.

There remains to be noticed the exploration for a line of Railway from Whitehaven on the eastern coast of Nova Scotia towards Pictou and Bay Verte.

This was rendered necessary in consequence of the suggestion made by Captain Owen, R. N., to make Whitehaven the Atlantic terminus of the Railway.

The details of this exploration are given in the accompanying Report, Appendix No. 4, and exploratory sheets Nos. 20, 21, 22, and 24.

Engineering difficulties and expensive cuttings occur on this route.

From the commencement in the Harbour of Whitehaven the line *must* pass along a barren and rocky coast for upwards of thirty miles to Country Harbour, before it can turn off towards the interior. And it cannot do this and get clear of the sea shore without the necessity of making a tunnel of about a mile in length through a ridge of whinstone.

Again, at the Falls of the Saint Mary River there will be required a tunnel of a quarter of a mile, and a viaduct across a valley of about 500 feet in length.

The summit level occurs between Lake Eden and Beaver Lake, and is 400 feet above the sea.

At Grant's Bridge, on the East River, for nearly three miles in length, there would necessarily be several expensive cuttings through rocks of sandstone and limestone.

The length of this line from Whitehaven to Bay Verte is estimated at 181 miles. From Halifax to the same point is 124. Leaving a difference of 57 miles.

If the direct route No. 3 could be established, it would add 17 miles to the trunk line.

But as it is not to be supposed that Halifax, the capital and great commercial City of the Province, would in such a case allow itself to be excluded from the benefits of the proposed Railway, then it would involve, in addition to this 17 miles of trunk Railway, a branch line of probably 90 miles.

Or if the Eastern Bay Chaleurs line through New Brunswick be added on to it, as in route No. 5, then it will involve no less than 57 miles extra of trunk line, and the same necessity for the branch line of 90 miles mentioned.

To compensate for such disadvantages it must be shown that Whitehaven has *the most paramount claims* to be selected as the Atlantic terminus, in preference to Halifax.

The Harbour of Whitehaven is 120 miles nearer to England by sea than Halifax. Equivalent to, in ocean navigation by the steamers, ten hours.

This, it is readily conceded, is a very great advantage, and were there no drawbacks, or other considerations in the way, it would be quite sufficient to give that port the preference.

It is a well known fact however, that there is a time and season in the year when the Cunard Steamers cannot keep their direct course to Halifax even, but are compelled by fields of ice, to keep to the southward, and sometimes pass to the south of Sable Island.

During this time, which occurs in the spring of the year, and may last for two or three months, there would be some risk in their making direct for the more northern port of Whitehaven. And if for these three months the Steamers were obliged to make Halifax their port, then for that time the Whitehaven line would be useless.

In respect to the advantages which it is said to possess of remaining open all the year round, it is not quite clear that it does so.

From inquiries made on the spot in the summer of 1847, Captain Henderson learnt that the preceding winter the harbour had been frozen over entirely five to six inches thick,* and that it was sometimes blockaded up and much incommoded by ice.

Subsequently however, and during this winter when the objects of the inquiries made there in the summer became known, and the advantage of the Railway spoken of, a statement accompanied with affidavits was forwarded with a view to counteract the effect of the information given to Captain Henderson and the parties exploring there.

They are given in the Appendix No. 5 to this Report.

They tend to show that though the immediate entrance to the Harbour may be, and is generally clear, yet that large quantities of floating ice find their way through the Gut of Canso, and by Cape Breton, which pass off in a southerly direction, crossing the direct path of steamers and vessels from Europe.

The coasting vessels keeping in shore are not so liable to be molested by it.

The Harbour is admitted to be a fine sheet of water, but it does not and cannot vie with Halifax, either in appearance or capacity.

Referring to Lieutenant Shortland's Report, Appendix No. 5, who made a survey of it in obedience to the directions of Captain Owen, R. N., it appears that it is not free from the objection which is made against the Port of Halifax, and is its only drawback, viz. the prevalence of fogs.

Lieutenant

* Vide Appendix No. 5.

Lieutenant Soortland says, "that in foggy weather the Harbour (Whitehaven) is difficult to approach, especially to a stranger, as the soundings in shore are very irregular, and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbour to the westward, is a dangerous place to get into.

"From the fishermen and small coasters I understand the currents round the point are uncertain and generally depend upon the wind, though the prevailing current is to the westward.

"I experienced this current in a boat when I visited the outer break, it was then setting to the westward at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction, the breeze was from the eastward and light, though it had previously blown hard from the same point.

"We also on our passage from Halifax to Canseau, during a fog, with the wind from the south west, experienced an easterly current, but the land once made, the Harbour is easily attained, especially by a steamer."

This can scarcely be considered a favourable Report of its advantages as a Harbour intended for the great Atlantic terminus.

Accommodation and safety for a fleet of merchantmen could be expected there, as is to be found at Halifax.

To make it a safe approach Lieutenant Shortland continues thus:

"A judicious arrangement of fog signals and light houses, with buoys, on the principal dangers, and a good survey with the sea-soundings well laid down, would make the approach in the night, or during fogs, attended with small danger to a careful seaman."

One of the undoubted results of the Railway will be to make Halifax, if it be made, as it ought to be, the Atlantic terminus, the great emporium of trade for the British Provinces and the far West.

Whitehaven has not the capacity for this, and in winter it is evidently dangerous for sailing vessels, and the selection of it as a terminus would be to exclude Halifax altogether, or to compel the formation of a branch Railway of 90 miles in length, in addition to 57 miles of trunk Railway.

It involves also the necessity of making expensive arrangements, light houses must be built, depôts for the supply of the steamers must be made, fortifications must be erected, and accommodation for a garrison provided. For the terminus of a great line of Railway would need protection in time of war.

At present there are only a few fishermen's huts.

The probable saving of ten hours of time in an ocean voyage which varies even with the Cunard Steamers, from nine to eighteen days, is not of such all absorbing magnitude as to entail, by the choice of the terminus, such a fearful amount of extra expense and inconvenience to a whole Province.

At a more advanced period perhaps, when the Provinces have attained all the prosperity they have a right to expect from this and other great works which would follow as surely as effect follows cause, then it may be time to consider the propriety of making a branch to Whitehaven.

Its selection now as the terminus would most materially affect the receipts to be expected from the traffic.

Whitehaven,

Whitehaven, therefore, with its longer and more expensive line of Railway, full of engineering difficulties, passing for miles through a district of country rocky, barren, and unfavourable for agriculture, benefiting a comparatively small proportion of the inhabitants, to the exclusion of the capital and the greatest amount of the Province; or else involving the necessity of making a branch line of 90 miles in length, is decidedly recommended to be *rejected*.

And the City and Harbour of Halifax, (one of the finest in the world,) *is recommended to be selected* as the Atlantic terminus for the proposed line of Railway.

That part of the direct route (No. 3 and 4,) viz. the line from the Bend of Petitcodiac by Boistown to the Restigouche and the Saint Lawrence, crossing the range of New Brunswick mountains, having to surmount two summit levels of 1,216 and 920 feet, causing heavy grades, and increasing materially the cost of transport; passing through a totally unsettled and wilderness country; involving greater difficulties in the transport of the materials necessary for its construction, and supplying food to the labourers engaged in its formation; excluding the towns and settlements on the Gulf Shore, and so preventing the development of the vast resources of the country to be derived from the fisheries; and also inflicting a serious loss to the interests of the main line, and to the intended branch from the City of Saint John, in New Brunswick, is, notwithstanding its one great advantage of diminished distance, recommended most strongly to be *rejected*.

And the Route No. 2, from Halifax to Truro, at the head of the Bay of Fundy, passing over the Cobequid Hills, and on or near to Amherst and Bay Verte, crossing from thence over to the Rivers Richibucto and Miramichi, above the flow of the tide, so as not to interfere with their navigation; then by the valley of the North-west Miramichi and Nipisiquit River to Bathurst; then along the shore of the Bay Chaleurs to the Restigouche River; then by the valley of the Metapediac over to or near to the River Saint Lawrence; then by the route as shown in the General Plan No. 1, along the banks of the Saint Lawrence to Rivière du Loup, and from thence continued through either the second or third concessions along the River until it approaches Point Levi, is recommended as the *best direction* for the proposed Trunk Line of Railway from an eastern port in Nova Scotia through New Brunswick to Quebec.

It combines in the *greatest* degree the following important points:—

1st. The immediate prospect of direct, as well as the greatest amount of remuneration for the expenditure to be incurred; the opening up a large field for provincial improvements for the settlement of Emigrants, and by affording the opportunity in addition to *internal*, of *external* communication, by means of the Gulf of Saint Lawrence and the Bay of Chaleurs, it will tend to develop in the highest degree the commerce and the fisheries of the Province of New Brunswick.

2nd. Passing along the sea coast for a great distance, and capable of being approached at several points by Bays or navigable Rivers, it possesses the greatest facilities for construction, tending to reduce the expense, and by its more favourable grades also the cost of working and subsequent maintenance.

3rd. By passing over a less elevated country, and at the least distance from the sea, there will be less interruption to be apprehended from climate, whilst the more favourable grades will increase the efficiency and rapidity of intercourse.

4th. Passing at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance of security from attack in case of hostilities.

The best general direction for the proposed Trunk Line of Railway being admitted to be that of Route No. 2, viz. the Halifax and Eastern, or Bay Chaleurs Route, some additional remarks may be made upon its peculiar advantages, as well as upon the few engineering difficulties which occur, and in explanation of the plans and sections forwarded.

The details of the line are given in the Appendix No. 1. The plans referred to are the General Plan No. 1, the Model Map No. 2, (which should be stretched out on the floor to be properly viewed,) and the book containing fifteen exploratory sheets of plans and sections which relate exclusively to this line.

The City of Halifax is situated on the western side of the Harbour, whilst the best site for the terminus is on the opposite shore at Dartmouth.

The distance to Quebec from the latter will be four miles shorter than from the former; and one great advantage is, that its shore line is as yet comparatively free from wharves and commercial establishments, and an extensive terminus can be formed there at less expense and inconvenience than on the Halifax side, where the Government dockyard and private establishments would interfere materially in the selection of a good site for it.

At Dartmouth it is expected that vessels entering the Harbour will be able to unload at the Railway premises, or probably into the Railway cars, whilst an equally good terminus is to be had at Point Levi, opposite to Quebec. The same Railway cars, loaded from the ships in Harbour at Halifax, will thus, after running an *uninterrupted* course for 635 miles, be delivered of their contents into the boats if not into the holds of vessels in the River Saint Lawrence. The same can of course be done from the River Saint Lawrence to the vessels waiting in Halifax Harbour.

Such an uninterrupted length of Railway, with such facilities at its termini, will be, it is believed, unequalled in the world.

In the transmission of goods and merchandize this will be a most favourable point in competing with rival lines. The American Railways, especially along the Atlantic States, are constantly interrupted, and passengers have to transfer themselves not only from Cars to Steam Boats, but sometimes from one set of Carriages to another set in waiting for them on opposite banks of a River.

In Nova Scotia the passage over the Cobequid Hills cannot be effected without heavy grades of 1 in 79 and 1 in 85; but as these occur, the one ascending and the other immediately descending, and only for ten miles, the inconvenience can be easily got over by affording an assistant engine for the goods' trains at that part. No engineering difficulties are expected to occur from this up to the Restigouche River.

It is necessary, however, to make some remark in reference to the sections shown in the Book Exploratory, sheets 6 and 7, comprising that part of New Brunswick lying between Shediac and the North-west Miramichi.

The whole of this portion of the country is believed to be generally low and flat, with occasional undulations. The section run through it in the previous season of 1846, towards Boistown, confirmed this impression.

Its exploration and examination, therefore, was left to the last, and it was not until the really formidable looking obstacles had been explored and successfully got over, that the attention of the parties was turned to it.

As at this time the season was rapidly closing, the exploring parties were directed to cut *straight* lines through it, as the best means of obtaining the general altitudes and a knowledge of the country. No attempt was made to contour the hills. The sections, therefore, in these two sheets are not grades for the Railway, but of the ground passed over by the straight lines. With the exception of the immediate banks of the Saint Lawrence, this is expected to prove one of the easiest portions of the line.

When the line reaches the mouth of Eel River, it cannot proceed direct on to Dalhousie, but must turn off up the valley of that River.

Two courses are afterwards open to it, one to turn off through a valley, by which it can soon gain the Restigouche, the other to proceed on to the head waters of Eel River, and then turn down to that River. Which is the best of these two routes can be better determined when the detailed surveys of the route are made.

The most formidable point of the line is next to be mentioned,—this is the passage up the Metapediac valley.

The hills on both sides are high and steep, and come down either on one side or the other, pretty close to the River's bank, and involves the necessity (in order to avoid curves of very small radius) of changing frequently from one side to the other. The rock, too, is slaty and hard. From this cause, 20 miles of this valley will prove expensive, but the grades will be very easy.

About fourteen bridges of an average length of 120 to 150 yards will be required up this valley. There is also a Bridge of 2000 feet long, mentioned in the detailed report, as necessary to cross the Miramichi River.

But bridging in this country is not the same formidable affair that it is in England.

The Rivers are nearly always shallow, and the materials, wood and stone, are close at hand.

The Bridges in the United States on the best lines are built of wood on the truss-work principle, with stone piers and abutments.

On the Boston and Albany lines, and on many others in the New England States, the Bridge generally used and approved of is known as "Howe's Patent Truss Bridge."

The cost of this kind of Bridge, as furnished by the parties who have purchased the Patent, is as follows:—

For spans of 60 feet, single track, \$11 per foot,	....	....	£2	5	10	Sterling.
Do. 100 " " 18 "	....	....	3	15	0	"
Do. 140 " " 21 "	....	....	4	7	6	"
Do. 180 " " 27 "	....	....	5	12	6	"
Do. 200 " " 30 "	....	....	6	5	0	"

The cost for double track would be about 55 per cent. additional.

The price includes the whole of the superstructure ready for the rails, but not the piers and abutments.

The Bridge over the Connecticut River at Springfield, is built on this principle; it has seven spans of 180 feet each, and the sill of the Bridge is 30 feet above low water. On other lines the same kind of Bridge is used, but no iron work is permitted, (the unequal

unequal expansion and contraction of this metal is objected to,) and the addition of an arch is introduced.

A Bridge built on this principle on the Reading Rail Road, 1800 feet long, cost 40,000 dollars, equivalent to £8,330 sterling.

Soon after passing the valley of the Metapediac, the great obstacle of the Saint Lawrence chain of mountains is got over, and the line may range away towards Quebec. Having, however, occasionally a river or ravine to cross, whose passage requires consideration.

At the Trois Pistoles, the stream in the course of ages has worn out a very awkward and deep ravine. The bank on one side is generally steep and abrupt, whilst that on the opposite is low and sloping away back for a long distance, before it again reaches the height of the table land.

The most favourable site for crossing it occurs at about eleven miles from the Saint Lawrence, where the two banks come nearer to each other, and are more equal in height.

At this point the breadth of the stream is 100 feet at bottom. The width between the banks at top 500, and the depth is nearly 150 feet. The banks are rocky. Though formidable it is by no means impracticable.

On the New York and Erie Railway there is a Bridge whose roadway is 170 feet above the bottom of the ravine, which it crosses by one span of 275 feet. Its cost was £5,200.

From Rivière du Loup to Quebec, the Railway might, but for the snow, be carried almost at a surface level.

Through the whole of New Brunswick, for 234 miles, and through Lower Canada as far as Rivière du Loup, 167 miles, there will be found along the line abundance of timber and stone (including limestone) of the best quality for building purposes. There will be found also, in New Brunswick more especially, abundance of gravel for the superstructure.

In Nova Scotia, the Railway will have to pass with but little exception through land which has been sold or granted away to individuals. The exception will be the other way in New Brunswick. It will be seen on reference to the Model Map, that it approaches the Settlements between Bay Verte and Shediac, and skirts along the Bay Chaleurs.

In Canada, from the mouth of the Metapediac to the Trois Pistoles, it runs through still ungranted land. But for the last 110 miles between Rivière du Loup, it runs through a densely settled country.

Until the detailed surveys are made, and the precise location of the line marked on the ground, it will be impossible to state precisely the exact number of miles it will pass through Crown Land.

If the following estimate be taken, it will not be much out:—

In Nova Scotia,	....	....	....	....	....	15 miles.
New Brunswick,	....	....	....	....	....	200 "
Canada,	....	....	....	....	....	160 "
						375 "
Total,	....	....	....	....	....	375 "

The

The following synopsis will show approximately the quantities of ungranted land in the Counties through which the line passes :—

<i>In Nova Scotia.</i>					Acres.		
Halifax County,	....	....	....	....	780,000	
Colchester,	....	....	....	....	120,000	
Cumberland,	....	....	....	....	180,000	
					<hr/>	1,080,000	
<i>In New Brunswick.</i>							
Westmorland County,	....	....	....	....	301,000	
Kent,	....	....	....	....	640,000	
Northumberland,	....	....	....	....	1,993,000	
Gloucester,	....	....	....	....	704,000	
Restigouche,	....	....	....	....	1,109,000	
					<hr/>	4,747,000	
<i>In Canada.</i>							
Bonaventure,	....	....	....	....	2,000,000	
Rimouski,	....	....	....	....	5,000,000	
Kamouraska,	....	....	....	....	500,000	
L'Islet,	....	....	....	....	600,000	
Bellechasse,	....	....	....	....	500,000	
					<hr/>	8,600,000	
General Total,					<hr/> <hr/> 14,427,000

The land for the Railway will have to be purchased in Nova Scotia for nearly its whole course, and in Canada for the 110 miles mentioned.

The latter, however, it is expected, will cost very little more than the expense which it would be necessary to incur in cleaning, getting out the stumps, and preparing the wild lands for the Rail Road.

No part of the line will ever be at any great distance from Crown Lands; but it will be a question of detail for this part as well as for the Nova Scotia section, whether it will be more advantageous to cut and convey from them the timber and materials required, or purchase them.

The direction of the proposed line being determined upon, the next points which present themselves for consideration are, the character of the road and method of construction.

In the first instance it is considered that one line of rails will be sufficient, but in taking ground for the Railway and Stations, and wherever the line passes, regard should be paid always to the prospect of its being made at some future time a double track. And in the anticipation of a heavy traffic, which there is a fair prospect of soon passing along it, and with a view to ultimate economy, as well as the saving of much inconvenience, it is recommended that the road (being intended for the great trunk line) should be constructed at once in a substantial and permanent manner, with a good heavy rail, capable of bearing high rates of speed for passenger trains.

On all the principal lines of Railway in the United States, the flat iron bar is everywhere being discarded, and the H or T rail, generally of 56lbs. to the yard, is being substituted for it.

On several of the lines also a double track is being made, and the works constructed are of a more permanent character than formerly.

Much has been said in praise of the cheap method of making Railways in America, and the advantages to be derived from it in a new country.

As an example of this system and its practical results, the Utica and Syracuse Railway may be here quoted.

This road is 53 miles in length and forms part of the Great Western Line, connecting Albany, on the Hudson River, with Buffalo, on Lake Erie—one of the principal lines in the country.

In its construction more than a usual amount of timber was used. For a considerable portion of its length (upwards of 19 miles) it passes through a deep swamp. Piles were driven into this, to support a long continued trestle-bridge, over which the railway track was carried upon longitudinal bearers.

For the other 33 miles the grading was made in the usual manner by excavations and embankments: but the superstructure was of wood.

Upon the grading in the direction of its length, a small trench was excavated, and a sill of wood was firmly bedded in it. Where the sills abutted end to end, they were supported by a piece of wood, of the same section, laid beneath them. At right angles to and upon the upper surfaces of the sills were spiked cross-ties, and again, at right angles to the cross-ties, and immediately over the sills, were laid the longitudinal wood-bearers, to which the iron plates were firmly spiked. The centre of the rail and sill were in the same vertical plane.

Thus everything was done for economy: as much wood as possible being used. This railway for its construction and equipment cost on an average only £3,600 per mile.

It was thought worthy, in 1843, to publish an account of it in London, and it forms the chief subject of a volume, thus entitled "Ensamples of Railway Making, which, although not of English practice, are submitted to the Civil Engineer and the British and Irish Public."

The following Report is extracted from the Annual Statement of the Secretary of State to the Assembly of the State of New York, dated 4th March, 1847:—

"The Syracuse and Utica Rail Road has been opened for the transportation of passengers for the last eight years.

"The Company having determined to relay the road with an iron rail of the most improved form, have contracted for a considerable portion of the iron necessary, and are proceeding with the intention of laying a substantial structure adequate to the proper performance of the business required.

"The present wood structure has cost the company \$417,075 55

"The iron now laid thereon is the flat bar and will be useless, and therefore will be sold. It is hoped that there may be derived from the sale of it 80,000 00

"Leaving the sum of \$337,075 55

v*

which

which has been expended for the cost of the wood structure, which, in addition to a large annual amount for repairs, will be practically worn out, sunk, and gone, when the new structure is laid and used. The new structure, it is supposed, will cost about the same as the former, towards which, it is hoped, the old iron will pay as above \$80,000, leaving the sum of about \$300,000 to be raised by the company on its credit.

“ This will, when paid, reimburse the capital of the company for the equivalent amount, which has been appropriated to the worn-out structure. In addition to the cost of the new structure, there will be required a considerable sum for new engines, cars, &c. The demand upon the company for the transportation of property at the close of the canal, has entirely exceeded its capacity to do this business. Property destined for sale in the eastern markets, in large quantities, was stopped at most points upon the line of Rail Road contiguous to the canal. Being practically confined to the winter months in this branch of business, it cannot be expected that the company could provide a supply of cars for this sudden and extraordinary demand, when they must stand idle and go to waste during two thirds of the year.

“ When the Road shall be relaid with the proposed iron rail, the public will require that the trains shall be run with increased speed. In relation to this subject, it is deemed proper to refer to the following suggestions contained in the report of this company made last year.

“ Very great embarrassment is experienced from the fact, that cattle are allowed to run at large, and to impede and so often delay the trains as at present. It is a serious matter, and unless more care shall be bestowed by the owners in restraining them, either at their own suggestion or in pursuance of some proper law to be passed, it will be found very difficult to make good time upon this line. A part of our business must be always done in the night, and it is then we experience the great hazard. The trains are frequently thrown off by them, and the danger to the persons in charge and to the passengers is imminent. The owners always insist upon pay for their animals destroyed, without reflecting upon the great damage that they cause to the property of the company, and the more fearful injury that might ensue to passengers. If the owners will not take care of them it is impossible to keep them off. In Massachusetts much less difficulty in this respect is experienced, for there, it is believed, a penalty is incurred by the owner of domestic animals that go upon the Rail Road. Our business is conducted with all possible care in this respect, and the enginemen suitably feel the risk of life or limb, (which to them is almost as important,) that they incur from the growing evil.

“ A very proper law in this State has guarded the public and the company against direct wanton injury to the trains by individuals. It is submitted that *negligence* in allowing animals to run upon the Rail Roads should be prevented by some suitable restraints.”

Some of the inconveniences arising from a cheap Railway may be learnt from this Report.

At this time the total amount spent upon its construction appears from the same report to have been 1,098,940 dollars, equivalent to £4,520, Sterling, per mile.

The

The new superstructure, it was supposed, would cost about the same as the former, viz. 417,075 dollars, or about £1,640, Sterling, additional, which will make the price of this Railway when completed as intended, £5,960 per mile.

In other parts of the States where these trestle-bridge or skeleton Railways have been made, instances have been known of the locomotive slipping down between the rails, which have warped outwards.

With a view, therefore, to ultimate economy and to save inconvenience and interruption to the traffic when once established, it is most strongly recommended that the line whenever commenced shall be at once properly and efficiently made.

In determining the form of the Road it is necessary to bear in view that it will pass through a country every where liable to be obstructed by heavy falls of snow. It does not appear, however, from the results of inquiries made in the United States, that anything beyond inconvenience, and some additional expense in the cost of working the line, is to be apprehended from this cause.

The Railway from Boston to Albany, which crosses the range of mountains between the Connecticut and Hudson Rivers, attaining upon them an elevation of upwards of 1400 feet above the sea, to which it ascends by a grade of about 80 feet per mile for 13 miles, traverses a country subjected to the same sort of Winter as the British North American Provinces.

The average depth of snow in the woods is from 3 to 4 feet, which is not much less than it is in the woods of New Brunswick and Canada.

In 1843, a year remarkable for the great number of snow storms which occurred, there was sixty three falls of snow, but the traffic was not interrupted to any very serious extent, not more than two or three trips.

To keep the Roads clear, two descriptions of snow ploughs are used, one for the double track and another for the single.* In the former the *share* of the plough travels immediately over the inner rail, throwing the snow outwards from the track. It is first used on one track, and then runs back upon the other.

In the single line the ploughshare travels in the centre of the track, throwing the snow off at once upon both sides.

For the double track the snow plough weighs from 5 to 6 tons, and costs about £125. For the single track it is somewhat lighter.

The plough requires generally, when run without a train, two engines of 20 tons each, or with a train three engines.

When the fall of snow does not exceed a few inches, the small plough always fixed in front of the engine, consisting of an open frame-work projecting about 5 feet in front, and called a "*Cow scraper*," is found, when cased over, to be sufficient to clear the line. When the fall is deeper, the plough is used immediately after the snow has ceased to fall.

It can be propelled by three 20 ton engines through 3 feet of newly fallen snow at the rate of 6 miles an hour.

If the fall does not exceed 2 feet, it can travel at the rate of 15 miles an hour.

The drifts through which it is propelled are sometimes 15 feet deep, and from 200 to 300 feet long, and at others 8 or 10 feet deep, and from a quarter to half a mile in length.

* Vide Plans No. 30 and 31.

The line of Railway is marked in divisions of about 8 miles, to each of which eight or ten men are allotted, who pass along the line each day with small hand ploughs, picks, &c., clearing away the snow and ice which the trains collect and harden between the rails and the roadway.

It is found that the freezing of the snow or rain upon the rails does not impede the heavy engines, as the weight of the forward wheels is sufficient to break it, and enable the driving wheels to bite.

Whenever, from local causes, the snow is found to drift on the line of railway, snow-fences are erected, which are found very effectual. They are simple board fences from 10 to 15 feet high, placed from 10 to 20 feet back from the roadway.

In wet weather the rails become very slippery, but the difficulty is overcome and the wheels enabled to bite upon the steep gradients by the use of sand boxes, which are fixed in front of the engine and immediately over the rails. These can be opened at pleasure by the engine-driver, and the sand is used wherever necessary.

The means thus successfully adopted to overcome the obstacles arising from ice and snow are employed much in the same way upon all the Railways which are exposed to them.

In the year 1847 the expense incurred under this head (removing ice and snow) upon the western Rail Road in Massachusetts, was according to the official return, 2,763 dollars, equivalent to £575 sterling.

Upon many of the other lines expenses under the same head are returned, but very much smaller in amount.

In places where the rails are not raised above the general level of the country much greater difficulty is experienced in keeping the lines clear of snow than in parts where there are embankments.

From the foregoing, it does not appear therefore, that snow need be considered an insurmountable obstacle to the formation of a line of Railway from Halifax to Quebec.

To obviate as much as possible the liability to interruption from this cause, it is recommended that in the construction of the line, it be adopted as a principle, that the top of the iron rail be kept as high as the average depth of snow in the country through which the line passes.

In Nova Scotia this will require probably an embankment of 2 feet high, gradually increasing as it proceeds northward to the Saint Lawrence and along the flat open country on its banks, to 5 or even 6 feet.

The whole of that part of British North America through which this line is intended to be run, being as yet free from Railways, the choice of gauge is clear and open.

Without entering into and quoting the arguments which have been adduced in favour of the broad or narrow gauge of England, as it is more a question of detail than otherwise, it will be deemed sufficient for the present Report to recommend an intermediate gauge. Probably 5 feet 6 inches will be the most suitable, as combining the greatest amount of practical utility with the least amount of increased expenditure.

With the object of proceeding on to the consideration of expense of construction, the proposed trunk line will be supposed to have a single track with one-tenth additional for side lines and turn outs, to have a rail 65 lbs. to the yard, supported upon longitudinal sleepers with cross-ties, similar to the rail used upon the London and Croydon line,

line, the wood to be prepared according to Payne's process, to have a gauge of 5 feet 6 inches, and as a principle, the top of the rails to be kept above the level of the surface of the ground, at a height equal to the average depth of the snow. For the best information as to the cost of making such a Railway, reference must be made to the works of a similar character in the United States.

At about the close of the year 1847, there were in that country nearly 5,800 miles of Railway completed or in progress. The average cost for those having a single track has been estimated at 22,000 dollars, equivalent to £4,166 sterling per mile. For the double track 32,000 dollars, or £6,666 sterling per mile.

But the extreme differences which are to be observed in the cost of construction in the various States are so great, ranging from £1,600 up to £24,000 per mile, that no criterion can be established from averages obtained from such discordant data.

The State of Massachusetts affords the best materials for accurate information.

All the Rail Road corporations are by law obliged to make annual returns to the Legislature, and very valuable statistical information is thereby obtained upon Railway affairs.

From the official Reports for the year 1847, the following Table has been compiled :

This Table comprises, with the exception of about fifty miles, upon which there occur some doubts as to what the account precisely embraces, the whole of the Rail Roads at present completed in the State of Massachusetts. The Table shows 683½ miles of Railway, including Branches, which have cost in their construction and equipment, 31,675,946 dollars, or £6,599,155 sterling.

There are 146 miles of double track. They have been taken as so much additional single track. A double track would not cost exactly twice that of a single one in its construction; but as these lines were made originally only with single tracks, and have been added to from time to time as circumstances would admit, it must have tended to increase the cost; and in calculating the average expense per mile, it is considered the result will not be much in error. The cost per mile it appears then has been £7,950 sterling.

There is no other State in the Union which presents equally good data for making an approximate estimate.

The climate and nature of the country bears also a strong resemblance to that through which the Halifax and Quebec line will pass, and in this respect the analogy of the two cases is extremely favourable.

The New York and Erie Rail Road, 450 miles in length, now in course of construction, will, it is supposed from the latest information, cost £6,250 per mile, exclusive of equipment.

The estimate for the Hudson River Rail Road from New York to Albany, now in progress, is for the single track £7,440 sterling per mile.

The estimate for the Montreal and Portland line is about £5,080 sterling per mile.

For the Great Western Rail Road in progress in Upper Canada, the estimate for that section of the line which would most resemble the Halifax and Quebec Road, is £5,638 per mile.

On referring to the Table, it will be seen that all the lines have either the H or T rail, generally 56 lbs. to the yard.

The price of Rail Road iron in the States is very much greater than in England, or what it can be procured for in the British Provinces. It pays a very high duty on importation into the States.

On some of the lines upwards of £15 per ton for rails has been paid. In England rails can now be bought for £8 or £9 per ton.

The advantage which the Halifax and Quebec line will possess over the lines in the Table in the respect of iron alone, may be estimated at £500 per mile.

When these lines were constructed also, the demand for labour was extremely great, and wages much higher than in the present day.

The average (of £7,950) derived from the Table may therefore very fairly be reduced by several hundred pounds.

The Halifax and Quebec line will have also many advantages which the American lines had not.

The land for the greater portion of the Road will not have to be purchased. Timber and stone will be had nearly along the whole line for the labour of cutting and quarrying.

Judging then from the analogy afforded by similar, or nearly similar lines in the neighbouring States, giving due weight to the considerations which have a tendency to

to modify the cost in the particular case of the Halifax and Quebec line, and forming the best estimate to be derived from the data obtained upon the exploratory survey, which, under the circumstances of a perfectly new country, only recently explored, and still covered with a dense forest, is all that can in the first instance be done ; it is considered that if the sum of £7000 sterling per mile be assumed as the probable cost of the proposed line, it will not be far from the correct amount.

The total distance from Halifax to Quebec will be about 635 miles.

635 miles at £7000 per mile, will be	....	....	£4,445,000
Add one-tenth for Contingencies, ....	....	....	444,500
			£4,889,500

Or, in round numbers, five millions.

It is estimated, therefore, that the cost for construction and equipment of the proposed trunk line from Halifax, through New Brunswick, to Quebec, will amount to £5,000,000 sterling.

The question which presents itself next for consideration is a very important one, namely, the probable returns for such an expenditure.

The information to be afforded on this head can only be derived in a very general way, from a consideration of the present population and resources of the three Provinces.

The direct communication between the two termini, Halifax and Quebec, is of a very limited nature.

By land, it is confined almost to the conveyance of the Mails. Passengers proceed generally by way of the United States.

By sea, in 1847, the communication was by seventeen vessels, which arrived at Quebec, having a tonnage of 1257, and eighteen departed from that port for Halifax, whose tonnage amounted to 1386 tons.

This amount of intercourse does not at the first view appear encouraging to expected receipts, but when it is made to appear that this limited intercourse arises *entirely* from the want of good means of inter-communication, such as would be afforded by the proposed Railway, it becomes a strong argument in favour of making the line, rather than against it.

The communication of the Provinces with each other is cramped and restricted beyond measure by the same want.

By sea the amount of intercourse may be judged of by the Return given in Appendix No. 6, furnished by the Quebec Board of Trade.

The chief elements which enter into, and upon which depends the success of every Railway enterprise, are population, agriculture, and commerce.

At the extremities of the line, and for some miles along the Saint Lawrence, there is an abundant population. External commerce there is in an eminent degree. In that of agriculture its deficiency is great at present, but as there are millions of acres of good productive land only waiting for the hands necessary to cultivate them, and the means of access to which will be afforded by the Railway, this very circumstance may

may be made to conduce to the advantage of the line, and pay a large portion of the expense of its construction.

The population of Halifax (the Atlantic terminus) is estimated at 25,000 souls. It is the capital of the Province, the seat of government, and its commerce extensive. The value of its imports and exports is estimated at £2,500,000.

The City of Quebec, the other terminus, according to the census of 1844, contained (including the County, which is not given separately,) 45,000 persons.

But this City derives additional importance from its being the one great shipping port and outlet for all Canada. By its port passes the whole trade of that Province. It may be regarded as the focus of commerce for a million and a half of souls. The value of the imports and exports together may be estimated at £5,500,000 sterling, giving employment to a very great amount of shipping.

This immense trade is of necessity crowded into six months, the navigation of the Saint Lawrence being closed for the remainder of the year.

In addition to these two great termini, there are lying on each side of the line two most important tributaries, viz. the City of Saint John and Prince Edward's Island. The former with a population in City and County together of nearly 44,000 persons, with a commerce of the value of £1,800,000 in exports and imports, giving employment also to a great amount of shipping. The latter with a population of 50,000, engaged principally in Agriculture and the Fisheries. The exports and imports of this Island are about £200,000 annually.

Between the City of Quebec and the River Metis there are, settled along the south bank of the Saint Lawrence, 75,000 inhabitants, all engaged in agriculture. These people are French Canadians, and almost every family has a small farm and homestead.

A striking peculiarity of these farms is their elongated shape, the length being generally thirty times that of their breadth, oftentimes a greater disproportion exists. The houses and farm-buildings are always built at one extremity, that which adjoins the road dividing one set of concessions from another. There are generally three or four lines of houses and roads running thus along the Saint Lawrence.

The effect produced by this manner of parcelling out the land and building has been to *form* what can only be compared to one long and continued village for 200 miles.

For the first 100 miles out of Quebec, as far nearly as the Rivière du Loup, the proposed line of Railway will run through the centre of this extended village, and with a train of moderate length, the last carriage will scarcely have cleared the door of one house before the engine will be opposite another. For the second 100 miles it will leave these concessions and farms a little on one side, but still within reach. A more favourable disposition of a population (comprised of small farmers) for contributing to the *way traffic* of a Rail Road could scarcely have been devised.

In the country lying between the Restigouche River and Halifax, the inhabitants who will be near to the Rail Road will amount to about 100,000; making the population, either upon or near to the line, including the two termini, 250,000 persons. But if the *total* population be taken within the area, which will be benefited *by* and become contributors to the line, then it may be estimated at not less than 400,000 souls.

In a report of the Directors, made upon the New York and Erie Rail Road in 1843, when the question of proceeding with that line was under consideration, one of the data upon which its future receipts was calculated was derived from population and

relative distance. And using the data obtained from the working of one portion which had been completed and was in operation, it was calculated that 531,000 persons on a line of 425 miles in length, would return in *net* earnings to the Railway 1,343,500 dollars, or 2½ dollars nearly per head, equivalent to 10s. Sterling. As the Rail Road is not yet completed, the true result cannot yet be seen.

The net earnings of the Rail Roads in Massachusetts for the year 1847 were 2,290,000 dollars. The population of that State, over whose area Railways are every where extended, and the whole of which may therefore be considered as tributary to them, being at the time about 800,000. This gives 2½ dollars per head, equivalent to 11s., or the same result nearly.

Applying the same ratio (of 10s. per head) to the 400,000 inhabitants who are within the area, and likely to become tributaries to the Quebec and Halifax Railway, it would give £200,000 as its probable revenue.

The great staple of trade of New Brunswick is its timber. For this all absorbing pursuit the inhabitants neglect agriculture, and instead of raising their own supplies they import provisions in large quantities from Canada and the United States. In the year 1846, New Brunswick paid to the latter, for provisions alone, £216,000, Sterling, whilst, in return, the United States only took from them £11,000 in coals and fish.

Of Nova Scotia the great staples are timber and the products of the fisheries. The inhabitants import provisions also largely.

Canada is an *exporting* country, and capable of supplying the demands of both.

In the Winter of 1847-8, the price of flour at Halifax and Saint John was at 40s. the barrel, and it was being imported from the chief ports in the United States, even from as far as New Orleans in the Gulf of Mexico. At the same time at Quebec the price for flour was only 25s. per barrel. A very great difference, which, had the Rail Road been in existence, would not have occurred.

Another great source of revenue likely to be developed by the Railway is that of coals, to be derived from the Great Cumberland Field.

Quebec and the upper country would no doubt take large quantities for their own consumption. Halifax the same for itself, and also for exportation to the United States.

Considerable returns would arise from the fisheries and from the products of the forest lying contiguous to the line, which would find their way by it to the shipping ports.

The country through which the Road will pass possesses, therefore, *in itself*, elements which, when fully developed, cannot fail to realize large receipts.

But there are, exclusive of these, other and highly important sources for productive revenue.

Halifax may be considered to be the nearest great sea port to Europe.

Passengers travelling between England and the Canadas would adopt this Railway as the shortest and best line which they could take. Emigrants would do the same.

The mails, troops, munitions of war, commissariat supplies, and all public stores, would naturally pass by it, as the safest, speediest and cheapest means of conveyance.

If a straight line be drawn from Cape Clear in Ireland, to New York, it will cut through or pass close to Halifax.

The latter is therefore on the direct route; and as the sea voyage across the Atlantic to New York may be shortened by three days nearly in steamers, it is not improbable that

that on that account, when the branch Rail Road to Saint John is completed, and other lines to connect on with those in the United States, the whole or the greatest portion of the passenger traffic between the Old and New World would pass through Halifax, and over a great section of the proposed Rail Road.

But the great object for the Railway to attain, and which, if it should be able to accomplish, its capability to pay the interest of the capital expended would be undoubted, is to supersede the long and dangerous passage to Quebec by the Gulf of St. Lawrence.

To make *two* voyages in a season vessels are obliged to leave England earlier, and encounter the dangers of the ice in the Gulf, much sooner than it is safe or prudent for them to do.

The loss of life and property which has occurred from this cause, and returning late in the autumn, has been enormous. It cannot be ascertained, but probably it would have more than paid for the Railway.

An opinion may, however, be formed of it from the rates of insurance, which in the spring and autumn are as high as 10 per cent. A much higher rate than to any other part of the world.

The navigation of the Saint Lawrence is closed for about six months of every year. During the whole of this period all the produce of the country is locked up, and necessarily lies unproductive on the hands of the holders.

The surplus agricultural produce of the year cannot be got ready to be shipped in the season it is produced. In the winter of 1846-7 it has been stated on good authority, that 500,000 barrels of flour were detained in Montreal at the time when famine was raging in Ireland. As soon as the season opened, there was such a demand for shipping to carry provisions, that the ordinary course of the timber trade was deranged by it.

All this would have been prevented had the Railway been then in existence.

For six months in the year then, the Saint Lawrence would cease to be a competitor with the Railway, and large quantities of produce would be certain to be forwarded by it.

For the other six months of the year it would have also the following strong claims to preference:—rapidity of transport, the saving of heavy insurance, cheaper rate of freight from Halifax, vessels engaged in the Canadian trade could make *three* voyages to Halifax for *two* to Quebec.

The trade which is now crowded into six months, to the great inconvenience of every one concerned, rendering large stocks necessary to be kept on hand, would be diffused equally over the whole year.

It is most probable that these advantages will be found so great, that only the bulky and weighty articles of commerce, such as the very heavy timber and a few other goods, will continue to be sent round by the Gulf of Saint Lawrence.

If such should prove to be the case, then the proposed Railway would have as much or perhaps more traffic than a single track could accommodate.

The cost of transportation, it is calculated, will not be too high on this line to admit of the above results being realized, and in that case, more especially if the capital can be raised at a moderate rate of interest, it is considered highly probable that it will even in a commercial point of view be a profitable undertaking.

From evidence given to the Gauge Commissioners in England, it appears that the *cost* of transport for goods on the undermentioned lines of Railway was as follows:—

Great

Great Western, ....	....	....	....	·06	of a penny per ton per mile.
Grand Junction, ....	....	....	....	·13	“ “
Birmingham and Gloucester, ....	....	....	....	·09	“ “
South Western, ....	....	....	....	·10	“ “
London and Birmingham, ....	....	....	....	·12	“ “
				5)·50	
				·10	Average per ton per mile.

This is supposed to be gross weight, including carriages, &c. One-fifth of a penny per mile per ton will be a liberal allowance for the net weight.

From a very carefully prepared document* extracted from a Report of the Commissioners appointed in 1846 by the Legislature of the State of New York, to locate certain portions of the New York and Erie Rail Road, it appears that the cost of motive power on some of the principal Rail Roads in the United States was 40 cents per train per mile, equivalent to 1s. 8d. sterling.

With the expected grades on the Halifax and Quebec line, it is calculated that an engine of good power, having the assistance of an extra engine for 25 miles of the distance, will convey 100 tons of goods at a moderate speed of 8 to 10 miles an hour over the whole line.

The total cost per train would then be—

635 miles, at 1s. 8d. per mile, ....	....	....	....	....	£52 18 4
25 miles, at 1s. 8d. for extra engine, ....	....	....	....	....	2 1 8
					£55 0 0

Or 11s. per ton for the whole distance. Equal to ·207 drs. per ton per mile, the same nearly as the average on the English Railways.

At this rate, the *actual cost* of carrying a barrel of flour from Quebec to Halifax will be only 1s. 1d.; and if it be doubled, to pay interest on capital, then 2s. 2d. might be the price charged for its conveyance.

The freight of flour from Quebec to England may be taken at 5s. per barrel; from Halifax at 3s.

The difference in freight would therefore pay its transit by Railway, and the difference in the rates of insurance would be to the profit of the owner; and the voyage being shorter, there would be less risk of its arrival in the market in a heated or deteriorated condition.

Provisions and all other articles whose value is great in proportion to their bulk, would be as advantageously forwarded by this route.

It is fully expected therefore, that the Railway will be able to compete successfully with shipping in the Saint Lawrence even during the summer season.

But there is still another great and important source from which traffic may be expected, viz:—From those vast and extensive regions in the far west round the Lakes Huron, Michigan, and Superior.

By

By the completion of the canals along the River Saint Lawrence, the produce of these lake countries now finds its way to the markets of Montreal and Quebec.

Large cargoes consisting of upwards of 3000 barrels of flour, can now pass from their ports down to Quebec without once breaking bulk.

Already produce which found its way to New York by the circuitous route of the Mississippi and New Orleans, has been diverted to the channel of the Saint Lawrence.

The extent to which this will take place it is not possible yet to calculate; but there is no doubt that large quantities of produce which formerly found its way to the Atlantic ports of New York and Boston, will be diverted to the Saint Lawrence.

Of the enormous exports of provisions from the United States, the following will give some idea:—

		In 1846.	In 1847.
Flour—barrels	....	2,289,476	4,382,496
Wheat—bushels	....	1,613,795	4,399,951
Corn—bushels	....	1,826,068	16,326,050
Meal—barrels	... ..	293,720	918,066

The greatest portion if not nearly all this immense produce, of which the above forms only a *few items* in the *great account*, was received at the Atlantic ports from the far West. And it is for this most important and still increasing trade, that Montreal and Quebec will now, by means of the Saint Lawrence canals, have the most favourable chance of a successful competition with New York and Boston.

It has been calculated that the cost of transport for a barrel of flour from the Lakes to New York was 5s. 1d. sterling; to Boston 6s., exclusive of charges for trans-shipment.

By the Quebec and Halifax line it is estimated, now that the canals are open, a barrel of flour may be delivered at Quebec for 2s. sterling, and carried to Halifax for 2s. 2d.; total 4s. 2d.

By the Montreal and Portland, 1s. 8d. has been estimated as the price per the Railway, to which if 2s. more be added as freight to Montreal, the price by that line will probably be only 3s. 8d. sterling per barrel. The Montreal and Portland will have, therefore, an apparent advantage over the Quebec and Halifax line, arising from its much shorter distance. But there are some drawbacks attending it, which may cause the preference to be given to the latter notwithstanding. The line passes through the United States.

A transit duty of 2½ per cent. *ad valorem*, has to be levied upon all foreign produce, and introduces the inconvenience of custom houses and custom house officers.

Portland is a foreign port, and is 400 miles by sea farther from England than Halifax.

It has been seen in a former part of this report, when speaking of the Utica and Syracuse Railroad, how inadequate that line was to take all the traffic which was required to be forwarded by it, at the time the Erie Canal is closed.

The growing population and produce of the Western States are so gigantic, that it is probable there will be more than sufficient to employ fully, *both* the Montreal and Portland and the Quebec and Halifax Rail Roads.

From the foregoing remarks, it will appear then, that although no very good or precise estimate of the returns for the expenditure of five millions sterling can be given, yet that there are very good general grounds upon which to form an opinion, that ultimately, if not at once, the line will, in a commercial point of view, be a very productive one.

The Montreal and Portland, which will be the great competitor with that of the Quebec and Halifax line, is an enterprise of a purely commercial and *local* nature. As such, it is not likely shareholders will be contented, unless they receive what they have every right to expect—a high rate of interest for the expenditure they have incurred, and the risk they have encountered in the undertaking.

But with the Quebec and Halifax it is very different. The enterprise is of *general interest*. It concerns the prosperity and the welfare of each of the three Provinces, and the honor as well as the interests of the whole British Empire may be affected by it. It is the *one* great means by which alone the power of the Mother Country can be brought to bear on this side of the Atlantic, and restore the balance of power now fast turning to the side of the United States.

Every new line of Railway made in that Country, adds to their power, enabling them to concentrate their forces almost wherever they please, and by the lines, of which there are already some and there will soon be more, reaching to their northern frontier, they can choose at their own time any one point of attack, on the long-extended Canadian frontier, and direct their whole strength against it.

The Provinces, therefore, and the Empire having such interest in the formation of the Halifax and Quebec Line, it should be undertaken by them in common as a great public work for the public weal.

If so undertaken, the Provinces supported by the credit of the Mother Country, could raise capital at a rate of interest which could not be done by any company of shareholders. And if to this advantage be added, the disposal for the exclusive benefit of the Railway, of a portion of the wild lands along the line, and in the immediate country which it would be the means of opening to settlement and cultivation, then it is highly probable that it would be constructed for three millions sterling.

In a former part of this report it has been estimated that there are in the Counties through which this line will pass, fourteen millions of acres of land yet ungranted, and therefore remaining at the disposal of the Provincial Government.

The ordinary price of an acre of wild or uncleared land, is about 2s. 6d. to 3s. per acre. But where public roads are made through them, the value immediately increases, and it will not be considered an extravagant estimate, to suppose that the land along it, or in the immediate vicinity of the Railway, will be worth £1 per acre.

For the construction of the Great Saint Lawrence Canal, by which Canada has now the prospect of reaping such immense advantages from the trade of the western country, the Imperial Government guaranteed the interest on a loan of two millions sterling and upwards, at 4 per cent. This loan was easily raised, and a large premium per cent. was received in addition for it.

There can be little doubt that another loan of three millions sterling at the same rate of 4 per cent. interest could be raised upon the credit of the Provincial Revenues if guaranteed by the Mother Country. With this amount of capital, and two millions of acres to be reserved, and sold from time to time, it is conceived the Railway may be made.

Upon

Upon the strength of these two millions of acres and the loan as a basis, a large amount of *notes* might be issued in payment of the wages and salaries of the labourers and other persons employed on the works of the Railway. They should be made receivable for taxes and customs duties. The amount authorized to be issued might be limited to the extent of the acres, and as these were sold an equal amount of the notes should be cancelled.

The issue of a number of notes which would pass current over the three Provinces would be conferring a great benefit upon the community at large. The currency is not the same throughout, and persons who travel from one Province to another are now put to inconvenience, and have often to pay a discount upon exchanging the notes of one Colonial Bank for those of another. Advantage might be taken of the measure to assimilate the currency of the Colonies to each other, and make it "Sterling," the same as in England.

By a little arrangement also, these notes might be made payable at the chief ports of Emigration in the United Kingdom; and in that case a very great convenience would be afforded to a large class of persons on both sides of the Atlantic.

To remit small sums now, requires the intervention of bankers or agents. This has the effect upon persons resident in the settlements, (and no doubt also often in the towns,) of preventing their sending the assistance which they otherwise would do to friends at home. Many a small note would be put up, and sent in a letter, which now is never thought of for want of the convenience.

In remitting sums from Halifax to England, the banks do not like to give bills at less than sixty days' sight. These notes would, therefore, become a great public benefit, and there would be no fear of their being kept in circulation almost to any amount.

Upon the loan of three millions, the interest at 4 per cent. would amount to £120,000 per annum.

Of this sum, it may be fairly assumed, that for the conveyance of the mails between Halifax and Quebec, the Post Office Department would be willing to pay annually an equal amount to what is now paid for the same service. This has not been officially obtained, but there are good grounds for supposing that it is nearly £20,000.

In the case, then, that beyond this, the Railway only paid its own working expenses, the sum of £100,000 would have to be made good out of the revenues of the provinces.

The proportion of this, or of whatever sum might be deficient to pay the interest on the loan, would have to be arranged; and it may for the sake of illustration, be supposed to be as follows:—

Nova Scotia,	20,000	Proportion	·2
New Brunswick,	20,000	"	·2
Canada,	30,000	"	·3
The Imperial Government,	30,000	"	·3
	£100,000		·10

For the proportion guaranteed by the Provinces they would receive the benefits conferred by the Railway in developing their resources, increasing the value of all property, promoting the sale and settlement of their wild lands, increased population, and increased revenue.

For

For the proportion guaranteed by the Imperial Government, all Government Officers, civil or military, troops, munitions of war, supplies, &c., for the public service, and *Emigrants* should be transported over the line at the cost price.

New Brunswick and Nova Scotia, it is understood, are most willing to guarantee the interest to the extent of their means, and in a fair proportion.

Canada having done so much already for the communications above Montreal, it is fully expected will not be backward in perfecting those below Quebec.

In the extreme case supposed above, viz. of the Railway yielding no returns beyond working expenses, it is not conceived that either one of the Provinces or the Empire would not receive an equivalent in some other form for its direct contribution to make good the interest.

An account is at present being taken of the existing way traffic between Halifax and Amherst, by the Commissioner appointed by Nova Scotia to collect statistics for the Railway. The same is being done for that portion of the line along the banks of the Saint Lawrence.

There is some reason to believe that these two portions of the line will be found to have sufficient traffic to pay, over and above working expenses, the moderate interest upon capital of 4 per cent.

If such should prove to be correct, then the foregoing statement would be modified, and stand thus—

Total distance, Halifax to Quebec,	...	...	...	635 miles.
Quebec to River du Loup,	....	....	....	110
Halifax to Amherst and Bay Verte,	....	....	....	125
				— 235
				—
Leaving unproductive still	....	....	....	400

If the total line can be done for £3,000,000, then the proportion for the 400 miles would be £1,889,600, or £2,000,000 nearly.

The interest for which would amount to £80,000.

Deducting £20,000 for the conveyance of the Mails, then the sum to be responsible for would be £60,000, which divided proportionally as before, would give for—

Nova Scotia,	....	....	....	£12,000	proportion	·2
New Brunswick,	....	....	....	12,000	“	·2
Canada,	....	....	....	18,000	“	·3
Great Britain,	....	....	....	18,000	“	·3
				—		—
Total,	....	....	....	£60,000		·10

Therefore, for the responsibility (perhaps for *assuming it only*) of £100,000, or as the case may prove, £60,000, the Quebec and Halifax Railway may be made.

But to look at this great work only as a commercial speculation, and as yielding mere interest for the expenditure incurred, would be to take a very limited view of the objects it is capable of achieving.

In the United States they are well aware of the increased value which internal improvements and communications give to property of every kind.

In

In those countries works have been undertaken for that object alone, not for the mere return which the work, whether Railway, Road or Canal, would make of itself.

The indebtedness of the several States has been incurred almost entirely in making great internal improvements. And in the boldness and unhesitating way in which they have incurred debts and responsibilities for the purpose of developing their resources may be seen the secret of their unrivalled prosperity.

The State is in debt, but its citizens have been enriched beyond all proportion.

Most unfavourable comparisons are made by travellers who visit the British Provinces and the United States. And some have gone so far as to state, that travelling along where the boundary is a mere conventional line, they could at once tell whether they were in the States or not.

On the one side, the State Governments become shareholders to a large amount in great public works, *lead* the way, and do not hesitate to incur debts, for making what has been termed "war upon the wilderness;" employment is given, and by the time the improvement is completed property has been created and the *employed* become proprietors.

On the other side, the Provincial Governments do not take the initiative in the same manner, and hence in the settlements, and in the Provinces generally, may be seen this marked difference in the progress of people who are identically the same in every respect.

Until the British Provinces boldly imitate the policy of the States in this regard, and make war upon their "wilderness," their progress will continue to present the same unfavourable contrast.

The creative or productive power of Canals, Railways, &c., may be traced in the history and progress of the State of New York.

The Erie Canal was commenced in 1817, and completed in 1825, at a cost of 7,143,789 dollars, or £1,400,000 sterling. In 1817 the value of real and personal property in the City of New York was, from official documents, estimated at £16,436,000 sterling. In 1825 it was estimated at £21,075,000 sterling. In 1829 the population of the State was 1,372,000, and in 1830 the population of the State was 1,918,000.

The Canal was found so inadequate to the traffic, that between the years 1825 and 1835 a further sum of £2,700,000 was expended in enlarging it.

Making the total cost to that date, £4,100,000 sterling.

It has been seen that in the City of New York—

In 1817 the official value of real and personal property was	£16,436,000
In 1835 " " " "	45,567,000

Being an increase of 2½ times in eighteen years.

For the State of New York—

In 1817 the official value of real and personal property was	£63,368,000
In 1835 " " " "	110,120,000

Or an increase of nearly £47,000,000 sterling in the value of property, attributed chiefly, if not entirely, to the formation of the Canals.

In 1836 the amount conveyed to tide-water by the Canal was 697,357 tons.

And on the first of July of that year there had accumulated in the hands of the Commissioners an amount sufficient to extinguish the whole of the outstanding debt incurred in its construction.

The net receipts from all the State Canals, after deducting the expenses of collection and superintendence, for the year 1847, was £449,270. Villages, Towns and Cities have sprung up along its course.

The population of the State, which was—

In 1810,	....	....	....	....	....	959,949
was in 1845,	....	....	....	....	....	2,604,495

In 1846 the value of real and personal property was estimated at £128,500,000.

It will be seen from the above, therefore, that in addition to the wealth created for individuals, the Canals produce a large annual revenue to the State.

The following extracts from the financial affairs and statistics of some of the States may be quoted in illustration of this part of the subject:—

1847.

Massachusetts.

				Dollars.
Total indebtedness of the State 1st January, 1847,	....	....	....	999,654
Credit of the <i>State</i> , lent to Rail Roads,	....	....	....	5,049,555
Total liabilities of the State,				\$6,049,209

As security for the redemption of the scrip *lent* to Rail Roads, the Commonwealth holds a mortgage on all the Roads, and also 3000 shares in the Norwich and Worcester, and 1000 in the Andover and Haverhill.

Pennsylvania.

				Dollars.
Public Property, Canals and Rail Roads, at original cost,	....	....	....	28,657,432

Maryland.

Receipts from Baltimore and Ohio Rail Road,	....	....	....	42,402
Receipts from Canal Companies,	....	....	....	11,550

North Carolina.

Debt of the State on account of Rail Road Companies,	1,110,000
--	------	------	------	-----------

Ohio.

Debt contracted for the sole purpose of the construction of Public Works within the State,	....	....	....	....	19,246,000
Canals, 820 miles in length, cost,	....	....	....	....	15,122,503
Net receipts in 1846 after paying repairs and expenses,	....	....	....	....	408,916

In 1810 the population of this State was	....	....	....	45,865
In 1820 do.	do.	do.	....	581,434
In 1840 do.	do.	do.	....	1,519,467

Or tripled nearly in twenty years, during the progress of her Canals.

Michigan.

Michigan.

	Dollars.
Debt on 30th November, 1845,	4,394,510

Total length of Rail Roads finished and belonging to the State, 222 miles.

This State was authorized to raise a loan of 5,000,000 dollars for *internal improvements*.

For the same purpose Congress granted to this State 500,000 acres of land.

In 1840 the population was	212,267
In 1845 do.	304,278

Or an increase of 50 per cent. nearly in *five* years.

Indiana.

	Dollars.
1st January, 1847, the Public Debt was	14,394,940

By the terms of the Act adjusting this debt, it is to be equally divided between the State and the Wabash and Erie Canal. Of this Canal, which is to be 458 miles long, 374 miles are in Indiana; 174 of this portion are finished and in operation. There remain 200 miles to be completed, upon which part about 1,200,000 dollars have been expended by the State. It is estimated to cost the further sum of 2,000,000 dollars to complete the entire Canal. To cover this amount, the State is to transfer to trustees 963,126 acres of land adjoining to or in the neighbourhood of the Canal.

The population of this State in 1811 was	24,520
Do. do. 1830 "	343,031
Do. do. 1840 "	685,086

Or doubled in ten years.

Illinois.

	Dollars.
1847. Total Internal Improvement debt,	8,165,081
Total Canal debt,	6,009,187

\$14,174,268

The population in 1830 was	157,455
Do. 1840 "	476,183

Or tripled in ten years.

	Acres.
The sales of the Public Lands during one year (1845) in the United States amounted to,	1,843,527

	Dollars.
Producing	2,470,298

Or an average of 5s. 7d. sterling per acre.

But

But to show the effect produced by a Canal or Railway passing through property, the following extract may be quoted from the Report of a Board of Directors of the New York and Erie Rail Road Company in February, 1844 :—

“ The Board find that they have omitted one description of property which has heretofore been considered of great value, but the right to most of which has been lost to the company by failure to complete the road within a certain period ; the most valuable of which consisted of 50,000 acres of wild land in Cattaraquas County, near Lake Erie, and one-fourth part of the Village of Dunkirk.

“ An offer in writing was made in 1837 by responsible parties to take these donations, and pay further the sum of 400,000 dollars, provided certain portions of the Rail Road were completed within a specified time.”

That is, about 8 dollars, or 33s. 4d. sterling per acre.

In Michigan 461,000 acres were granted by Congress for the endowment of a University. These lands were selected in sections from the most valuable of the State. The minimum price of these was at one time 20 dollars, or £4 6 8 sterling per acre, but became lower afterwards ; 17,142 acres, the quantity sold up to 30th November, 1845, brought £2 9s. per acre.

69,000 acres devoted to Schools were sold for £1 7s. per acre.

Such then are some of the results of making “ war upon the wilderness.”

In New Brunswick there are, according to an official Report of the Surveyor General, dated 15th December, 1847, 20,000,000 acres, of which about 6,000,000 are either granted or sold, and 3,000,000 may be considered as barren or under water ; leaving therefore at the disposal of the Government 11,000,000 of acres of forest land fit for settlement.

Of the 6,000,000 granted or sold, only 600,000 acres are estimated as being actually under cultivation.

By a Statistical Table published by W. Spackman, London, there are—

	Acres Cultivated.	Acres Uncultivated.	Acres Unprofitable.	Total Acres.
In England,	25,632,000	3,454,000	3,256,400	32,342,000
Wales,	3,117,000	530,000	1,105,000	4,752,000
Scotland,	5,265,000	5,950,000	8,523,930	19,738,000
Ireland,	12,125,280	4,900,000	2,416,664	19,441,944
New Brunswick,	600,000	16,400,000	3,000,000	20,000,000
Population of England, ....	....	....	....	14,995,508
“ Wales, ....	....	....	....	911,321
“ Scotland, ....	....	....	....	2,628,257
“ Ireland, ....	....	....	....	8,205,382
“ New Brunswick, ....	....	....	....	208,000

In Ireland there appears to be from the above table 17,000,000 acres of ground fit for cultivation, and it has a population of 8,000,000 to support.

In New Brunswick there is an *equal amount* of ground to cultivate, and it has only a population of 208,000 persons. If

If the land yet uncleared and fit for cultivation be added which remains in the northern section of Nova Scotia, and again between the boundary of New Brunswick and the River Saint Lawrence to the east of Quebec, then there would be a quantity of nearly equal to that of England itself, supporting a population of 400,000 souls.

It is not too much then to say that between the Bay of Fundy and the Saint Lawrence, in the country to be traversed by the proposed Railway, there is abundant room for all the surplus population of the Mother Country.

Of the climate, soil, and capabilities of New Brunswick, it is impossible to speak too highly.

There is not a country in the world so beautifully wooded and watered.

An inspection of the map will show that there is scarcely a section of it without its streams, from the running Brook up to the navigable River. Two-thirds of its boundary are washed by the sea; the remainder is embraced by the large Rivers—the Saint John and Restigouche.

For beauty and richness of scenery this latter River and its branches are not surpassed by anything in Great Britain.

Its lakes are numerous, and most beautiful; its surface is undulating, hill and dale, varying up to mountain and valley. It is everywhere, except a few peaks of the highest mountains, covered with a dense forest of the finest growth.

The country can everywhere be penetrated by its streams.

In some parts of the interior, for a portage of three or four miles, a canoe can float away either to the Bay Chaleurs and the Gulf of Saint Lawrence, or down to Saint John, in the Bay of Fundy.

Its agricultural capabilities, its climate, &c., are described in Bouchette's Works, in Martin's British Colonies, and other authors. The country is by them, and most deservedly so, highly praised.

There may be mentioned, however, two drawbacks to it, and only two.

The Winter is long and severe; and in Summer there is the plague of flies.

The latter yield and disappear as the forest is cleared; how far the former may be modified by it experience only can show.

For any great plan of emigration or colonization, there is not another British Colony which presents such a favourable field for the trial as New Brunswick.

To 17,000,000 of productive acres there are only 208,000 inhabitants.

Of these 11,000,000 are still public property.

On the surface is an abundant stock of the finest timber, which in the markets of England realize large sums annually, and afford an unlimited supply of fuel to the settlers.

If these should ever become exhausted, there are the coal-fields underneath.

The Rivers, Lakes and Sea coasts abound with fish.

Along the Bay Chaleurs, it is so abundant that the land smells of it; it is used as manure; and while the olfactory senses of the traveller are offended by it on the land, he sees out at sea immense shoals darkening the surface of the water.

For about the same expense, five emigrants could be landed in New Brunswick for one in the Antipodes. Being within a fortnight by steam from London, any great plan of colonization could be directed and controlled by the Home Government.

In case of distress or failure, it would be long previously foreseen ; the remedy or assistance could be applied ; or, if beyond these, there would be the upper country and the far west always open, and ready to receive the colonists.

The present limited population being so generally engaged in the pursuit of the timber trade and in the fisheries, there is the richest opening for agriculturists.

New Brunswick annually pays to the United States upwards of £200,000 for provisions and other articles which she can raise upon her own soil.

Nova Scotia does very nearly the same thing.

Whilst within a few miles reach of their own capitals, there is abundance of land for agricultural productions, these two provinces are *dependent* for large supplies of food upon the United States.

Flour is imported from as far as New Orleans.

Wheat grown in the valley of the Mississippi is shipped at Saint Louis, and imported into New Brunswick. It is ground into flour at the Mills of Saint John, and furnishes a large share of the bread eaten by the labourers of that city.

There exists, therefore, a good market already on the spot for agricultural produce ; and it would be a strange anomaly, indeed, if a country situated within three or four weeks' sail of the markets of England, could not compete with the growers of produce in the valley of the Mississippi and the countries round the great lakes in the far west.

One thing, however, is greatly to be deprecated, that is any sudden or large emigration without previous preparation.

Before wheat or food of any kind can be grown, the forest has to be removed, and that is a work of time and hard labour, during which those engaged in it must be fed from other sources.

With some little previous detailed surveying, the proposed Railway can be commenced both at the Quebec and Halifax ends as soon as decided upon, and carried on for miles. During which time the further detailed survey necessary for the remainder of the line, and particularly the portion through the wilderness, might be made, and the line actually marked and cut throughout.

This line, when cut, would form a basis for laying out extensive blocks of land, and dividing them into allotments for settlers.

It will be unnecessary in this Report to recapitulate all the good effects produced upon every country in which Railways have been established ; but some may be mentioned.

They have become necessary to the age, and that country which has them not must fall behind in the onward march of improvement, and in the development of its resources. And the longer it is suffered to do so, the greater and more unfavourable will be the contrast which it will present to the world.

Already in this respect the British Provinces of Nova Scotia and New Brunswick are far behind their enterprising neighbours.

One of the immediate effects of making this Railway would be to place them in a position of equality. They are now *dependent* upon them for food.

At the closing of the navigation of the Saint Lawrence, if the United States were merely to prohibit the exports of provisions from their own harbours, the consequences would be serious to these two Provinces. Canada could not then supply them.

In

In May 1847, when the exploratory parties were being formed at Fredericton, and provisions were being forwarded to the woods for their use, there was a scarcity of flour at Saint John. It was said that sufficient for only two or three days' consumption remained in that city. The prices rose considerably, and the scarcity was only averted by the arrival of some cargoes from the United States, intended for Eastport.

The Railway, had it been established, would have prevented such a state of things, and may save it for the future.

For the want of such a communication, Nova Scotia now finds it easier and more advantageous, notwithstanding a heavy duty of 20 per cent. against her, to export her great staple of fish to the States than to Canada; whereas, if the Railway were made, it would pass on to the latter, where there would be an extensive market for it, and flour would be received in return.

Halifax would become the grand emporium of trade for the British Provinces.

With the assistance of the Electric Telegraph, an order from Quebec could be received in a few minutes, and the articles wanted could be sent off by the next train.

As the vessels now arrive in fleets in the spring, and again in the autumn, it is a matter of forethought and consideration to the merchant of Canada to know what he shall provide himself with.

To the intending Emigrant it will afford him the choice of any month in the year to set out for his new country, and if by means of friends previously settled his place of abode has been chosen, he can time his arrival so as to have the shortest possible time to wait until his own crops are ready to supply him with food.

Arriving now as thousands annually do in the spring, when the seed time is at hand and the land uncleared, they lose the valuable opportunity of that year's crop, and have to wait over, existing, perhaps, upon their little capital for nearly eighteen months, until the succeeding harvest comes to them. To all such Emigrants nearly a year may be saved.

Surprise has sometimes been expressed that out of so many who yearly land in the Provinces so many pass on and become settlers in the States.

To the poor man his labour is his capital, and he must transfer himself to the place where employment is to be found.

The proposed Railway would be such a work as would engage thousands in its immediate construction. While the stimulus and new spirit it would infuse into the whole community, now cribbed and confined as it were to their own locations, would give rise to branches and other works which would employ additional thousands.

It has been seen that the population of some of the Western States have doubled and even tripled themselves in the course of ten years.

The population of New Brunswick is now only 208,000. Her revenue in 1847 was £106,000 sterling, or 10s. per head.

There is no apparent reason why, if the same facilities of employment and land for settlement were afforded, that her progress should not be also very great.

Every Emigrant induced to settle and remain in the country may be calculated as producing 10s. annual revenue to the Province.

If the formation of the Railway increased the population of New Brunswick by 40,000 persons only, then her proportion of the guaranteed interest would be covered from that cause alone. The same might occur also to Nova Scotia and Lower Canada.

It

It may be asked what is to become of the labourers employed upon the Railway during the winter. This is the season when lumbering or cutting of timber commences. They might engage in it also. But with the wages earned in the summer they should be incited to purchase small lots of ground of about fifty acres each.

The labours of the season over or suspended upon the Railway, they could most advantageously employ themselves in clearing, logging, and improving their own lots. This they could do to such an extent that in the spring the women and older children could burn the logs off and put in some sort of crops for food, such as potatoes, Indian corn, &c.

Mechanics might either do the same if Railway work could not be found for them, or find employment in the Towns.

Another great effect of the Railway would be to enhance almost immediately the value of all real and personal property. The effects produced by the Erie Canal in doubling and nearly tripling that of the City of New York has been stated.

Villages and Towns would no doubt spring up in its course the same as on the Canal. The Railway would give them birth. Agriculture and external commerce would support and enrich them.

But if by its means the navigation of the Gulf of Saint Lawrence is spared, what an amount of human suffering and loss of life will it not save.

The losses from shipwreck have been great, but not equal to that arising from protracted voyages and crowded Emigrant ships.

In 1847, 89,738 persons emigrated to the British Provinces, of whom 5,293 persons perished at sea, and 10,000 are said to have died after their arrival.

This was a most unusual year, and it is to be hoped by every friend of humanity that anything like it will never occur again.

No human means could have saved all this loss of life, but there is, no doubt, a less protracted voyage, and a more favourable time than the spring of the year in the Saint Lawrence would have prevented some of the fatal results.

The Railway established, the passage may be shortened, and the time of emigration may be selected at choice.

Troops are annually moved to and from Canada. About the close of the navigation in 1843 a transport, having the 1st Royal Regiment on board, was wrecked in the mouth of the Saint Lawrence. The men got safely on shore, but there were no roads or means of getting away from the place. By the personal exertions of one of the officers, who made his way through the woods on snowshoes to the nearest settlements, and thence to Quebec, information was given of the wreck, and a steamer sent down to take them off. But for this the consequences must have been that the regiment would have had to winter there in the best manner they could.

Embarking and disembarking at Halifax, all danger and inconvenience from the Gulf navigation would be avoided. Time and expense would be saved, and the season might be disregarded.

The Mails to and from Canada could pass over British territory *exclusively*, and they would be received at Quebec before the steamer reached Boston, and at Montreal about the same time as it arrived at that port.

In a political and military point of view, the proposed Railway must be regarded as becoming a *work of necessity*.

The

The increasing population and wealth of the United States, and the diffusion of Railways over their territory, especially in the direction of the Canadian frontier, renders it absolutely necessary to counterbalance, by some corresponding means, their otherwise preponderating power.

Their Railway communications will enable them to select their own time and their own points of attack, and will impose upon the British the necessity of being prepared at *all points* to meet them.

It is most essential, therefore, that the Mother Country should be able to keep up her communications with the Canadas at all times and seasons. However powerful England may be at sea, no Navy could save Canada from a land force.

Its conquest and annexation are freely spoken of in the United States, even on the floors of Congress.

Weakness invites aggression, and as the Railway would be a lever of power by which Great Britain could bring her strength to bear in the contest, it is not improbable that its construction would be the means of preventing a war at some no distant period.

The expenses of one year's war would pay for a Railway two or three times over.

The following extract from the Report of Lord Durham, Her Majesty's High Commissioner and Governor General of British North America in 1839, is so apposite and just, and bears so strongly upon the subject under consideration, that it is conceived no better conclusion can be made to this Report than to insert it:—

“These interests are indeed of great magnitude; and on the course which Your Majesty and Your Parliament may adopt with respect to the North American Colonies, will depend the future destinies, not only of the million and a half of Your Majesty's subjects who at present inhabit those Provinces, but of that vast population which those ample and fertile territories are fit and destined hereafter to support. No portion of the American continent possesses greater natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains unsettled, and may be rendered available for the purposes of agriculture. The wealth of inexhaustible forests of the best timber in America, and of extensive regions of the most valuable minerals, have as yet been scarcely touched. Along the whole line of sea coast, around each island, and in every River, are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water power are available for the coarser manufactures, for which an easy and certain market will be found. Trade with other continents is favoured by the possession of a large number of safe and spacious harbours; long, deep, and numerous rivers, and vast inland seas, supply the means of easy intercourse; and the structure of the country generally affords the utmost facility for every species of communication by land. Unbounded materials of agricultural, commercial and manufacturing industry are there. It depends upon the present decision of the Imperial Legislature to determine for whose benefit they are to be rendered available. The country which has founded and maintained these colonies at a vast expense of blood and treasure may justly expect its compensation in turning their unappropriated resources to the account of its own redundant population; they are the rightful patrimony of the English people,—the ample appanage which God and nature have set aside in the New World for those whose lot has assigned them but insufficient portions in the Old.”

And if for great political objects it ever became necessary or advisable to unite all the British Provinces under one Legislative Government, then there will be formed on this side of the Atlantic one powerful British State, which, supported by the Imperial power of the Mother Country, may bid defiance to all the United States of America.

The means to the end, the first great step to its accomplishment, is the construction of the Halifax and Quebec Railway.

(Signed)

WM. ROBINSON,
Captain Royal Engineers, Brevet Major.

August 31, 1848.

Major General Sir John F. Burgoyne, K. C. B.,
Inspector General of Fortifications, &c. &c. &c.

List of Inclosures to Major Robinson's Report of August 31, 1848.

Report on the proposed Trunk Line of Railway from an Eastern Port in Nova Scotia, through New Brunswick, to Quebec, with several Appendices.

Bound Book containing sixteen Exploratory Plans.

Printed Map of Nova Scotia, New Brunswick, and a portion of Lower Canada, showing the explored route for the proposed Trunk Line of Railway from Halifax to Quebec.

Model Map.

General Section.

The foregoing relate to the Line of Railway recommended.

Plans Nos. 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 and 31 of a Line of Railway reported upon.

APPENDIX No. 1.

(Plans referred to—General Plan No. 1, Book of Plans 16, Detailed Plans, Nos. 25, 26, 27, 28, 29.

Report on and description of the proposed Line of Railway from Halifax, through New Brunswick, to Quebec.

The exploratory surveys which have been carried on during the years 1846-47, for the purpose of ascertaining the practicability of establishing a line of Railway from the Atlantic shores of Nova Scotia, through the Province of New Brunswick, to the City of Quebec, on the River Saint Lawrence, having resulted successfully, I have the honor to furnish you with a Report upon the line which has been found practicable, and which has fallen under my more immediate observation and direction.

The

The port of Halifax, in Nova Scotia, being selected as the Atlantic terminus of the Railway, the chief difficulties to be surmounted between that port and the Saint Lawrence, have been ascertained to be the range of highlands in Nova Scotia, known as the Cobequid Hills, averaging from 800 to 1000 feet in height; and two ranges of highlands, one of which crossing the Province of New Brunswick, from the River Saint John below the Grand Falls, in a north easterly direction, rises to a considerable elevation at the head waters of the Rivers Tobique, Miramichi and Nepisiguit, and thence descends gradually to the shores of the Bay Chaleurs.

The other range, lying between the Rivers Restigouche and Saint Lawrence, and nearly parallel to their general course, is very broken and lofty, some of the mountain ranges attaining an elevation of 3000 feet above the sea.

Another obstacle of a general nature exists, and which increased the difficulty of ascertaining a practicable line through New Brunswick, inasmuch as the course of the line of Railway is at right angles to the general course of the numerous Rivers which intersect that Province.

The proposed line passes the first of these obstacles, the Cobequid Hills, in Nova Scotia, about sixty five miles from Halifax, by the valley of the Folly River, in the Township of Londonderry, attaining its summit level, 600 feet above high water at Halifax, at the Lake from which that River flows, being the lowest point on the hills to which there is a favourable approach which has been ascertained.

The line avoids the broken and lofty chain of highlands in New Brunswick by following the level shores of the Bay Chaleurs, and it ascends the range of highlands north of the Restigouche by the valley of the Metapediac River and the Lakes at its head waters, by easy grades, attaining its summit level, 760 feet above high water, at a point about six miles north of the Great Metapediac Lake, from which it then descends along the vallies of different tributaries of the Saint Lawrence to the Metis River, which it crosses about ten miles above its mouth, and is then clear of the highlands.

The distance from Halifax to Quebec by the proposed line of Railway will be about 635 miles.

Of these 124 miles are in the Province of Nova Scotia,
234 miles in New Brunswick, and
277 miles in Canada.

Commencing at Halifax, the comparative advantages of having the terminus in the City, which is situated on the western shore of the Harbour, or in the Village of Dartmouth, which is on the eastern side, and immediately opposite the City, becomes a matter of detail for future consideration.

From Dartmouth the line passes through the broken chain of land which runs parallel with the south east coast of Nova Scotia by the valley formed by the chain of Lakes which extend from Dartmouth to the Great Shubenacadie Lake, a distance of about twenty miles.

The highlands come in pretty close to the Lakes on both sides, leaving here and there narrow flats along their borders. The rock is chiefly slate, and along the bottom of the valley are large quantities of loose fragments of rock from the adjacent hills, boulders, gravels, &c.

The gradients on this portion of the line, which has been calculated chiefly from the sections made for the Shubenacadie Canal, which was intended to follow this chain of Lakes, will be favourable, though from the rocky and broken character of the ground it will be probably expensive.

For the first nine miles the line follows the western shores of the Lakes. The hills are a short distance back, leaving a stripe of irregular low ground indented with bays, the water in which is shallow.

The summit level is at the south end of Lake Charles, from which the water flows into the Shubenacadie. The Dartmouth Lakes, the first of the chain, empty themselves into Halifax Harbour, being 65 feet above high water, the rise from them to the summit level of Lake Charles is only 25 feet, the distance being one mile.

After reaching the northern extremity of Lake William, nine miles from Dartmouth, the line crosses to the eastern shores of Lake Thomas, the next in the chain, and thence by the eastern shores of Lake Fletcher to the Grand Lake.

The western shores of these two Lakes are bold and rocky, with deep water. The eastern are easy as respects curvatures, and the water is shallow, should it be necessary to build into them.

The Railway will, however, probably interfere with the present line of Road.

Should the terminus be in the City of Halifax, the line thence would join one coming from Dartmouth at the northern extremity of Fletcher's Lake, fifteen miles from Dartmouth, and nineteen from Halifax. The latter would be consequently the longest by four miles.

The summit level in the line from Halifax, between the waters flowing into Halifax Harbour and those falling into the Shubenacadie, is 232 feet above tide-water in the former. The gradients will be consequently more severe.

For the first seven miles after leaving Halifax, the line follows the shores of the Bedford Basin, a portion of Halifax Harbour, which are broken and rocky. To obtain curves of half a mile radius, heavy embankments will be necessary across the deep bays; for the remainder the expense and difficulties will be about the same with a line following the Lake.

After leaving Bedford Basin, the line ascends the valley of the Sackville River for about three miles. On the east side of this valley is the ridge of land separating the Halifax and Shubenacadie waters.

The most favourable point ascertained for crossing this is about 5½ miles from the head of the Basin, and is 232 feet above its waters. The heaviest grade involved to reach this will be forty three feet per mile for three miles. It will also involve a heavy embankment, about 700 feet long, between the summit level and the shores of the Long Lake, from which it will descend to the north end of Lake Fletcher, by the valley of the Rawdon River, where it joins the line from Dartmouth.

Between the north end of Fletcher's Lake and the point where the line will strike the Grand Shubenacadie Lake, are three ridges projecting into the Lake, which will require to be cut through; the two next the Grand Lake being about thirty feet deep. Thence it follows the shore of the Grand Lake for about three-quarters of a mile. The high land comes out close on the Lake, but the water is shallow.

Leaving the Lake shore at the 17½ mile it crosses to the west shore of the Gaspe-reau Lake. There is a low ridge between the two which will require cutting.

It

It will be necessary to carry the line along the shallow water on the west shore of the Gaspereau Lake, leaving which it again strikes the shores of the Grand Lake at Sandy Cove, and follows it for half a mile to the outlet of the Shubenacadie River, which flows into the Bay of Fundy.

After leaving the Grand Lake, the line for nineteen miles follows the general course of the valley of the Shubenacadie River, as far as the mouth of the Stewiacke River.

About two miles from the Grand Lake, it crosses the Shubenacadie River, and then follows the western side of the valley, which comes in with an easy slope to the river, and offers no obstruction. An embankment of some eight or ten feet high will be required across the valley of the Nine Mile River, from which, to Barney's Brook, at the 27th mile, the valley is broad and open, and nearly flat, and thence for a mile it will be on the level margin of the river.

At this place, Black Rock Point, the land runs out high upon the river on both sides. A cutting will be necessary on the eastern side, about thirty feet deep, and a quarter of a mile long.

The rock being plaster-of-Paris, with a covering of clay, it will be easily quarried. The line then crosses the river, the valley of which is crooked below this point, and passes through the highland on the western side by a grade of about thirty feet per mile, for less than a mile, and thence descends into a broad flat.

Between this and the mouth of the Stewiacke River, it crosses the Shubenacadie twice; the ground offers no obstructions, except an embankment which will be required at the 31st mile, about 6 feet high, for one mile, where the line crosses the broad marshes of the Shubenacadie, which are flooded by high freshets.

Between the crossing of the Stewiacke River, about 38 miles from Dartmouth, and the head of Truro mill-stream at the 50th mile, which is the water-shed of the Truro and Shubenacadie waters (145 feet above high water at Halifax), there will be several cuttings of from 15 to 20 feet deep, so that none of the gradients may exceed 40 feet in the mile, and these will be short.

From the 50th mile the line descends by the valley of the Truro mill-stream, by an easy grade of about 17 feet per mile, to the village of Truro, at the 55th mile, which it will pass about a quarter of a mile to the westward, and cross the head of the Cobequid Bay by a bridge which will require to be about 500 feet long. From thence it commences the ascent of the range of hills known as the Cobequid Hills, which run north east and south west, nearly parallel with the Bay, and directly across the line of the Railway.

The rock formation through which the first portion of the line passes, ceases at the Grand Lake; from thence to Truro, the country, generally speaking, is of a fertile description, the hills being composed of a strong clay, with here and there limestone and gypsum rocks. The soil of the fertile valley in which Truro is situated, as well as the shores of the Cobequid Bay, is red sandstone.

After crossing the head of the Cobequid Bay, the line passes along the southern slope of the hills to the foot of the ascent at the 66th mile. In this distance it will have to cross the Chiganois and De Buit Rivers, and the swell of land lying between them, the highest elevation being between those rivers about 170 feet above high water; but none of the gradients, it is calculated, will exceed 40 feet per mile.

The summit level which the line has to attain is by actual section determined to be 600 feet above high water, being at the lake from which the Folly River flows.

The section which has been accurately , shows a gradient of 1 in 85 feet, or about 62 feet per mile, for $5\frac{1}{2}$ miles ; but by keeping a higher level, the ascent to the lake may be overcome by a grade of 57 feet per mile for $6\frac{1}{2}$ miles.

In this distance there are eight ravines to be crossed, four of which will require heavy bridges.

The valley of the Pinebrook will require a heavy embankment, material for which will be supplied by a deep cutting necessary at the crossing of the road beyond.

The upper portion of the ascent, for four miles below the lake, is composed of hard, igneous rocks, with a covering of earth in most places, but the rock will probably be met with if cuttings to any depth become necessary.

At about four miles on the south side of the lake seventy one miles from Dartmouth, there is a breadth of about half a mile of conglomerates, shale, and sandstone, in which a valuable deposit of speculative iron ore has been discovered ; it is of very rich quality, and operations have been commenced by a company to work it.

The heavy grade ceases at the saw mill half a mile below the lake, in which distance there are three small ridges to cut through, which will furnish material for crossing the shallow arm of the lake ; thence the western shore is nearly straight, with shallow water, admitting of a level line, with easy curvatures, along its margin.

At the 75th mile a small ridge at the north end of the lake separates its waters from those of the Wallace River.

The descent from the lake is very rapid into the valley watered by that river. By actual measurement it has been ascertained that the ground falls 356 feet in the first three miles northwardly from the lake ; thence the valley is broad and flat. The hills on the eastern side rise very abruptly, those on the western side having a gentler slope towards the valley afford the most favourable ground for the location of the Railway.

The actual section line, which has been run at a gradient of 70 feet per mile, may be improved upon by keeping a higher level, and the descent may be overcome by a gradient of about 66 feet per mile for $4\frac{1}{2}$ miles along the western side of the valley.

Here the hills turn abruptly to the westward, and on reaching the foot of this descent, at the 79th mile, some cutting will be necessary to carry the line with a radius of half a mile for one mile, round the shoulder of the hills.

A lesser range of hills lies north of the Cobequid range, which, at this point, is separated from them by the valley of one branch of the Wallace River, which the line ascends for $2\frac{1}{2}$ miles, at a grade of 35 feet per mile, and thence passes through this lesser range by the valley of the west branch of the Wallace River. Then crossing the valley of the Little Wallace River it falls at a grade of 35 feet per mile to the valley watered by Tulloap's Creek, by which it descends at easy grades for about 7 miles to the 95th mile, where it turns the shoulder of the ridge of land lying east of River Philip by a curve of three quarters of a mile radius, involving some cutting, but to no great depth.

From thence it descends at a grade of 20 feet per mile for 4 miles along the fertile valley of the River Philip, which it will cross at a short distance below the confluence
of

of the Black River, and ascend, for 5 miles, by the valley of the Little River by a very easy grade.

From this to Bay Verte the country presents a very level appearance, and the line will probably deviate but little from a direct line.

The gradients will be most favourable, and none, it is expected, will exceed 15 feet per mile.

At the 120th mile the line crosses the Tidnish River about a mile above its mouth, and thence follows the level shores of the Bay Verte, at a distance of from one to half a mile.

It leaves the Province of Nova Scotia 124 miles from Halifax Harbour.

The section of country traversed by the line, from the Cobequid Hills to Bay Verte, is generally speaking through light soil of good quality. There is little or no rock. Should any be met with, it will be sandstone, furnishing excellent building material.

Much of this portion of Nova Scotia is well cultivated and populous.

The line from Bay Verte enters the Province of New Brunswick, and as far as the crossing of the Miramichi River, at the 223rd mile, although running nearly at right angles to the course of the Rivers flowing into the Gulf of Saint Lawrence, will deviate but little from a general straight course; and from the level nature of the country, although it will have to cross the swells of land lying between the different Rivers, it may be expected confidently that the heaviest gradients will not exceed 40 feet per mile, the generality being very favourable.

As far as the Cocayne River, the country traversed by the line is very level. The section line, which was run along the head waters of the Rivers flowing into the Gulf of Saint Lawrence, shows that the highest point is little more than 200 feet.

By following the general direction laid down on the plan, dependent, of course, upon the bridge sites which shall be selected on the different Rivers, no difficulties of a serious nature will be encountered. Should any cuttings be necessary, they will not be expensive, as no rock is likely to be met with.

The section of country which will be opened up between Bay Verte and the Richibucto River, offers much excellent land for settlement. From thence towards the head waters of the Kouchibouguac are extensive flat barrens, and the country between that and the Miramichi is very level.

The Rivers are all small, and no heavy bridging will, it is expected, be required.

It is proposed to cross the South West Branch of the Miramichi River near the head of the tide, opposite the mouth of Indian Town Brook. It will require a bridge about 500 feet long and 30 feet high. There are heavy freshets in this River, but no damage need be apprehended to a well constructed bridge either from ice or freshets.

Between this and the North West Miramichi River, a detour will be necessary to the westward, to avoid the swell of land lying between these two Rivers, and which runs to an elevation of about 300 feet. The line crossing the Miramichi opposite to the mouth of the Indian Town Brook will ascend by the valley of that brook, and then diverge to the westward, through a flat cedar country, to the North West Miramichi River, which it crosses at the 234th mile, by a bridge which will require to be 2000 feet long and 30 feet high, the River here being very wide and shallow. A site requiring a bridge of less length may probably be selected on further examination.

From

From this the line follows the broad valley watered by the North West Miramichi, as far as the 260th mile, at gradients varying but slightly from a level, excepting the first five miles, which will require gradients of about 25 feet per mile. The land between the North West Miramichi waters and the Nipisiguit River, traversed by the line, is almost a dead level, and it descends to that River by a grade of 25 feet per mile for three miles.

It is proposed to cross the Nipisiguit River near the Pabineau Falls, and after following the valley of the Nepisiguit a short distance, it continues as far as the 325th mile to follow the general direction of the shores of the Bay Chaleurs, passing within a short distance of the town of Bathurst.

The precise direction of the line will of course depend upon the bridge sites selected on the several streams and Rivers flowing into the Bay Chaleurs.

As far as the 305th mile the land is very level and the streams small. The Jaquet River lies in a large deep valley, but it is believed may be approached and crossed about four miles from its mouth without any great difficulty.

The gradients on this portion of the line will be found very favourable, and will not, it is calculated, exceed seventeen feet per mile, the greater portion being very much less.

The shores of the Bay Chaleurs are thickly populated. The inhabitants near Bathurst are chiefly Canadian French. Towards the Restigouche the inhabitants are principally Scotch, many of them having excellent farms.

After reaching the valley watered by the Eel River, the line may approach the Restigouche River, either by following the valley of the Eel River to its source and thence by the vallies of several small streams, and reach that River either at the mouth of Christopher's Brook, seven miles above Campbelton, or at a point five miles above that.

The summit level at the head waters of the Eel River has been calculated at 368 feet, which will probably be found too high. This would involve a grade of about 18 feet per mile for 16 miles.

It will perhaps be better to avoid this gradient and the curves which will be necessary in descending the vallies of the small streams flowing into the Restigouche, to cross the Eel River, and pass through the range of hills lying south of the River Restigouche, about five miles from the town of Dalhousie. The hill which rises immediately in the rear of that town here falls away almost to the level of the country about Eel River, and from thence the line would follow the bank of the Restigouche, passing through the village of Campbelton, and continuing between the present Road and the shore as far as the mouth of Christopher's Brook. The gradients on this portion would be very slight.

Opposite to and above the mouth of Christopher's Brook the Restigouche is full of islands; the mountains, especially on the south shore, come down boldly to the River, and it is proposed to take advantage of these islands to cross the broad channel of the River to the more favourable ground on the north shore.

There is no accurate survey of these islands, but they are so numerous that the expense of bridging will not be greater than if the line were to cross above, when it would require a bridge at least 1800 feet long, and a heavy embankment on the north shore. The danger from the rush of the ice freshets, which sometimes occur in the spring

spring of the year in this River, will be less, if the bridge be carried over among these islands.

After crossing the Restigouche River, the line will follow the north bank as far as the mouth of the Metapediac River, at the 359th mile.

The section of country lying between the Restigouche and Saint Lawrence Rivers is a vast tract of high land, intersected in every direction by deep vallies and vast ravines, through which the Rivers flowing to the Saint Lawrence and Restigouche wind their course.

The height of land from which these Rivers flow respectively north and south, is full of lakes, and along them the mountain ranges rise to a great elevation.

The average distance between these two Rivers is about 100 miles.

The only available valley which my knowledge of the country, or the explorations we have carried on enable me to report upon, by which a line of Railway can be carried through this mass of highlands, is that of the Metapediac River.

This valley extends from the Restigouche to the Great Metapediac Lake, a distance of between 60 and 70 miles, and as the summit level to be attained in that distance is only 763 feet above tide-water, the gradients, generally speaking, are extremely favourable.

From the broken and rocky character of this section of country, some portions of this part of the line will be expensive, especially the first 20 miles of the ascent, in which the hills in many places come out boldly to the River, and will render it necessary to cross it in several places.

The rock formation is nearly all slate. There are settlements on the Metapediac River, as far as the Mill Stream.

Generally speaking however, the greater portion of this section of country is unfit for cultivation, consisting of a gravelly rocky soil, covered with an endless forest of spruce, pine, birch, cedar, &c.

From the mouth of the River as far as the 365th mile, the line continues upon the east bank. Above this, at the mouth of Clark's Brook, the rocky bank of the River is very unfavourable, and to obtain proper curves, it crosses to the point opposite, and then recrosses immediately above, to the more favourable ground on the east bank.

Between this and the mouth of the Ammetssquagau River, the line, to obtain good curves and avoid those places where the hills come out bold and rocky, crosses the River four times.

The position of the line for 3 miles above and below the Ammetssquagau River, where the hills are steep and rocky close on the River, will be the most expensive part of the line.

Above this the line follows the eastern bank to the 377th mile. The hills on either side are very high, but the eastern bank is pretty favourable. Between the 378th and 380th mile, the River turns twice almost at right angles, shut in on the south by a rocky precipice 150 feet high.

It will be necessary to cross the River three times here. The centre Bridge will be a heavy one, but there is an island in the elbow which will serve as a natural pier. Above this from the 380th mile to the Forks (the mouth of the Casupscul River,) at the 395th mile, the valley becomes more favourable. The hills on either side are not so lofty, and recede further from the River. The line crosses the River twice between

the 385th and 390th mile, to avoid a rocky precipice on the left bank ; and again about 1 mile below the Forks, making in the first 38 miles up the valley of the Metapediac, twelve Bridges in all. These Bridges will average from 120 to 150 yards long.

From the 395th mile to the Metapediac Lake, the line continues on the eastern side of the valley ; the ground is stony and uneven. The gradients will be very favourable, and with the exception of "The Grave," at the 405th mile, where there is a rocky spur running out on the River ; there are no very serious difficulties.

The line again crosses the River at the 409th mile, and from thence follows the eastern side of the Metapediac Lake to the 420th mile.

The mountain ranges to the westward are very lofty. There are two spurs running out on the Lake at the southern end, which the line turns at easy curves close to the shore ; beyond this it passes through a cedar swamp into more favourable ground at Brochers' clearing at the north end of the Lake ; from this it ascends to the summit level, 763 feet above tide-water, at the 426th mile. This is the water-shed between the Restigouche and Saint Lawrence waters.

Between this and the Saint Lawrence the country is intersected and crossed by a constant succession of ridges, rising to a considerable elevation between the different small tributaries of the Tartigau and Metis Rivers. The line descends at easy grades by the valley of the former to the 432nd mile, where it turns to the westward, and ascends to the 435th mile, by the valley of one of its small tributaries. The water-shed here between the waters of the Metis and Tartigau is about 750 feet, and the descent from this to the Metis, by the valley of Pachtet's Brook, is rapid, and will involve a grade of 55 feet per mile, for 8 miles, which will carry the line clear of the highlands.

Further explorations may probably suggest improvements upon this line through the highlands, which, however, as far as regards gradients and curves, is as favourable as can be expected.

A party was sent to explore for a line from the Metapediac River, westward, following the valley of one of its tributaries, and thence across to the Rimouski River, and from the reports I received from them, it appears probable that a practicable line may be obtained following the valley of Metallics Brook, 5 miles below the Forks of the Metapediac, and along a succession of lakes to the Rimouski, and thence by the valley of the Torcadie River to the Abersquash, and by its valley to the point where the proposed line crosses it.

It would require a whole season to explore this section of country.

The proposed line, after descending the valley of Pachtet's Brook and the valley of the River Metis, crosses the River at the 445th mile, about 10 miles above its mouth, and ascends by the valley of the River Haget, one of its tributaries, almost on a level to the water-shed at the 459th mile between the Metis and Rimouski waters, and descends to that River at the 469th mile at a grade of 44 feet per mile for 5 miles.

The Rimouski River lies in a deep valley, and the line descends to it at this grade by the valley of the "Rosseau Bois Brulé," to gain the opposite valley of the Rigamard stream, by which it is proposed to ascend to the table land lying between it and the Trois Pistoles River. A Bridge 500 feet long and 40 feet high will be required across the Rimouski, as it is necessary to pass it opposite the mouth of the Rigamard. The hills on either side for the first two or three miles of this valley are steep ; above that
it

it widens, and the line reaches the table land which extends to the Trois Pistoles River, at a grade which it is calculated will not be more than 20 feet per mile for 6 miles.

An improvement on this line may, perhaps, be made by descending the valley of the River Bois Brulé, and ascending by the valley of the stream of the Little Rimouski.

The line proceeds at almost nominal grades to the Abersquash River, which it crosses at the 500th mile.

Four miles further the table land is intersected by the deep ravine formed by the stream of the Trois Pistoles River.

This will require a heavy Bridge. The width between the banks at top is 300 feet, the stream at the bottom is 100 feet wide; the ravine being 150 feet deep, it will be necessary to have the centre span as large as possible, to diminish the great height required for the piers.

The line from this continues at very favourable grades, crossing the Rivière du Loup at the 527th mile, about 5 miles above its mouth, and thence (either in the second or third concession,) for 100 miles through a densely populated country of the most favourable description, to the Boyer River at the 620th mile, from which it rises to Beaumont Church, 278 feet above tide water, and descends at a moderate grade for about 9 miles to Point Levi, opposite the City of Quebec.

(Signed)

G. W. W. HENDERSON,
Captain, Royal Engineers.

Major W. Robinson, R. E., &c. &c. &c.

TABLE of probable Gradients on proposed Halifax and Quebec Railway.

Prevailing Gradients.	Canada.	New Brunswick.	Nova Scotia.	Total.
	Quebec to Restigouche River.	Restigouche River to Bay of Vert.	Bay Vert to Halifax Harbour.	
	Miles.	Miles.	Miles.	Miles.
Level and under 20 feet per mile,	222	151	66	439
20 to 40 " "	42	71	37	150
40 to 50 " "	5	8	10	23
50 to 60 " "	8	4*	7	19
60 to 70 " "	None,	None,	4	4
Total,	277	234	124	635

* This gradient will be avoided by following the Restigouche instead of the Eel River.

(Signed)

G. W. W. HENDERSON,
Captain, Royal Engineers.

APPENDIX No. 2.

(Plans referred to—Nos. 17, 18, 19.)

Report on the Explorations from the Miramichi Lake, across the Valley of the Tobique, to the Restigouche River.

The explorations carried on during the autumn of 1846 having shown that the chief difficulties to be encountered by any line of Railway passing through the central portion of New Brunswick was the large valley watered by the River Tobique, which running directly across the general direction of the line, must be crossed by it, and that the height of land on the southern side was of great elevation; the explorations were directed in the following year (1847) to ascertain the practicability of ascending to this height of land from the table land between the waters of the Miramichi and Nashwaak Rivers to the westward of Boistown, and to which there is easy approach from the level country to the southward; and having gained that height of land south of the Tobique River, to ascertain the practicability of crossing its valley at the most favourable grades.

This valley is about 30 miles wide. The highlands bounding it on the south side are very lofty. The lowest point at which they can be passed, as ascertained by our explorations, being at a point about 19 miles south of the River; 1216 feet above the sea, or 894 above the River.

The height of land or water-shed on the north side of the valley is about 12 miles from the River, and 418 feet above it, 838 feet above the sea.

The exploration was commenced between the Napadogan Lake and the Miramichi Lake, about 20 miles north of the Portage Road from Boistown to Fredericton.

The line which has been reported upon as practicable involves, as will be seen, very heavy grades.

From the point of starting the line descends at a grade of about 54 feet per mile for 2 miles to the Miramichi Lake; thence it passes through a dry spruce country to the south west of Miramichi River, which it reaches at the 5th mile; from this it follows the valley of that River for 7 miles, at very easy grades to the forks of the River, where it crosses the west branch, and ascends by the valley of the north branch, as shown by the black line on the Plan to the point D, at the 21½ mile, at easy grades, shown by the red line on the Section; none exceeding 16 feet per mile.

Then it meets a ridge of land which will cause it to diverge to the eastward, and involve a grade of about 50 feet per mile for 2 miles; and thence follows the valley of the north branch of the Miramichi, at a gradient of 44 feet per mile. The valley here is very narrow and broken, the highlands coming in close on either side.

The line leaves the valley of the River Miramichi at the 26th mile, and follows the valley of one of its tributaries, called the Dead Water Brook, at the same grade of 44 feet per mile, to the 28th mile, at the point F.

From this it continues along the same valley, but at an easier grade of 20 feet per mile to the water-shed between the Tobique and Miramichi Rivers, 1205 feet above the sea at the 30½ mile.

The Odell and Beaver Brooks take their rise on this height of land, being tributaries of the Tobique, and the line attains its summit level, 1216 feet above the sea, at the small lake which is the source of the Odell, at the 31st mile.

A small ridge divides this lake from the waters of the Beaver Brook, which would have to be cut through.

From this point commences the descent into the valley of the Tobique.

The direct descent by the valley of the Odell, &c., had been found impracticable, the fall being far too rapid.

The most favourable gradient, which can be maintained, is one of 58 feet per mile, for 9 miles, by keeping along the side of the hills as far as the River du Chute, crossing several streams, one of which, that of Beaver Brook, will require heavy bridging.

After crossing the River du Chute, which will also require a heavy bridge, the line descends at a gradient of 15 feet per mile for 3 miles.

Here it has to cross the valley of the River Wapsky, about 2 miles wide, which will involve an ascending and descending grade of 66 feet per mile, each one mile, and a bridge 40 feet high across the stream.

This point (C 2 on the plan) is the water-shed between the Wapsky and the Little Gulquac, and the line descends at a gradient of 48 feet per mile for $5\frac{1}{2}$ miles to the River Tobique, by the valley of the Little Gulquac.

The Tobique, which the line crosses at the 50th mile, will require a heavy bridge 50 or 60 feet high; the River is about 242 feet wide; on the south side the bank is bold and favourable for bridging, on the north is an interval flat, which will increase the length of the bridge or viaduct to about feet.

After crossing the Tobique, the line, keeping to the westward of that actually explored, ascends for the first 5 miles at a gradient of about 20 feet to the mile, through a dry level tract of country.

From this the grade increases to 44 feet per mile for three miles to the point E, from which the line ascends by the valley of the west branch of the stream, called the Two Brooks, for 4 miles, at a grade of about 43 feet per mile.

It continues to ascend at this grade for 4 miles (to the point a), the water-shed between the Tobique and Salmon Rivers, being 12 miles south of the former and 418 feet above it.

Thence the line keeps westward of the exploratory line, avoiding the high ground crossed by it, following the vallies of the Salmon and Grand Rivers.

The first of these, it is calculated, will involve an ascending and descending grade of 20 feet per mile, each 4 miles.

The line will ascend to the water-shed between the Grand River and Beaver Brook, a tributary of the Restigouche River, about 920 feet above the sea, by an easy grade of about 8 feet per mile.

From this point at the $78\frac{1}{2}$ mile (b on plan), it descends to the Restigouche River, by the valley of Beaver Brook.

It is calculated that the first $4\frac{1}{2}$ miles will require a grade of 45 feet to the mile, and thence one of about 24 feet to the Restigouche River, about 11 miles. The whole distance being about 94 miles from the Miramichi Lake.

Other vallies also exist by which it is believed the Restigouche may be reached, after leaving the Tobique valley, and by about the same grades.

The valley of Boston Brook would bring the line to the Restigouche more to the westward; that of Jardine's Brook would carry it more to the eastward and nearer to the valley of the Kedgwick River, which is the only tributary of the Restigouche by

which it is believed a practicable route can be obtained through the highlands between the Restigouche and Saint Lawrence Rivers, on this general direction.

The tract of country which this line passes through, and would open up north of the River Tobique, is very excellent soil, and offers fine land for Settlements.

(Signed)

G. W. W. HENDERSON,
Captain, Royal Engineers.

Major W. Robinson. R. E., &c. &c. &c.

APPENDIX No. 3.

(Sketches attached.)

Report of Mr. Wilkinson.

Fredericton, December 31, 1847.

SIR,—I have the honor to state to you the general results of the exploratory survey in which I have been engaged, under your direction, during the past Summer and Autumn, with the view to the discovery in part of a line favourable for a Railway between Quebec and Halifax. In doing so, I will as much as possible observe the brevity which you desire me to regard as sufficient.

Passing by the subject of preliminary arrangements, and the circumstances which controlled the selection of the lines examined, it will be sufficient to say, that the general object was to discover a favourable route between the valley of the Abawisquash, a branch of the Trois Pistoles, and a point on the Restigouche River, favourable for union with another division of the general line, in progress of exploration by Corporal Dumble, from the valley of the Tobique River.

The line first examined I will describe as Route No. 1, so distinguished in the sketch hereto annexed.

Between the head of Lac des Iles, discharging itself into the Toledi, and the Abawisquash River, is a low depression in the summit level, or height of land, favourable, as I believe, for our object. From this point the ground appears generally practicable, following the margin of Lac des Iles, and thence the course of its discharge towards the outlet of Eagle Lake, a distance by estimation of about nine miles. From Eagle Lake it is very probable that a communication with the Rimouski would be found by following the valley of the left hand branch of the Toledi to its source, and thence descending the valley of the Touradi. But the more direct course by Route No. 1 was experimentally continued. Between Eagle Lake and the middle branch of the Toledi is a continuous ridge of 300 or 400 feet average elevation above the former. Like other ridges in the neighbourhood, it consists of much good land for settlement, but apparently affords no pass suitable for our object, within an extent of six or seven miles. On exploring from the middle branch westerly to the head of the lake, however, the descent appeared to exceed the ascent as much as 150 or 200 feet. A very direct communication would therefore be ineligible. The course to be recommended passes by an easy curve southward of the lake and the southern extremity of the ridge, in the manner indicated in the sketch; thence north easterly by the valley of the middle branch. Where the line would enter this valley the general inclination

is

is apparently about 25 or 30 feet per mile, until approaching within about three miles of the last of four successive rapids or falls. It is probable that the inclination here may be from 40 to 60 feet per mile, until we reach the dead or smooth water. The banks of the middle branch afford only a small extent of flat ground, say from one to three chains in width, on each side alternately, seldom on both sides at once; but the slope of the rising ground is commonly moderate, and without abrupt angles or turns, with the exception of the three miles just mentioned. Here some degree of difficulty might occur in determining the best site for the line. A small extent of rock cutting at one or two points would probably be necessary. Time did not permit an instrumental examination of the ground, but nothing like impracticability is indicated.

Passing the Falls, the valley of middle branch south is level for a distance of about seven miles in a direct line south westerly, including, in that distance, a lake of about two miles in extent. The bed of the valley consists of an alluvial deposit of great depth, through which the stream has a very tortuous channel, with a current scarcely perceptible, frequently very deep, and always remarkably clear. The next five miles of this valley ascends somewhat rapidly, say at the rate of 40 to 50 feet per mile.

From a distant but commanding point of view, I judged that the remaining rise might not be less favourable; but upon examination of the last four miles, the rate of ascent proved to be much more objectionable. The result, however, of a series of elevations and depressions taken by your direction, over this portion of the route, and which at leisure moments have been somewhat hurriedly computed, do not warrant me in saying that the rate of inclination of the four miles in question is more than objectionable. Its practicability is, I believe, proved by at least two examples of much steeper inclined plains daily ascended by locomotive power, with both passengers and freight. I refer to the Lickey Inclined Plane of 1 in 37 on the Birmingham and Gloucester Railway, and another of 1 in 34, which I understand to exist on the Hartlepool and Stockton. The sketch hereto annexed (No. 1,) exhibits with regard to these the proportion of the more favourable activity, by which it appears practicable to escape from the valley of the branch of the Toledí under examination. No exploration has however been made in order to discover facilities, the existence of which I am not prepared to doubt of improving, or avoiding this acclivity. Much lateral exploration must at some points be expected. We could scarcely hope that we should succeed, at the first attempt, without map or guide, in passing through a wide extent of primeval and almost unknown forest, over a line in no respect objectionable.

Passing the summit level at the source of the middle branch south, the route descends by the valley of the north west branch of Green River. For the first five miles the rate of inclination is very moderate, deviating but little from a level; two lakes and much small water being included in that distance. From thence to the confluence of the east branch of Green River, a less regular and often more rapid descent is indicated. In the judicious distribution of the irregularities over a continuous descent in actual construction however, I am not prepared to say that an inclination exceeding 30 or 35 feet per mile would anywhere be necessary.

Descending the last nine miles of the north west branch, the valley becomes more contracted, the flat margin generally narrower, the banks steeper and higher, and the turns more abrupt. But these characteristics do not become so remarkable as apparently

apparently to affect the practicability of this portion of the route, until we approach to within about three miles of the conflux of the two branches, or upper fork of the main Green River; nor do they continue of the same kind beyond about two miles along the eastern branch.

This part of the line having come under your personal observation in order to ascertain its practicability, by curves of admissible radius, a more particular survey of the apparent obstacles, and a rough plot of the same, were made for your satisfaction. For more ready illustration, I avail myself of a trace from the original, No. 2, hereunto annexed, to which I beg leave to refer.

From A to I, being a distance of four miles and about 30 chains, are introduced six curves, of one mile radius each, arranged in a manner, the effect of which would be as follows: From A to C the cutting would be insignificant. At B, about 5 or 6 chains in extent, partly of clay, slate may occur. At the point D, perhaps for an extent of 10 chains in each direction, deep cutting may be necessary, but no sufficient examination has been made to determine this fact; or whether to some extent, a gap or depression may not exist, as at the point G. From E to I, the cutting would apparently be light, these points being nearly on the same common level with the intervening point G, or say 30 or 40 feet above the surface of the water at the confluence of the two branches. In order that in this part of the valley the roadway may be clear of water, snow, ice, and driftwood, at all times, perhaps a less elevation than about 10 feet above the lowest level of the stream could not be recommended.

Assuming that the maximum depth of cutting to be admitted should not exceed 25 feet, then the highest ground which could be intersected would be 35 feet above the lowest level of the water. With the exception of the point D, the elevation of which is uncertain, it does not appear from the facts ascertained, that the intersection of any point so high as 35 feet would be necessary, in order to obtain curves of one mile radius; on that, cutting approaching to 25 feet in depth would occur to an aggregate extent exceeding 50 or 60 chains, along the portion of the line shown on the sketch. Were it a desideratum to pass this, apparently the most confined and crooked portion of the route, without cutting, it would appear that curves of from 20 to 80 chains radius would accomplish our object.

Pursuing the route along the east branch by an ascent apparently not exceeding 30 feet per mile, another branch occurs on the left, distinguished on the sketch as "Otter Branch." An opening here to the eastward was noted for further exploration. In the meantime, following the main stream about due south for three miles, another opening claims attention. It was at first deemed probable that this would lead to the source of the main Restigouche. It may indeed lead to a favourable communication with this stream. But it was subsequently discovered, as it will be again necessary to notice, that the opening in question was really at the head of the valley of a principal branch of Green River, distinguished on the sketch as Green River East. Resuming the exploration at the end of the southerly range just noticed, of the East Branch, this stream again turns suddenly to the eastward, flowing somewhat tortuously through a narrow valley, bounded by very high hills, and having a fall varying from 60 to 90 feet per mile. Having traced the stream to its source in a pass between high hills, and continuing an easterly course, we shortly met with a spring, no doubt a tributary of the Restigouche, flowing south easterly down a narrow
and

and deep ravine. Crossing the head of this ravine, and passing over a high ridge, we descend suddenly 700 or 800 feet into the valley of the object of our search, the Gounamitz, a principal branch of the Restigouche. It was deemed probable that the source of the east branch of Green River, and that of the Gounamitz, might prove to be continuous and nearly on the same level. But it was now manifest, that the source of the former was in a high group of hills, bounding not the source, but the main valley of the Gounamitz, where this stream is still comparatively large, say 40 feet wide, with a brisk and copious current. Satisfied of the unfavourable prospect of a communication at this point, with the valley of the Restigouche, I returned to the opening by way of the valley of the Otter Branch. Circumstances prevented my personal examination of the ground in this direction; but Mr. Ramsay, to whom I confided that service, reports that the source of the Otter Branch is surrounded by high ground without an opening; but that about two miles from the mouth of the stream, on its right or northern bank, is a low depression, affording a favourable communication with the valley of a stream flowing northwardly and eastwardly, and no doubt a tributary of the Restigouche. It is most probably the main branch of the south branch of the Quatawamkedgwick. He followed this newly discovered stream downwards, to where it receives a branch from the south, and then traced this branch upwards nearly to its source. By climbing, he had a good view southerly beyond the source, and down the valley of the Gounamitz, but was prevented by unfavourable weather, and other hindrances, from completing all I had directed him to perform. He does not doubt, however, the existence of a practicable communication between the east branch of Green River and the valley of the Gounamitz, by the route he examined; but there will be about two to three miles of rough ground and steep banks. Whether these may occasion any real difficulty, an instrumental examination here, as well as at other points which have been noticed, will be necessary to determine. The general fact of practicability or otherwise, was, under the circumstances, all that we could hope to ascertain.

A route has now been traced from the valley of the Abawisquash, to the valley of the Gounamitz, which, with such corrections as might be expected would be necessary on a first examination, I believe to be practicable. I have also no reason to doubt, but many to induce me to confide in the practicability of the valley of the Gounamitz, down to the Restigouche, with a general inclination, varying from 30 to 50 feet per mile. From its mouth is a favourable communication down the left bank of the Restigouche, to a point opposite the entrance of Beaver or Boston Brook, the termination of Corporal Dumble's route from the Tobique before mentioned. A Bridge of 100 or 120 feet span at this part of the Restigouche would be necessary, and would probably be the only one of so large a span from hence to the Saint Lawrence. In that distance numerous Bridges will be required; but they will be generally small, and neither their number or their several sites could be determined without an instrumental demarcation of the line.

In order to explain the further cause of the exploration, it is necessary to say, that, after tracing the east branch of Green River to its source, and being yet uncertain of any favourable descent into the valley of the Restigouche, whilst that into the valley of the Toledi also remains unimproved, it seemed probable that the abandonment of the valley of Green River might eventually be necessary. The hope of avoiding this

alternative seemed to rest upon the success of three lateral explorations. The first, that by way of the Otter Branch, the success of which has already been mentioned. The second, that by way of the southerly opening, towards the supposed head of the Restigouche. The third, with a view to the discovery of a more favourable descent from the north west branch of Green River, into one of the more northerly valleys of the Toledi, or, if necessary, into the valley of the Rimouski.

Leaving Mr. Ramsay with directions to make these three explorations, as far as practicable, I proceeded to employ as much as might be available of the rapidly advancing season, in order to ascertain, by canoe, the character of such other routes as the country might afford from the Restigouche north-westwardly. The routes I had in view are distinguished on the Sketch as No. 2 and No. 3.

Omitting the circumstantial matters of the exploration, I will commence my description at the Wagan Stream, the most southerly branch of the Restigouche. From hence, at an ascertained elevation of about 550 feet above the level of the sea, appears to be a favourable range of comparatively flat country, as observed from several commanding points of view, and as described by those who have passed over it towards the Sisson Branch, a favourable stream of moderate current, through a flat valley, and joining the main Tobique River, where the elevation has also been approximately ascertained at about 600 feet above the sea. The exploration of this extension of our route, continued by way of the right-hand branch of the Tobique towards Boistown, would probably have occupied the remaining portion of the season, had circumstances permitted me to leave the country behind me with satisfaction. This route, as marked by the dotted line in the sketch, is not much less favourable for communication with Route No. 1 than with No. 3; but natural obstacles would render it apparently more difficult for continuation north-westward by Route No. 2.

I may indeed here remark, that natural obstacles seem to magnify both to the north and south of the Restigouche, as we advance eastward. Above the confluence of the Wagan, the banks of the Restigouche are comparatively favourable all the way up the stream as far as explored or observed. Descending the same stream below the Wagan, the banks become more abrupt and steep, but are neither so close or angular, but that much cutting may be avoided by occasional bridging, and the inclination of the valley is very favourable.

The mean rate of descent from the Wagan to the sea cannot exceed seven feet per mile by the course of the River, but the much greater part of the aggregate descent must apparently occur above the Quatawamkedgwick, and cannot be estimated at a less mean rate than ten to fifteen feet per mile. But diverging from the valley of the Restigouche by Route No. 1, we find the banks of the Gounamitz higher and steeper than those of the head of the Restigouche, by Route No. 3, and again we find the banks of the Quatawamkedgwick by Route No. 2, still higher and steeper than either, rising in fact 1000 or 1200 feet very abruptly above the bed of the river.

With regard to the last mentioned route, it was at first my design to explore the Quatawamkedgwick by canoe to its extreme northerly source, to have found the most favourable communication thence to the valley of the Rimouski, and to have explored the latter as far as practicable. But insufficient opportunity of preparation, the advanced state of the season, and unforeseen causes of delay, obliged me to abandon the more difficult part of the undertaking, and I discontinued my ascent of the Quatawamkedgwick

kedgwick about a mile up the north or main branch, returning thence and ascending by the south branch, less for the purpose of exploration than for a more direct return to the party I had left at Green River. As far as I am able to speak from personal observation of Route No. 2, the rate of inclination of the valley of the Quatawamkedgwick is no doubt favourable, say not exceeding 15 to 30 feet per mile, up to the south branch. Above this point the inclination of both the north and south branches appears to be steeper, at least for some distance, say not less than 35 feet per mile; but I have reason to believe that towards the head of each of these branches, but especially the north branch, there is much flat ground. But to render these inclinations available, however, it is most probable that the amount of bridging and cutting would prove to be heavy, owing to the very limited portion of flat margin, and the abruptly steep, and generally rocky character of the banks. An exact survey might prove these obstacles to be more avoidable than they appear to be; but without such survey no safe opinion could be formed.

These remarks will be understood to apply only to the main Quatawamkedgwick. The valley of the south branch is at several points wholly unfavourable for a Railway, but it affords lateral openings which might be available.

Upon returning to Green River by way of the portage from the south branch, I found that the party I left there, having explored the Otter Branch route, and cut out and surveyed the portage, had proceeded on their way to explore from the north-western branch of Green River, with the view already explained; but having met you on the way, received your directions to return, and to explore more minutely the apparently objectionable part of the valley of Green River, before described, and shown in sketch No. 2, until I should rejoin them. This circumstance fortunately coincided with directions which in the meantime I had found it necessary to send them, to return and meet me at the portage; foreseeing, in consequence of unexpected casualties and delays, that it would be impracticable to rejoin them either in the valley of the Rimouski, or of the Toledi, as at first intended.

We had already been warned by snow and severe frost that only a small portion of the season remained. It appeared most desirable that this should be employed in tracing the supposed communication southerly from the east branch of Green River to the head of the Restigouche, and to join the survey to the end of my exploration by canoe, a little above the branch distinguished as "Return Branch" in the sketch, and also to examine, as far as possible, the features of Route No. 3, between the valley of the Restigouche and the valley of the Squatuck, with the view to the connection of these by means of the lateral vallies of Green River.

I therefore directed Mr. Ramsay to proceed by the east branch, and to survey by way of the southerly opening referred to, until he found the termination of my canoe exploration on the Restigouche, if it should prove that the opening led directly to the valley of this River. But as it was equally probable that he might find himself descending a branch of Green River, in order in this case to cut him off, my own undertaking was at the same time to survey from the main Green River eastwardly by its lateral vallies, towards the same point on the Restigouche. Mr. Ramsay's course proved to be down the branch of Green River distinguished in the sketch as Green River East, and he opportunely intersected my exploration a few hours after I had passed.

The

The connection with the Restigouche was shortly afterwards made, and the party returned with the view to explore north-westwardly for a favourable communication with the Squatuck. Some progress was made in the latter object, when another fall of snow and the increasing severity of the weather, rendered it unavoidable further to prosecute the survey beyond the reach of our canoes, which were left at the main Green River, and on which we chiefly depended for our retreat.

It remains only to state the imperfect knowledge which an unfavourable opportunity enabled me to acquire of Route No. 3. I have already remarked that indications existed of a favourable communication between the head of the Restigouche and the east branch of Green River, if such an object were desirable, either as an improvement or variation of Route No. 1. I have also stated that Route No. 3 is favourable as far as it adheres to the valley of the Restigouche. From thence to the valley of the Squatuck, are several lateral vallies and openings, which require more or less pains for due examination.

The only object which a cursory exploration could accomplish, was the discovery of which of these vallies and openings might appear most entitled to a particular survey. I have reason to believe, that practicable lines, approximating to those indicated in the sketch, would be found. My opinion is, that the difficulties of this route are confined to an aggregate distance of perhaps five or six miles on each side of the valley of Green River, and that they are not of great magnitude.

I have not personally examined, and have only partially seen the valley of the Squatuck, but it is generally better known than any part of the ground included in this survey, and it is reported to be, as I believe it is, generally flat and favourable for a line of Railway. From thence up the valley of the left hand branch of Toledi to the intersection of Route No. 1, the ground is flat with a very moderate ascent.

In the absence of barometers, by which to obtain an approximate section of the routes, as far as traced, the apparently difficult inclinations were occasionally tested by angles of elevation and depression; and from these, checked by the approximately known height of several points in the country examined, the assumed rates of inclination have been inferred. They would in most instances, I believe, prove to exceed what in actual construction would be necessary.

I may remark with regard to the habitable character of the routes, as far as examined, that No. 3 would be the most favourable for continuous settlement from the valley of the Tobique to the valley of the Saint Lawrence.

Probably one-third, consisting of the more elevated parts of Route No. 1, would be unfavourable for settlement. Route No. 2, as far as examined, would not be suitable for cultivation immediately along the line, except at a few detached points, on account of the very broken and precipitous character of the banks of the Quatawamkedgwick.

I believe that each of the routes described, necessarily in very general terms, is practicable, as far as I have examined the same. Of the degree of practicability, or of the probable expense of construction, I conceive that no safe opinion could be formed without an approximate location. To discover what route or routes may be most eligible for preliminary survey, I deem to be the object of the exploration. A judgment upon this point with regard to any subdivision, must of course be materially governed by its relationship to the whole line. As far, therefore, as it may be either my duty or privilege to offer my opinion, it is, upon its special merits, in favour of
Route

Route No. 3; and more generally because upon both national and colonial grounds, it appears most desirable to avoid any unnecessary deviation from the most direct line between the Bend of Petitcodiac and the River du Loup, which the natural facilities of the country will permit.

I have, &c.

(Signed)

J. WILKINSON.

Major W. Robinson, R. E.,
Commissioner of the Quebec and Halifax Railway
Exploratory Survey, &c. &c.

APPENDIX No. 4.

(Plans referred to—Nos. 20, 21, 22 and 23.)

Report on a Line of Railway from Whitehaven to Amherst.

Halifax, March 14, 1848.

SIR,—Having been directed by you to explore and report upon the capability of the country for a line of Rail Road from Whitehaven to Amherst, we have attended to that duty, and beg leave to lay before you the following Report:—

The general formation of the country consists of long continuous ridges, with vallies between them, in an eastern and western direction. One of these ridges commences at Cape Canso, passes Country Harbour, runs westerly on the south of the west branch of the Saint Mary River, and continues onwards to the western parts of the Province. The crest of the ridge is near the northern side, whence it slopes gently to the sea coast; the height is about 600 or 700 feet. It is cut through by the vallies of Country Harbour River and of the Saint Mary. There are several indentations across it between Country Harbour and Canso; viz. from New Harbour to Salmon River, about ten miles above its mouth; from Torbay, by Ingersoll Betts' Lake, to Salmon River, near its mouth; from Whitehaven to Crow Harbour; and from White Point to Fox Island.

Northwardly of this ridge there is another range of high lands, which commencing at Cape Porcupine on the Gut of Canso, runs parallel to the former, and terminates in the high land southward and eastward of Truro. It is cut across by indentations from Country Harbour to Antigonish; from Glenelg to Antigonish, by College Lake; from Glenelg to Merigomish, by the east branch of the Saint Mary and the French River, and by way of the east River to Pictou; also from Upper Stewiack to Pictou, by the Middle River; besides several minor indentations. This ridge is of about the same general height as the former.

Between these ridges is a valley running from Chedabucto Bay, on the east, to the Basin of Mines, on the west. It is interrupted by some hills at the head of the Stewiack, but it generally preserves the character of a continuous valley. The highest parts of the bottom of this valley, more immediately connected with the present survey, is between Guysborough and Country Harbour, about the head of Salmon River, and between Country Harbour and the Saint Mary at Glenelg.

The latter of these is found, by barometrical measurement, at the place which we crossed with the line, to be 226 feet above the sea; the former appears to be about the same height.

The

The rock formation of the southern ridge is generally granite and various kinds of trap; that of the northern, coarse slates and shales, variously inclined to the horizon, but mostly vertical, with some patches of trap.

The valley is soft sandstone and slate in layers, horizontal, or but slightly inclined.

The coasts of the Atlantic and of Chedabucto Bay, are, so far as we could observe, composed of slate and shales of various kinds; the trap-rocks being confined to the high grounds. The general direction of the strata of these rocks is S. 60 E. by N. 60 W.

Our first care was to make inquiry of surveyors and others acquainted with the Peninsula on which Whitehaven stands, as to its general features; and we were informed that the coast was rugged, but that in the interior there were extensive elevated flats, which, once gained, but little difficulty would be experienced in proceeding.

We accordingly adopted that course, and found a barren, rocky country, with elevated grounds, intersected with deep hollows, running across the course of the line. We pursued this line as far as Ingersol Betts' Lake, and then abandoned it. It was now settled that we must either find a passage along the coast to Country Harbour, or get through to the northern side of the ridge, and follow the valley of the Salmon River; but as this was known to be rough and difficult, and withal circuitous, we resolved to make the first trial upon the coast.

Commencing at Whitehaven, at A, near Haulover Cove, the line may be carried across a level neck of land to Molasses Harbour, and thence along the shore of that Harbour to B, at its head. Thence about three-eighths of a mile up a pretty deep valley, brings us to the water-shed C, between Molasses Harbour and an extensive bay on a pretty large stream which flows into Cole Harbour at D. This water-shed is only about 20 feet above the high tide mark, giving a passage as easy as can be desired.

The length of this section A to D, is about 8 miles.

From D to E, 4 miles, the line is along the shore, passing through low points of ground and shallow bays. On this section cuttings and embankments of about 20 feet at greatest, will produce undulations within 40 feet to the mile.

From E to F, at the head of Torbay, 6 miles, there is a belt of flat ground between the high lands and the sea coast, upon which the Road can be carried so level as to require no particular remark.

From F to G, across the Peninsula, $3\frac{1}{4}$ miles. The highest part of this section is within 30 chains of F, and about 54 feet above the sea; thence it is nearly level to within half a mile of the coast, where it is 50 feet in height; from which place it may descend with a uniform grade of 40 feet to the mile to G.

From G to the head of New Harbour at I, about 2 miles, there are several bluffs of slate rock, one of which will require a deep cut, or possibly a tunnel of about 300 yards in length.

Or, by passing over a ridge of about 100 feet in height at K, which may be done at grades of about 50 feet per mile, a mile and three quarters would be saved in distance between Torbay and New Harbour; the expense not greater than by the shore. This will probably be found to be the most eligible route.

From

From New Harbour to L, Coddle's Harbour, 4 miles. For the first 2 miles of this section, a track may be obtained quite smooth and level. On the remaining 2 miles there are a number of small slate ridges about 30 or 40 feet high, with vallies but little above the sea level between them.

The direction of the strata is S. 60 E. by N. 60 W. They have not been examined, but it is probable that some of them will have to be cut through.

From Coddle's Harbour to M, at the head of Isaac's Harbour, 8½ miles, there is but little difficulty in getting along the shore, except about a mile and a half at Coddle's Harbour, where there is some broken ground that has not been particularly examined, but we do not apprehend much difficulty with that part. The remainder of the shore is sufficiently flat. It is supposed that a straight line can be found from L to M, but this has not been examined.

Between Isaac's Harbour and Country Harbour, 3 miles, is a ridge of 184 feet in height at N, which is its lowest part. On the eastern side of this ridge, from M to N, the rise is 1 in 32; on the western side, from N to O, the descent may be brought to 80 feet to the mile.

It is possible that a better passage may be found about a mile to the northward, it has not been examined, but from the general formation of the country, there seems but little hopes of success.

It is probable that the only alternative in crossing this ridge, will be the employment of stationary power, or the tunneling of about a mile in length through whin-rock.

From O to P, about 7 miles, there is between the hills which bound the valley and the water, a range of low ground with an irregular surface, upon which a line may be carried, so as to produce nearly a level, by cuttings and embankings of 20 feet at the maximum.

Turning off at P, we proceed up the valley of West Brook, a small stream which flows along the northern base of the southern ridge of hills formerly mentioned. Near the head of this stream at R, there is a water-shed, from which waters flow to the Saint Mary by M'Keen's Brook. The distance from the mouth of the West Brook to R, is 4 miles, and height, by barometer, 226 feet; giving an ascent of 56 feet per mile. The cheapest route is along West Brook, the valley of which appears open and smooth; but if it be required to reduce the grade, the ascent may commence one or two miles further down Country Harbour River, keeping along the face of the high lands, as shown by the line on the plan. The face of the high lands along the River is steep and broken, and would probably require a heavy expense, but along West Brook it appears pretty even.

By carrying the line to the River, one mile below the mouth of West Brook, the grade would be reduced to 45 feet per mile.

From R to S, 2 miles,—there are several small lakes with low ridges of ground between, which we did not particularly examine, but as seen from the Road, we concluded it will be quite practicable to find a tolerably fair line between the lakes; the average descent will be about 15 feet per mile. Thence to T, at the Saint Mary, 3½ miles, there is the valley of M'Keen's Brook, which, as appears, is smooth and open; the descent is about 40 feet per mile.

From T to Mr. Alexander Sutherland's, the highest settlement on the east branch of the Saint Mary, 13 miles,—the valley is with few exceptions pretty broad, with intervals

intervals along the River, and will present no obstacles, except from freshets. We could not ascertain the depth of the freshets very correctly, but from information, and from ice marks on trees, we conclude it will not exceed 4 feet.

The River may have to be crossed several times. The sectional area of water way required, will be from three to five hundred square feet, according as the bridge may be higher or lower on the stream. The height of the River intervale at Sutherland's is, by a mean of five observations, 194 feet above the sea; and by a mean of two observations on different days, the height of T at M'Keen's Brook is 54 feet, giving a rise of 140 feet in 13 miles,—about 11 feet per mile.

At about a mile above Mr. Sutherland's is the foot of the falls, where the River descends in a rocky crooked channel, between cliffs of trap-rock, 90 feet in about a mile. This is a formidable obstacle; the River is too crooked to admit of a line in the chasm through which it flows, and the hills on the western side are high and steep; it will therefore be necessary to cut across the point on the eastern side. On this side we have, at the head of the falls, a narrow ridge of trap-rock, of 60 feet in height, jutting upon the River from the eastward; and at the foot of the falls, a deep valley, in which flows Campbell's Brook, coming in also from the east; both of which must be crossed. The valley will require a bridge or embankment of 500 feet in length and 30 or 40 feet in height, and the ridge, a tunnel of about a quarter of a mile in length. By these means a grade, 60 feet to the mile may be obtained, as shown by the section.

Southwards of Campbell's Brook there does not appear to be any obstruction to a descending grade of 40 feet per mile, along the River hills down stream to the level of the River.

From the falls to Lake Eden, about 2 miles, there are no difficulties; the banks in some places are near the River, and the flat ground between them of moderate breadth; but there appears to be sufficient room for fair curvatures, though it may be necessary to cross the River two or three times. The rise in these two miles is about 15 feet.

From Lake Eden to Beaver Lake, about 4 miles, the line may pass close along the southern shore of Lake Eden, under a high range of hills, about a mile, to the entrance of a range of ponds and low ground 2 miles in length, leading westward to Beaver Lake—the head of the East River of Pictou. The height of Lake Eden above the level of high tide at Pictou is, by a mean of nine barometrical observations taken on three successive days, 381 feet; Beaver Lake is, by a mean of five observations taken on two different days, 398 feet above the same datum, and 17 feet above Lake Eden.

The water-shed between Lake Eden and Beaver Lake, at U, is within half a mile of the latter, about 40 above Lake Eden, and 23 above Beaver Lake.

There may be a uniform grade from Lake Eden to U, and from U, by the southern side of Beaver Lake, for about a mile and a half; giving for the former 30, and for the latter 16 feet to the mile.

From the foot of a range of flats connected with Beaver Lake, the East River of Pictou, which is here of a small size, begins to descend between high banks to the Bridge on the Saint Mary's Road, 6 miles. On this section the line must follow the River flats, which appear sufficiently wide to admit of fair curvatures, except a distance about three-eighths of a mile above the Bridge, when it will be necessary to run through a valley on the southern side, to avoid a narrow crooked channel through
which

which the River flows between limestone rocks. On this section the River will have to be crossed several times. The section of water-way of the Bridges may be from 100 square feet near Beaver Lake, increasing as we descend, to 300 feet. The flowage of the intervals does not exceed three feet.

The average descent will be for the first three miles about 15, and for the remainder, 33 feet per mile.

From the Saint Mary's Road to Grant's Bridge, 7 miles, the valley is broad and contains large intervals. The line, by cutting through some low upland points, may be carried pretty straight. The average descent is about 10 feet per mile.

From Grant's Bridge to the foot of the Rapids, near three miles, the River is crooked and confined between high lands of stratified sandstone and limestone, several points of which would have to be cut through.

This will be an expensive section. There is one circumstance, however, that would tend virtually to reduce the expense; the stone, owing to its structure and dip, which is about 50 degrees with the horizon, will be easily quarried, and will come in for drains, ballast, &c., on the road, as cheap, probably, as materials would from any other source. It will also open some capital limestone quarries, and it is not improbable that building stone would be met with, though we did not observe any seams of the sandstone sufficiently thick for that purpose. The average descent of this section is about 40 feet per mile.

From the foot of the Rapids to the Fish Pools, 3 miles, the line must keep along the River.

There will be little cutting through points, but it is likely there will be some bridging. The grade will be about 40 feet to the mile.

From Grant's Bridge, mentioned above, to the Fish Pools, there will be several Bridges. It is impossible by a mere passing glance at the River, to even guess very correctly at the number, but it is not unlikely that there will be not less than five or six. The span may be about 60 feet, till we get below the west branch, when it may be enlarged to 80 feet. The bottom is of rock, and it is not unlikely that stone for the abutments will be found in the excavations for the road.

From the Fish Pools to the height of land between the Albion Mines and M'Culloch's Brook, at V, about three miles, there is a rise of 133 feet. The ground will admit of a uniform grade, being about 44 feet per mile. At the Fish Pools it will be necessary to cross the River upon a bridge 30 feet in height, in order to get upon a range of tolerably level ground immediately above the steep banks of the River.

From V to Middle River, at W, 3 miles, there is a dip of 40 feet into the valley of M'Culloch's Brook, and then a swell of ground between this valley and Middle River. This swell may be crossed at grades of about 50 feet to the mile.

From W to X, 2 miles, the ground rises about 70 feet, being an average of 35 feet to the mile. It will be necessary to cross the Middle River at the height of 40 or 50 feet in order to get upon a flat table of ground on its western side.

From X to the West River at Y, 4 miles, there is a descent of 172 feet. The ground will admit of a nearly uniform grade averaging about 43 feet per mile.

From Y to Z, $1\frac{1}{2}$ mile, there is a rise of nearly 80 feet, giving an average of 53 feet per mile. The ground, though somewhat rough in some places, does not appear to contain any very formidable obstructions to a regular grade.

The point Z is on a flat table land, from which the line runs off to the westward.

From Z to A', 2½ miles, the line passes over some undulations into the valley of the Saw Mill Brook, thence up that stream, in a broad valley, which, continuing westerly, becomes the bed of Black River, a branch of the River John.

The height of the water-shed between Saw Mill Brook and Black River, at A', is 227 feet above tide-water, and the height at Z 96 feet above the same datum; the difference is 131 feet, and the distance 2½ miles, giving an average of 58 feet per mile.

It is likely that a uniform grade can only be obtained on this section by means of a good deal of earth work. By embanking 16 feet at Y, and cutting 29 feet at A', the grade from Y to A' may be brought to 47 feet per mile; and from the peculiar form of the ground it does not seem likely that there would be much additional expense.

From A' to the mouth of Black River, 8½ miles, the valley is nearly half a mile broad, the stream meandering through flat lands with a sluggish current, showing the fall to be very trifling.

The height at the mouth of Black River is not measured, but may be supposed about 100 feet, and the descent along the valley, 14 feet per mile.

It will not be expedient to cross the River John below the mouth of Black River, because, though the general surface of the country is level, the River flows in a deep, narrow valley, which would have to be crossed. About this place the banks are low, and moreover advantage may be taken of the valley of Nabiscumb Brook, to obtain an easy rise to the table land on the west of the River.

From the Forks of River John, mouth of Black River, we did not travel through the country, but ascertained it to be of the same character as the region along Black River,—a flat country, with sluggish streams flowing through it, and offering no material obstruction to the formation of a Rail Road.

From Waugh River, Tatamagouche, towards Amherst, we made no observations relative to this line, but the country is known to be so level that there would be little or no difficulty in getting a good Rail Road line across it.

With regard to curvatures, from our limited means of making up a judgment, we can say but little, but from the slight observations that we were enabled to make, we think there will be none of less radius than half a mile.

The distances are as follows:—

	Miles.
From Whitehaven to Cole Harbour,	8
Cole Harbour to Torbay,	8
Torbay to New Harbour,	5½
New Harbour to Isaac's Harbour,	12½
Isaac's Harbour to Country Harbour, Mr. Archibald's,	6
	— 40
Country Harbour to Glenelg,	13½
Glenelg to the summit of the highlands, 2 miles west of Lake Eden,	20
Summit of highlands to Albion Mines,	21
	— 54½
<i>Carried forward,</i>	<u>94½</u>

		Miles.	
<i>Brought forward,</i>			94½
Albion Mines to West River,	....	10	
West River to River John,	....	12½	
		—	22½
River John to Tatamagouche,	....	14	
Tatamagouche to Wallace,	....	12	
Wallace to the Province Line, at Otter Creek,	....	38	
		—	64
Total from Whitehaven to the Western Boundary of the Province,		....	181 miles.

Respecting the ice at Whitehaven, the result of a good deal of inquiry amongst the inhabitants, and of shipmasters accustomed to the navigation of the coast, is as follows : That the Harbour is frozen regularly in winter as far down as Fisherman's Island. Haulover Cove is also regularly frozen. Beyond these limits, though it is sometimes frozen, the liability does not seem to be greater than in Halifax Harbour. It was in consequence of this information that we fixed upon the point A for the terminus of the line. The ground will admit of a branch to the upper part of the Harbour, which we have shown upon the plan.

The sea ice breaks up in March, and floats to the southward ; that which passes through the Gut of Canso is in no great quantity, and in ordinary weather is set off by the current of Chedabucto Bay towards Sable Island. The main body of ice met with in that sea, passes eastwardly of Cape Breton, and with northerly and westerly winds is carried out to sea ; but easterly weather brings it on to the coast of Nova Scotia. We could not learn that Whitehaven had ever been completely closed with this ice, but it has often been in such quantity as to make navigation in the night dangerous, and sometimes, at distant intervals of time, it has been in such quantity as to make the approach in day light very difficult. On the whole it would appear that between the last of February and last of April, it may be accounted dangerous for a Steamer to run in the night near Cape Breton, and direct from thence to Whitehaven ; as there would be almost a certainty of having to cross a stream of floating ice in some part of this sea, though it but seldom happens that it approaches Whitehaven.

All which is respectfully submitted by

(Signed) Your, &c.
 GEORGE WIGHTMAN.
 A. CALDER, *Serjeant,*
Royal Sappers and Miners.

Major W. Robinson, R. E., &c. &c. &c.

APPENDIX No. 5.

Remarks on the inner part of the entrance of Whitehaven.

COLUMBIA, *Halifax, N. S., August 27, 1846.*

SIR,—In pursuance of your orders, I have made a rough sketch of the inner part of the entrance of Whitehaven, which, with the accompanying remarks, I beg to submit for your consideration.

In

In fine clear weather, and by daylight, the approach to Whitehaven is easy, the shores being bold, and no out-lying dangers, if we except two rocks nearly a mile distant from the shores of White Island, one to the south west and the other to the south east. These generally break and so show themselves.

White Island forms the turning point of the shore of Nova Scotia, as it deflects towards the northward to Canseau. The white rocks, and its elevation of 140 feet, make it stand out prominently, and easily distinguish it.

There are several channels in Whitehaven. Three can be used by Steamers of any size. The middle, which is between White Island and the ledges to its westward, appears to be best, is about 250 fathoms broad in its narrowest part, and carries bold water on both sides, and is besides the shortest and most direct, not exceeding half a mile in length. However, as the directions of the channels differ, and all radiate nearly from the same point, a sailing vessel can use the most favourable with respect to the winds. The western is also a very good channel, and is preferable for vessels going or coming from that direction. The soundings without this Harbour are (near the shore) very irregular, especially in the approach to the eastern channel, which is also injured for vessels of large draught of water, by a rocky patch with thirteen or fourteen feet water. It is situated near the entrance, and rather more than one-third across channel, from the small island (Grassy Patch) off White Island.

When inside the Harbour, care must be taken, as there are several shoal rocky patches (see Plan), which render the navigation difficult to strangers, and require to be well determined and buoyed, should the Harbour be used for commercial purposes. There is an abundance of safe anchorage, with good holding ground, black muddy bottom, land-locked, and perfectly smooth.

In foggy weather this Harbour is difficult of approach, especially to a stranger, as the soundings in-shore are very irregular; and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbour to the westward, is a dangerous place to get into.

From the fishermen and small coasters I understand the currents round the point are uncertain, and generally depend on the wind, though the prevailing current is to the westward.

I experienced the current in a boat when I visited the outer break; it was then setting to the westward at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction; the breeze was from the eastward and light, though it had previously blown hard from the same point. We also, in our passage from Halifax to Canseau, during a fog, with the wind from the south west, experienced an easterly current; but the land once made, the Harbour is easily attained, especially by a Steamer.

A judicious arrangement of fog signals and light houses, with buoys on the principal dangers, and a good survey, with the sea soundings well laid down, would make the approach in the night or during fogs attended with small danger to a careful seaman.

Latitude of observation rock, Whitehaven, $45^{\circ} 14' 0''$ N. Longitude of observation rock, Whitehaven, $61^{\circ} 11' 4''$ W. Variation, $21^{\circ} 42' 20''$ W. Rise of tide from three to six feet. High water at the change of the Moon, 7h. 40m.

In

In the Admiralty plan of this place, the general features and soundings appear correct, if we except some of the inner dangers, which are not noticed; but the scale is discrepant.

(Signed) I have, &c.

P. FRED. SHORTLAND,
Lieutenant and Commander.

The Hon. W. F. W. Owen, Captain, R. N., &c. &c. &c.

(Received from Mr. DesBarres, Solicitor General, May 2, 1848.)

To the Board of Directors of the projected Rail Road from Nova Scotia to Quebec.

GENTLEMEN,—We, the undersigned Magistrates of the County of Guysborough, in the Province of Nova Scotia, hereby beg to state, that believing a report to have been made to the surveying party engaged in the survey of the contemplated Rail Road from this Province to Quebec, and that such report has been made by certain inhabitants in the Settlement of Torbay, near Whitehead, who supposed (in ignorance of the nature of such lines of communication), that the present facilities of intercourse with the interior of the country for purposes of procuring fuel from the woodlands, &c., would be entirely broken up in the event of the Rail Road terminus being at Whitehaven, and therefore have stated to the surveying party on the Whitehead route, that the “winter navigation to the spacious Harbour of Whitehead is quite impracticable from ice.”

We, therefore, in view of the injurious tendency that such false information is calculated to produce on the minds of those unacquainted with the locality referred to, have obtained the accompanying affidavits of persons residing at Whitehead, and likewise of captains of coasting vessels residing in other places in this Province, and of long experience in the Winter navigation on the coast of said Province, testifying to the capabilities of Whitehead Harbour at all seasons of the year.

To all of which we, as the residing Magistrates of the County of Guysborough, wherein Whitehead is situated, beg hereby to record our certificate of their correctness, dated at Canso, Nova Scotia, January, 1848.

(Signed)

ROBERT HARTSHORN, J. P.
R. M. CUTLER, J. P.
WENTWORTH TAYLOR, J. P.
E. H. WAUCHEVILLE, J. P.
ABR. N. WHITEMAN, J. P.*
W. J. BEYLOU, J. P.
DAVID DOBSON, J. P.†
E. J. CUNNINGHAM, J. P.
WILLIAM HART, J. P.
FRANCIS COOK, J. P.
R. V. REFFEMAN, J. P.

* 1 affidavit sworn before him January 14, 1848.

† 4 affidavits December 25; 1 affidavit January 12.

Copies of the Affidavits referred to in the above Communication.

1.

William Spears, of Whitehaven, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twenty eight years, and is well acquainted with the harbour of Whitehead aforesaid, and also with the drift ice which passes from the eastward, also from the Gut of Canso to the westward, in the spring of the year; that the ice seldom comes into the said harbour in large bodies, and very seldom remains there long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south westerly direction; that during deponent's residence at the said harbour he has not known a day on which vessels of the largest class would be prevented entering therein by ice, the said harbour being perfectly accessible at all seasons of the year.

Sworn to before me, at Whitehead, this 25th day of December, A. D. 1847.

(Signed)

DAVID DOBSON, J. P.

2.

Robert Spears, of Whitehead, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twenty eight years; that he is well acquainted with the harbour of Whitehead, and also with the action of the ice which occasionally comes through the Gut of Canso, and also round the Island of Cape Breton, passing on to the westward, in the spring of the year; that the ice very seldom comes into the said harbour in large bodies, and very seldom remains therein long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south westerly direction; that during this deponent's residence at the said harbour, he never knew the ice to come into the said harbour in a large quantity but once, and that was in the year 1828, and then not to prevent vessels to enter said harbour, the harbour being perfectly safe and accessible at all seasons of the year.

(Signed)

ROBERT SPEARS.

Sworn before me, at Whitehead, this 25th day of December, 1847.

(Signed)

DAVID DOBSON, J. P.

3.

John Munrow, of Whitehead, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead thirty years; that he is well acquainted with the harbour of Whitehead, and also with the navigation of the said harbour, from the entrance to the extremity; that he is acquainted with the action of the ice, which occasionally makes its appearance off the said harbour, passing on in a south westerly direction; that it seldom comes in in large bodies, and very rarely remains therein long enough to prevent vessels conveniently entering the said harbour at any time of the year, it being generally carried away by the winds and currents,

currents, and dispersed over the ocean in a south westerly direction ; that during this deponent's residence at the said harbour, he has never known a day in which vessels of the largest class would be prevented entering therein by ice, the said harbour being perfectly safe and accessible at all seasons of the year.

(Signed)

JOHN ^{his} ~~X~~ MUNROW.
mark.

Sworn before me, at Whitehead, this 25th day of December, 1847.

(Signed)

DAVID DOBSON, J. P.

4.

John Feltmate, of Whitehead, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twelve years ; that he is acquainted with the action of the ice, which occasionally comes through the Gut of Canso and round the Island of Cape Breton, and which passes Cape Canso to the westward in the spring of the year ; that the ice very seldom comes into the harbour of Whitehead aforesaid in large bodies, and never remains there long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south westerly direction ; that during this deponent's residence at the said harbour, he has but once only known a few clumpits of ice to come into the said harbour, which went out the next day ; and has not known a day during the above period on which vessels of the largest size would be prevented entering therein by ice, the said harbour being perfectly free and accessible at all seasons of the year.

(Signed)

JOHN FELTMATE.

Sworn before me, at Half Island Cove, in the said County, this 25th day of December, 1847.

(Signed)

DAVID DOBSON, J. P.

5.

Thomas Monro, of Whitehead, in the County of Guysborough, mariner, maketh oath and saith,—That he hath resided at Whitehead aforesaid about twenty eight years, and during greater part of the years aforesaid owned a vessel and sailed her as master ; that he is well acquainted with the action of the ice which occasionally appears off Whitehead, passing on in an oblique direction from the shore to the south west ; that the ice never during his residence at said harbour came in in large bodies but once, and remained but a short time ; with this one exception, deponent don't remember one day that vessels of the largest class would be prevented entering said harbour, it being perfectly safe and accessible at all seasons of the year ; deponent further saith, that he hath been coasting to Halifax, and all along the shores Nova Scotia, at all seasons of the year, and has never on his return or outset, been prevented going or entering the aforesaid harbour during the time of his residing as aforesaid.

(Signed)

THOMAS MONRO.

Sworn before me, at Whitehead, this 12th day of January, A. D. 1848.

(Signed)

DAVID DOBSON, J. P.

6.

Abraham Whiteman, of Canso, in the County of Guysborough, maketh oath and saith,—That he is now in the eighty seventh year of his age, and that he was a coasting trader on the coast of Nova Scotia for more than half a century, and was in and about Whitehead, on the coast of said Province, at all times of the year, and always found the harbour there accessible and perfectly safe at all times.

(Signed) ABRAHM. WHITEMAN.

Sworn before me, at Canso, January 14, 1848.

(Signed) ABRAHM. N. WHITEMAN.

Heads of Information obtained by Captain Henderson, Royal Engineers, at Whitehaven, in October, 1847.

The ice from the Gulf of Saint Lawrence, &c., comes round Cape Breton and through the Gut of Canso, in the spring of the year, and is brought by the easterly wind off the N. E. coast of Nova Scotia, and if the wind chops round to the southward, it drives this ice into Whitehaven, Torbay, &c.

The harbour had been blockaded nine or ten times in the recollection of my informant, who had lived on that coast for nearly forty years.

Four years ago the harbour of Whitehaven was blockaded up with drift ice for about ten days.'

Generally speaking, it is more or less incommoded by drift ice, every two or three years.

It was frozen over in the Winter of 1846-47, five or six inches thick all the way down to Big Island, at the mouth of the harbour.

This was considered unusual, as it requires the weather to be cold and very calm to freeze so much of the harbour. It freezes, however, every Winter as far down as the long point opposite Fisherman's Island.

(Signed) E. W. HENDERSON,
Captain Royal Engineers.

APPENDIX, No. 6.

Report of the Sub-Committee, to whom was referred the Communication from Lieutenant E. Walcott Henderson, Royal Engineers.

*Council Room of the Quebec Board of Trade,
Quebec, May 12, 1847.*

The Sub-Committee, to whom was referred the Communication from Lieutenant E. Walcott Henderson, Royal Engineers, have to report, that owing to the manner the accounts are kept at the Custom House, and the nature of the trade with the lower ports, the value of the imports and exports cannot, with any degree of accuracy, be ascertained, and more especially to that portion of our trade with Gaspé, as, being in the Province, a mere matter of form of clearance and entry inwards is observed.

Your

Your Committee beg to hand at foot, a statement of the number of clearances and arrivals to and from the various ports named in Lieutenant E. Walcott Henderson's Letter, for which they are indebted to the Collector of the Customs, and although they abstain from giving the nature of the cargoes, owing to the causes above stated, they would remark, that, with the exception of but one vessel which cleared in ballast, the remainder had cargoes; those from Halifax in general with valuable cargoes of West India produce, and from the other ports, fish and oils. The outward cargoes consisted almost exclusively of flour, provisions, &c.

With respect to the eastern ports of New Brunswick, your Committee are not of opinion that the trade between that portion of the above Province and Canada has materially increased within the last few years; and with respect to the trade with ports in the Bay of Fundy, regret to say that it has all but ceased, which your Committee attribute to the changes in the Imperial laws, more especially the Act passed in 1842, generally called Gladstone's Act; before the passing of which all American provisions, by passing through the Canadas, were allowed to take the privileges and character of Canada produce, and imported into our sister Colonies as such; but with that change all inducements to receive their supplies from this ceased, as the proximity of those ports to Boston and New York, and the cheapness of bread stuffs and provisions in those markets, offered superior advantages; and the result has been as stated. The same remarks apply, to some extent, to Halifax and other ports in Nova Scotia, where merchants, from their large increasing trade with Boston, by shipments of coals, plaster, &c., are enabled to take advantage by the return vessels of very moderate rates of freights, and a selection from a comparative cheap market.

With Gaspé the trade has been gradually increasing, and your Committee confidently look forward to be able to report the same with respect to our sister Colonies, as our unrivalled Canals are now being brought to a completion, and the spring of 1848 will see a fresh trade with the West brought into existence, and craft containing three to five thousand barrels of flour loading in Lakes Erie, Michigan, and Ontario, brought to our doors. With this a reduction in freights must follow; and your Committee do not see why a barrel of flour or pork cannot be sold as cheap in Quebec and Montreal as it can in New York or Boston; and if one of the inducements to purchase in the American markets is removed, the other, viz. the proximity, will vanish with a Rail Road communication with Halifax, for we do not entertain any doubt but that Saint John will connect herself with the trunk line by a branch.

Among the almost numberless advantages that would follow the building of a Rail Road, both politically and commercially, your Committee would point out the certainty of a transportation to a sea port in either New Brunswick or Nova Scotia during the period our navigation is impeded with ice, of a large portion of bread stuffs which every winter is locked up in Quebec and Montreal, to the great injury of the Province at large, to which may be added the advantage that would follow by the transmission of the Mails by the Road, for which the Government now pay so large a sum for the transmission through the United States, which, for many weighty reasons, is objectionable, and, we may add, offensive to the feelings of a large portion of the inhabitants of both Canada East and Canada West. The Committee do not conceive they are called on to go into any length on the vast benefits that might follow by the line of Rail Road that is now engaging the attention of Government, to which the attention

of this Province, as well as that of New Brunswick and Nova Scotia, is so earnestly drawn; and in closing this Report the Committee would in the most urgent manner bring the attention of the Imperial Government, through the present channel of communication, to the absolute necessity of freeing the inland navigation of the Saint Lawrence from all obstructions that now exist, and which prevent American vessels from bringing their produce (for your Committee would not recommend their being allowed to carry any other than their own) direct to Quebec; or should they wish it, to use our Canals to take their produce to any market they think proper, without breaking bulk; this course we think highly desirable, as well as the equally desirableness of all our tolls being reduced to the lowest practicable scale, which, if followed up, must draw the vast produce of the West down our noble River, and for which trade there are now so many rivals in the field.

Arrivals from—				Clearances for—			
	Vessels.	Tons.	Men.		Vessels.	Tons.	Men.
Gaspé,	59	2545	222	Aichat,	12	749	42
New Carlisle,	20	796	71	Bathurst,	7	320	25
Antigonish,	16	972	59	Canso,	1	68	4
Aichat,	14	792	55	Caraquette,	3	103	10
Bathurst,	1	44	3	Cocayne,	1	38	3
Caraquette,	7	245	20	Dalhousie,	9	349	30
Dalhousie,	1	37	3	Guysborough,	2	95	8
Guysborough,	4	205	15	Halifax,	18	1386	74
Halifax,	17	1257	71	Miramichi,	27	1376	96
Miramichi,	3	400	30	Pictou,	3	184	11
Pictou,	2	79	6	Richibucto,	9	418	28
Richibucto,	7	250	23	Restigouche,	8	315	23
Sydney,	3	563	27	Shippigan,	1	47	3
				Sydney,	2	215	10
				Shelbourne,	1	30	3
				Gaspé,	84	3334	249
				Carleton,	3	107	10
				New Carlisle,	10	489	32

APPENDIX No. 7.

Extract from the Report of the Commissioners appointed by the Legislature of the State of New York—by the Act of May 11, 1846—to locate certain portions of the New York and Erie Rail Road, made to the Legislature, January 14, 1847.

COST OF MOTIVE POWER ON RAIL ROADS, PER TRAIN, PER MILE.

1st. Engine-men, Fire-men, and Station-men :—

							cents.
Baltimore and Ohio Rail Road,	...	...	...	...	...	...	5
Utica and Schenectady	"	...	...	...	...	...	8
Reading	"	...	...	...	...	...	4.55
Boston and Worcester	"	...	...	...	...	...	5.50
Fitchburgh	"	...	...	...	...	...	7.00
							<u>30.05 ÷ 5 = 6.01</u>
New York and Erie	"	...	...	...	...	...	7.485

2nd. Fuel:—

Reading	Rail Road, Wood,	...	...	...	...	\$3.50	23.70
Boston and Worcester	"	...	...	...	...	4.90	22.20
Fitchburgh	"	...	...	...	...	4.25	14.17
Baltimore and Ohio	Coal,	...	...	...	...	2.00	8.00
							<u>68.07 ÷ 4 = 17.02</u>
New York and Erie	"	...	...	...	...	...	18.09

3rd. Repairs of Engines and Tenders :—

Reading	Rail Road,	...	...	...	...	...	4.90
Boston and Worcester	"	...	...	...	...	...	9.05
Utica and Schenectady	"	...	...	...	...	...	7.93
Fitchburgh	"	...	...	...	...	...	5.20
Western (Mass.)	"	...	...	...	...	...	6.50
Baltimore and Ohio	"	...	...	...	...	...	9.00
							<u>42.58 ÷ 6 = 7.09</u>
New York and Erie	"	...	...	...	...	...	8.75

4th. Oil and Cotton waste :—

Reading	Rail Road,	...	...	...	...	...	1.74
Boston and Worcester	"	...	...	...	...	...	1.24
Fitchburgh	"	...	...	...	...	...	1.30
Baltimore and Ohio	"	...	...	...	...	...	1.46
							<u>5.74 ÷ 4 = 1.43</u>
New York and Erie	"	...	...	...	...	...	2.94

5th. Interest on cost of Engines :—

Baltimore and Ohio Rail Road,	...	...	...	...	...	...	3.01
							<u>= 3.01</u>

6th. Conductors and Brakemen :—

Reading Rail Road,	...	...	...	...	...	...	4.11
Fitchburgh	"	...	...	...	...	...	6.20
							<u>10.31 ÷ 2 = 5.15</u>

Take

Take 63 per cent. for Brakeman (which is the ratio on Reading Road,) as conductors should not be included, and the expense for Brakeman is $5.15 \times .63 = 3.14$
 Do. Baltimore and Ohio Rail Road, as per estimate for coal trade, = 2.40
5.54 ÷ 2 = 2.77
 New York and Erie Rail Road, = 6.52

7th. Repairs of Rail Road, chargeable to Locomotive and Tender :—

1st. Ordinary repairs ; of these one-fifth is regarded as chargeable to motive power :—

Reading	Rail Road,	13.66	
Boston and Worcester	"	18.00	
Boston and Lowell	"	13.50	
Western (Mass.)	"	13.75	
Baltimore and Ohio	"	18.30	
		77.21 ÷ 5 = 15.44	
	and 15.44 ÷ 5		= 3.09

2nd. Deterioration of iron, not yet settled by experience. Half of this wear is believed to be chargeable to Locomotives and Tenders, on account of their greater weight. Suppose rail cost \$7000 per mile, and will bear transport of 20,000,000 tons on a level road, average (say) 250 tons freight per train, equal to 80,000 trains. The cost per train will be \$8.75, and half of this is 4.37
7.46

The weight of engines in the cases above detailed is not known, but is supposed to average less than 15 tons for an engine of 20 tons on driving wheels ; would require an additional expense ; but the fuel on the line of road under consideration would be less expensive, about 7 cents, than the average for the same size of engine. In view of both considerations, it is believed a reduction should be made from the preceding result of (say) 4.79
44.79

And the estimate for a 20 ton engine is Cents 40.00
 Forty cents per train per mile, equivalent to 1s. 8d. sterling.

No. 2.

[See Journal 6th February 1849.]

Report of the Committee of the Executive Council on the subject of Immigration and the Settlement of Wild Lands.

IN COUNCIL, 1st February, 1849.

PRESENT :

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

Submitted the Report of the Committee on the subject of Immigration and the Settlement of Wild Lands, as follows:—

MAY IT PLEASE YOUR EXCELLENCY,

The Committee of Council on Immigration and Settlement having considered the subjects, beg leave to submit the following remarks for the consideration of Your Excellency.

We have been led into a consideration of the causes which have hitherto operated against us in preventing the immigration to this Province of capitalist Farmers,—a great number of whom are constantly passing by us every year to Canada and the United States; while those who come to and remain in this Province consist chiefly of the labouring classes.

The principal cause for such a state of things we believe to be the want of information as to our position and resources.

As compared with Canada and the United States, New Brunswick is an unknown country, and the fault lies with ourselves.

In almost every Town and Village in Great Britain, and in many parts of Ireland, there have been circulated for several years past, either by State authority or individual enterprise, innumerable pamphlets, setting forth the fertility of the soil and the field for agricultural and mechanical labour which are to be found in Australia, Canada, the United States, and other parts of the world, while nothing of the kind has been done with respect to this Province, which we are disposed to believe offers a soil and climate more congenial to the habits and constitution of the British farmer than any of the countries above mentioned.

We are quite sure that even among those of our countrymen at home who have heard of this Province, many erroneous ideas are entertained as to the situations and extent of our Settlements, our social condition, and the general character of the country.

Some of the prevailing ideas among those who have not seen the Province appear to be, that the Settlements are very few and remote from each other; *that they are separated by dense forests, abounding with beasts of prey; that there are great numbers of Indians, to whose depredations the settlers are constantly exposed; that there are no Churches and Schools except in the Towns; that good roads are no where to be found; that the cold of our winters is so intense that the inhabitants are continually*

in danger of being frozen to death, and very often dare not venture out of their houses; that no such field crops can be grown here as are cultivated in Great Britain; that our soil is of a very inferior quality; and that we are subject to all the epidemics and agues which afflict the southern and western portion of this Continent from Florida to Lake Huron.

It is no wonder, therefore, that with such impressions, the Emigrant seeks for other countries, and will not cast his lot among us, involved, as he supposes, in such adverse circumstances.

But these impressions are altogether erroneous. In every part of the Province there are extensive and continuous Settlements, as may be seen by reference to the accompanying Map, where the cultivated districts are colored green. There are upwards of 500 Parish, besides other Schools, scattered over the rural districts; and upwards of 200 Churches and Chapels of different denominations of Christians. *There is no danger to be apprehended from beasts of prey, or from the Indians, very few of whom now survive.* No Colony of the Empire, and no State of the neighbouring Union, is better provided with roads than New Brunswick. Every kind of field and garden crop cultivated in England can be grown in this Province, with the addition of Indian corn. More persons we believe have perished from cold in England and Scotland in twenty years, in proportion to the population, than in this Colony. Many parts of this Province will compare in fertility of soil with the best districts in Great Britain and Ireland. And more than all, we can safely assert that no part of the United States, and no Colony of the Empire, can surpass us in point of salubrity. Epidemics are little known among us; and fever and ague is a stranger to the Province, even in the Marsh Districts of Westmorland and Albert.

Since writing the above, we have seen the Report of Major Robinson on the line of Railway from Halifax to Quebec, wherein he says of the climate, soil and capabilities of New Brunswick,—“it is impossible to speak too highly; there is not a country in the world so beautifully wooded and watered;” and further, that—“for any great plan of emigration or colonization, there is not another British Colony which presents such a favourable field for the trial as New Brunswick.”

Our geographical position is important to be borne in mind. Bounded on the South West by the State of Maine, and on the North East by the Bay Chaleurs, between the 45th and 48th degrees of latitude; we lie between Nova Scotia and Canada on the East and West; and contain an area of 25,000 square miles. English Mails for Canada traverse this Province from its eastern to its western extremity; and letters have been received in Fredericton on the eleventh day after being written in London. We are so near to England, and enjoy such facilities of communication, that a voyage may be made to Great Britain and back in less time and for a less sum than would be required for the passage to Australia, to the Cape of Good Hope, or to New Zealand.

Agricultural operations are generally commenced about the middle of April, and cease about the middle of November.

From this period the prevalence of frost and snow prevents the labours of the husbandman, as respects the soil, yet the industrious farmer can always find employment during the Winter, as it is the most favourable season for cutting and hauling fuel and rails for fences, and for transporting grain and other produce to market; and so far

far from condemning the climate because of our Winters, there is not a farmer in the country who would dispense with them, although some might prefer them of shorter duration.

RIVERS.

Although the Province is well watered in every direction, yet the principal Rivers are the Saint John, the Miramichi, and the Restigouche. The first empties into the Bay of Fundy, and is navigated by Steamers to the Great Falls, a distance of upwards of 200 miles, and is navigable from that point upwards to the American Territory, and to within 26 miles of the Saint Lawrence by the Madawaska River. Upwards of 1800 miles of tributary streams pour their waters into this noble and beautiful River.

The Miramichi empties into the Gulf of Saint Lawrence, is navigated by ships of a large class for 50 miles; it then branches into two Rivers of great extent, the south west portion of which extends a distance of 100 miles into the interior.

The Restigouche empties into Chaleurs Bay, and extends upwards of 100 miles in a westerly direction, until its waters are found within three miles of some of the tributaries of the upper Saint John.

Speaking of the Restigouche, Major Robinson, in the Report before referred to, says—"For beauty and richness of scenery this River and its branches are not surpassed by any thing in Great Britain. Its Lakes are numerous and most beautiful. Its surface is undulating, hill and dale varying up to mountain and valley."

A most extraordinary proof of the ignorance prevailing in Great Britain as to our Rivers, is to be found in the "Geography compiled for the use of Teachers and advanced Classes of the National Schools of Ireland, Ed. 1845," where it is stated that "the most remarkable Rivers in New Brunswick are the Saint John, the Anapolis, and the Shubenacadie;" when the two latter are in the Province of *Nova Scotia*! It is as great an error as if it were said, that the most remarkable Rivers in England were the Thames, the Shannon, and the Liffy.

SITUATION AND EXTENT OF SETTLEMENTS.

The River Saint John runs through six Counties, and from its mouth to the Madawaska River, a distance of 230 miles, the Settlements extend along on both banks in an almost unbroken contiguity, with good roads on both sides of the River; and following up their numerous tributaries on the right and left thrifty Settlements are found in every direction along their banks.

We shall now take a brief view of each County, specifying the most eligible tracts for settlement, and beg to refer to the accompanying Map, compiled and prepared by Messieurs Grant and Inches of the Land Office, in illustration of our remarks.

The County of Saint John, on the western shore of the Bay of Fundy, contains an area of 586 square miles, and a population of about 45,000, with 48 Parish Schools.

The City of Saint John, including the suburbs, contains about 30,000, and is accessible by ships of the largest class at all seasons of the year.

Although this County is much broken and rocky, yet many fine farms attest the success which follows persevering industry.

Very

Very little ungranted land fit for settlement is found in this County, except at the north east extremity, near the County of Albert, where a good tract, possessing many superior advantages, is open to application.

The Salmon, Shad and Herring Fisheries of the Bay of Fundy are very valuable, and although they yield a large and profitable return to those who engage therein, they have never yet been prosecuted to that extent which their value and importance demand.

King's County, the next in order, contains 1328 square miles, with a population of about 19,000, and 64 Parish Schools. Many parts of this County are highly cultivated, and present some of the finest scenery in the Province. The principal part has been granted, and the remainder is being rapidly disposed of. Its proximity to the City of Saint John has given it a market which has ensured a ready sale for its surplus produce. The Great Road from Halifax to Quebec passes through this County for a distance of 75 miles, and a line of Railway is projected and has been recently surveyed, passing through this County from Saint John to the Gulf of Saint Lawrence, which, when opened, will unite with the contemplated Trunk Line from Halifax to Quebec, and will greatly contribute to the general interests of this section of this Province.

The next on the Saint John River is Queen's County, containing 1502 square miles, and a population of 10,000, with 47 Parish Schools. Some of the best farms in the Province are found in this County, and large tracts of good land are yet undisposed of. Several Leases of Coal Mines have been lately granted on the Grand Lake, and extensive operations are being commenced, which promise to create a valuable trade and to give employment to a large number of operatives.

A Road has been explored between the head of the Grand Lake and Richibucto in the County of Kent, which will open up a valuable tract of country for settlement, presenting to settlers a choice of markets between Saint John and Richibucto. This locality is strongly recommended for immediate settlement, if a good class of Immigrants can be had for the purpose.

The County of Sunbury contains an area of 1222 square miles, a population of 5000, and 24 Parish Schools. Extensive and valuable farms are seen on both banks of the River, and some good tracts of ungranted land remain for sale. The River Oromocto, with its branches, present some flourishing Settlements. This County and Queen's contain an immense extent of the finest alluvial land, and some of the most fertile and productive Islands on the River Saint John.

The County of Yerk contains an area of 3440 square miles, with a population of 21,000, and 60 Parish Schools. The City of Fredericton, the Seat of Government, is in this County, on the right bank of the River, distant from Saint John by the River 75, and by the Road 66 miles. Five Steamers, with numerous sailing vessels, ply night and day with freight and passengers during the navigation, between Fredericton and Saint John.

The tract of land granted to the Nova Scotia and New Brunswick Land Company has left but a small portion at the disposal of the Government on the eastern side of the River below the Nackawick. Extensive Settlements are found on the Nashwaak and

and the Keswick Rivers, and on the rear land between those Rivers and the upper line of the County.

On the western side of the River there are numerous back Settlements. At the distance of 24 miles from Fredericton, on the Great Road to Saint Andrews, is the Harvey Settlement, formed in 1837 by Immigrants from Northumberland, (England), and which by its present thriving condition proves what can be done by sober and industrious men even on an inferior quality of soil. Accompanying this is a tabular return of the state of this Settlement in 1843, with the remarks of the Commissioner.

With such settlers for our ungranted lands, the most astonishing and gratifying results would soon be manifest.

In the vicinity of Harvey is an Irish Settlement, formed in December, 1841, under the gratuitous management of the same Commissioner, whose report and return accompany those of the Harvey Settlement, and furnish an additional proof of the success attending persevering industry.

Some good tracts of land are still ungranted beyond the Harvey, on the Magaguadavic River and its Branches and Lakes, and in the vicinity of the contemplated Railway between Saint Andrews and Woodstock.

A few miles below Eel River the Howard Settlement is forming in the midst of a tract of excellent land, and capable of settling several hundred additional families.

At a distance of 48 miles from Fredericton commences the County of Carleton, which extends upwards to the frontiers of Canada and the United States. This County has been more rapidly cleared and improved within the last fifteen years than any other County in the Province. It contains an area of 4050 square miles, and a population of 21,000.

On the western side of the River, up to the Arestook, some of the Settlements extend back to the American frontier, and nearly all the land has been granted. Several large tracts, belonging to absentees, present a great obstruction to the settlement of this district, which will not probably be removed for a long time, unless by Legislative interference.

The soil throughout this section of country is deep and rich, and under good cultivation would soon render it one of the most productive portions of the Province.

This County is rich in Iron ore; and a Company recently formed for the purpose of working a Mine near Woodstock; is now in operation; and from the superior quality of the ore, and the facility of working and bringing it to market, an extensive business will ere long be carried on in the manufacture of Iron. Two Steamers now run between Fredericton and Woodstock, and a third will be put on next year to ply between Woodstock and the Grand Falls, a distance of 60 miles.

The Tobique River, which empties into the Saint John about 40 miles above Woodstock, is of great extent, and offers superior facilities for immediate settlement on a large scale. Gypsum and free stone of the finest quality are found on this River.

An extensive tract of land lies on the eastern side of the Saint John, from the County line upward, past the Great Falls, which, if opened by roads, would form an attractive and valuable locality for settlers.

To the southward of York, Sunbury, Queen's, and King's, lies the County of Charlotte, containing an area of 1224 square miles, with a population of about 22,000, and

69 Parish Schools. This County contains many extensive and valuable Settlements, but very little good land remains ungranted.

The Counties of Westmorland and Albert lie to the northward and eastward of Saint John and King's, and contain a population of about 25,000, with 98 Parish Schools, and cover an area of 2112 square miles. The most extensive and valuable Marshes in the Province are in Westmorland, and furnish facilities for grazing of unrivalled value; and although the agricultural community of this County is esteemed the richest in the Province, they have never yet availed themselves as they might have done of the resources of their uplands, which lie in many instances comparatively neglected.

The Shad Fishery of this District is not surpassed by any other in the world. Cannel Coal of a superior quality has been discovered in Albert, and promises an extensive and valuable trade.

The greater part of Albert is ungranted, and embraces a large tract of land of the finest quality, presenting one of the most eligible situations for immediate settlement in that section of the Province.

The County of Kent covers an area of 1260 square miles, and contains about 9000 inhabitants, with 35 Parish Schools. Extensive cultivation is found along the coast, and on the Richibucto River; but a large tract of ungranted land, of a good description, still remains, and through which the line of projected Railway from Halifax to Quebec passes.

The Coal formation extends to this County, and may be worked at small expense.

The Harbour of Richibucto is safe and commodious, and the River admits of vessels of the largest class for some distance.

Northumberland includes an area of 5000 square miles, with 20,000 inhabitants, and 53 Parish Schools. This County presents a large extent of cultivated land, and some of the best specimens of husbandry in the Province. A vast tract of ungranted land is contained within this County, the most eligible whereof for immediate settlement is on the North West and South West Branches of the Miramichi River, in rear of the front lots. An excellent road affords communication between this County and the Seat of Government.

Gloucester and Restigouche, the two northernmost Counties, lie on the Gulf of Saint Lawrence and the Bay Chaleurs, and include an area of about 4000 square miles, with a population of only 15,000, and 37 Parish Schools.

The quality of the soil is generally good, and in many parts of a very superior description. For several years past this has been the best Wheat growing district in the Province.

The Settlements in these Counties are principally along the Coast, but the extent of ungranted land in the rear, from Shippegan to the head of the Restigouche River, and the superior quality of the soil, with the valuable Fisheries of the Bays and Rivers, recommend this district as one of the most desirable in the Province for the immediate settlement of large bodies of Immigrants.

The country above Dalhousie is principally settled by Scotch, who are in very prosperous circumstances, and contented with their situation.

The

The projected line of Railway from Halifax to Quebec passes through these Counties down the Nepisiguit to Bathurst, and thence to a point above Campbelltown, and when opened will soon render this section of the country, in an agricultural point of view, the most valuable and prosperous of any in the Province.

The vast tract lying between the Restigouche and Saint John Rivers, containing several millions of acres, presents a wide field for settlement, and which could be opened and made available as soon as a sufficient number of approved settlers were found to enter upon and cultivate the land.

In addition to the ungranted wilderness lands there are always in different parts of the Province improved lots with dwelling houses and barns, which can be purchased at a reasonable rate; and if an agency were established for the purpose, a great number of Immigrants could be provided with such lots at a cost ranging from one to five pounds currency per acre, including the unimproved land.

To persons possessing £150 and upwards, this course would be most desirable for themselves and most advantageous to the Province, should the purchasers be skilful agriculturalists, as in such case any improved system they might introduce would soon recommend itself and be adopted by those around them.

Notwithstanding the defective system of agriculture generally pursued in the Province, the average produce per acre is large, which proves the natural strength and fertility of the soil; but in those cases where the system of rotation has been adopted with high cultivation, the average produce will compare with some of the best districts in Great Britain.

Take for example the following crops per acre which have been produced in different parts of the Province:—

Wheat, 40 bushels, some weighing 68 lbs. per bushel; Barley, 40 bushels; Oats, 60; Indian Corn, 75; Buckwheat, 75; Peas, 40; Turnips, 1000; Potatoes, 800; Carrots, 30 tons; Mangel Wurtzel, 30 tons.

Having briefly pointed out the most eligible sites for settlement in different parts of the Province, and touched upon our varied resources, we would submit a few observations and suggestions upon the important subject of the sale and settlement of the ungranted lands; and should they be considered worthy of adoption, a Bill will be prepared to lay before the Legislature to authorize the Government to carry them into effect.

The allotment of the public lands has heretofore been frequently characterized by some great defects, the evil consequences of which, though not fully developed, are already grievously apparent.

First in order is the extreme length of the lots, as in the Kingsclear and Maugerville grants, where they extend back from the River 7 miles, and in many instances are but 30 rods wide.

Secondly, the sale of large blocks of valuable land to those who are not disposed to improve, but are holding them for sale at some future day, when they shall have acquired additional value by the labour of the hardy settlers in their vicinity.

Thirdly, the absence of continuous and connected surveys of rear lots, whereby the settlers are often detached from one another, and labour under difficulties which would have been prevented by the survey and sale of contiguous allotments.

These

These defects are now so manifest that they imperatively require such a course to be pursued as will avoid them for the future.

In surveys hereafter to be made something like the Concession System of Canada, or the Township Plan of the United States, should be adopted whenever practicable; the lots should be of less magnitude than heretofore; and large sales to those who do not intend to settle and improve should be most carefully avoided.

The accompanying plan has been suggested by Mr. J. A. Beckwith, of the Audit Office, a practical Surveyor, and is strongly recommended as the best that can be devised for future Settlements. Each square mile gives 8 lots of 80 acres each, and when occupied and improved will present a compactness of settlement and neighbourhood which is on every account most desirable, while the contemplated "Reserves" for Schools and Churches will place those buildings within a mile and a half of every settler.

Recommending this plan of survey and allotment for adoption, the next point for consideration is—

THE SALE AND MODE OF PAYMENT.

Viewing our wilderness land as a raw material, which is only rendered valuable by the application of labour, and considering that the addition of every industrious settler largely enhances the productive value of the Province, it is deemed of more importance that our wilderness land should at once be brought into cultivation, even without producing a direct revenue from the sale, than it should remain in its present unproductive and comparatively valueless condition. But it is not considered that the free granting is necessary to ensure its early occupation and improvement, as it may be so disposed of as to yield a large return to the Province, and yet be less difficult of acquisition by the settler than under the present system.

It is universally admitted to be indispensable to the prosperity of every Settlement that it have good roads of communication; and the Provincial Legislature, prompted by this consideration, has from time to time appropriated large sums of money for roads, even in districts where the population is scattered, so that in fact many parts of the Province have received more public money towards the making of the roads than has been paid to the revenue for the purchase of the lands through which those roads pass.

It will be in vain to expect that our millions of ungranted acres will be disposed of for centuries to come, unless opened up by roads; and as the Provincial Revenue is not in a condition to advance a sufficient amount for the purpose, it becomes necessary, nay indispensable, to devise some other mode whereby the roads may be opened and the settlements at once proceeded with.

The question then arises—Can the lands be made to open the roads? This may undoubtedly be accomplished; but in order that it shall be done effectually, the utmost caution and the most stringent regulations will be required, and every failure of performance on the part of the settler must be followed by absolute forfeiture, and the allotment resold.

The price recommended for a lot of 80 acres is 4s. per acre, which will give £16. Of this amount, but 1s. per acre, amounting to £4, should be paid on the application being complied with, which will be sufficient to cover the expense of survey, preparing the grant, &c.; the remaining £12 to be paid by the settler in labour upon the roads

roads as near as may be to his own lot, not by day's work, but at a stipulated rate per rod, and to be performed according to such specification as may be furnished by the Government.

It is recommended, however, that the grant should not issue until, in addition to the road work, at least four acres of the lot be cleared and put into crop, and a house built thereon; and upon a certificate being produced to the Government, properly vouched, that the work has been satisfactorily performed on the roads, and the other conditions fulfilled, the grant shall immediately issue. The settlements duties should be performed within two years from the date of the application.

Supposing that 32 settlers were to take up four miles on the centre road, as in the accompanying plan, if there were no expensive bridges to build, their proportions of labour, at 6s. per rod, would make a good road of 18 feet wide between ditches, for the whole distance. This price, as compared with the average auction rates, would be a liberal allowance; and thus each allottee would be required to make 40 rods of road, and two opposite settlers would complete the road across their whole front.

In laying out such a Settlement great pains should be taken in fixing the line of the first main road, so as, if possible, to make it straight, and still carry it through a good tract of land.

A body of settlers coming out to take advantage of the above system, should arrive here in June or early in July, and under judicious advice and directions they could open the road by removing the trees, chop down four acres each, preparatory for crop the following Spring, and put up a log house before the Winter season. The road thus cleared of trees would answer for the Winter, and could be finished during the next Summer after the crops were in; so that within 18 months each settler might entitle himself to his grant, have a good road, and gather in his first crop.

If the settler had the money to spare, they could employ labourers to do their road work for two thirds or probably one half of the rate above mentioned; and in such case they could apply their own labour to the clearing of their lots and the erection of their houses.

But whatever regulations may be devised, and however advantageous may be the site selected, everything will depend upon the character and conduct of the settlers. If they are sober and industrious men, and determined to succeed, they will soon acquire a comfortable independence, and be contented and happy; but if on the other hand they are persons of idle and intemperate habits, they will be sure to fail, and ultimately become a burden to the Province.

Hundreds of instances could be particularized of men who have gone back into the wilderness at the time far from roads and settlements, with no capital but their industry, and no implement but their axe, who are now in independent circumstances; their farms well cultivated; their barns and cellars filled with produce; and now surrounded by others who, following in their track, have also made for themselves a comfortable home in the wilderness.

Blest with a healthy climate and fertile soil, in this country every industrious agriculturist can live and thrive. Go where you may throughout the Province, and a Farmer cannot be found, who has applied himself exclusively to his agricultural pursuits, who is not in a comfortable and thrifty condition; while there are many who

from a generous soil have accumulated a large amount of property, and are in affluent circumstances.

Respectfully submitted.

(Signed)

L. A. WILMOT,
J. R. PARTELOW,
W. B. KINNEAR.

Committee Room, 3d January, 1849.

Which is approved; whereupon

Ordered, That a copy of the same be transmitted to Her Majesty's Secretary of State, and that copies be also laid before the Legislature.

Extract from the Minutes.

R. FULTON.

No. 3.

[See Journal 21st February 1849.]

Circular Despatch from the Secretary of State for the Colonies relative to the time and mode of taking a Census of the Population of this Province.

CIRCULAR.

(Copy)

Downing Street, 20th January, 1849.

SIR,—A Census of the Population of England and Wales will be taken in the year 1851, and the Registrar General has suggested to me that it would be desirable to publish a similar return for all Her Majesty's Colonial Possessions.

I transmit, for your information and guidance, a copy of Major Graham's Letter, together with a copy of the Memorandum to which it refers, and I have to instruct you to cause a Return of the Population of the Colony under your government to be prepared, in the manner prescribed in the annexed Form, as far as may be practicable, without incurring expenditure which cannot be conveniently provided for.

Although I concur in Major Graham's opinion, that it would be desirable that a Census in each of the Colonies should, if possible, be taken on or about the same day as that on which it may be fixed to be taken in this Country, this suggestion can of course only be acted upon in the event of the Legislature of _____ having it in contemplation to direct such a Return to be made, in which case it would be expedient to submit the recommendation of the Registrar General to their consideration, with the view to the adoption of such measures as they may deem necessary for securing this object.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir E. Head, Bart., &c. &c. &c.

General

General Register Office, December 7, 1848.

SIR,—On the 5th August, 1842, by direction of Secretary Sir James Graham, I transmitted for the use of the Secretary of State for the Colonies some suggestions respecting the mode of taking a Census in each of our Colonial Possessions, as requested by Lord Stanley.

I am about to publish the Population of England and Wales, as lately arranged with respect to the Districts into which this Country is now divided for the purpose of registering Births and Deaths, together with a comparative view of the results of the last five Censuses. I have also been furnished with the latest returns of the Population in several Countries in Europe. It occurs to me that it might be desirable also to publish the Population of our Colonial Possessions.

I therefore take the liberty of requesting that you will have the goodness to call the attention of Earl Grey to this subject, and to submit to His Lordship my request, that I may be furnished with Abstracts of the Population of such of our Colonies as may have made returns upon the subject, to the Colonial Office, in accordance with the Memorandum which I had the honor of transmitting through Secretary Sir James Graham, on 5th August, 1842.

If I am not taking too great a liberty, I should also venture to suggest that it may perhaps be expedient that steps should be taken to secure a Census being made in each of our Colonies, in 1851, on or about the same day that Parliament may fix for its being taken in this Country.

I have the honor to be, &c.

GEORGE GRAHAM,
Registrar General.

B. Hawes, Esquire, M. P., &c. &c., Colonial Office.

MEMORANDUM.

A Census cannot be taken in precisely the same form in all Her Majesty's Colonies, as the condition of the respective Populations, and the means of ascertaining the facts, differ in different parts. It is desirable nevertheless, to preserve uniformity as far as is practicable; and I have had one Form drawn out, of which I recommend the general adoption, subject to the requisite modifications, some of which I shall notice very briefly.

1. The Population should be enumerated in a convenient number of enumeration Districts, comprehended in the established divisions of the Colonies; the area of which should be given (when known), in square Acres or square Miles. The Population of the Towns should be enumerated within boundaries strictly defined; for unless the boundaries are known, the results of successive Censuses cannot be compared.

2. Where the habitations are not fixed, the People might be enumerated in Tribes and Families.

3. The enumerations should be made at *equal intervals of time* (annually or quinquennially) on *one day*, if possible—comprising the persons in each District on the previous

previous night, at a season of the year when the facts can be recorded with most facility, and when there is no great displacement of the Population by festivals or by other causes.

NOTE.—Persons from home should be enumerated at the place in which they happen to be on the Census night; the words “(visitor,)” “(traveller,)” &c., being added in parenthesis, after their names. If they are not out of the Colony, they should also be enumerated at home, with the word “absent” after their names. All the persons marked “absent” should be omitted in the abstracts, otherwise the same person would be counted twice. This part of the Census, relating to the “floating population,” will require great care. In England, “Householders’ Schedules” were left at each house a few days before the Census; and the enumerator had only to fill up those left blank by the householders who could not write, or who had neglected their duty.

4. It will be desirable where there is a difficulty in obtaining information respecting the Aborigines to confine the inquiry to males aged 20 years and upwards—the “fighting men.” In such cases partial and imperfect information respecting the number of women and children leads to confusion and error. The supposed number of females of all ages, and of males under the age of 20, may, however, be stated. Men aged 20 years and upwards are generally one fourth of the entire Population.

5. Wherever it is practicable, every individual should be enumerated by *name*. Without this, experience has proved that there can be no security for the accuracy of the returns. The Abstracts cannot otherwise be made satisfactorily, and the Government will find the enumeration by *name* useful for many purposes connected with the Police and defence of the respective Colonies. The enumerations should be made by houses or “families,” (hearths)—the names of the heads of the family being written first, with the children, resident visitors, and servants, following in succession.

6. The importance of enumerating the age and the race is sufficiently obvious. There will be sometimes a difficulty in ascertaining the age; but it can generally be learnt whether a man is about the age of 30, 40, 50, &c. &c., which will be an approximation sufficiently near for many statistical purposes.

The occupations should be defined and explained with a view to the classification of the Colonists: householders, proprietors, and masters, should be distinguished from lodgers, tenants, and workmen.

From the information in the column headed “date of entering the Colony,” besides other useful information, the annual accession of new settlers of each race, &c. &c., can be determined. “Birth” may be written against the names of persons born in the Colony.

In the last column it should be stated whether the person is labouring under any sickness—understanding thereby such severe sickness as incapacitates him from following his ordinary occupation—or any infirmity, such as blindness, deafness, idiotcy, lameness, or the feebleness of old age. An Abstract of the information in this column will show the sanitary state of different races and localities; as well as the relative proportions of the inefficient and efficient Population.

In addition to the Census I would suggest that the Marriages, Births and Deaths should be registered and abstracted annually. In some Colonies the age at death, and the causes of death, could probably be obtained; which would render the information complete.

In

In the Schedule I have set down no head for the "Religion" and other points sometimes inquired into; because I consider it important not to crowd the Census with too many particulars.

STATISTICAL ABSTRACTS.

The enumerators should not be called upon to make the Abstract, but should transmit the Schedules in books of a convenient form to the Seat of Government; where the Abstracts should be made on an uniform plan under proper supervision. Specimens of the Forms used at this Office may, if required, be supplied, with directions for making the Abstracts; which may abridge the labour and ensure accuracy. A great variety of useful Abstracts might be made from the Returns, as it is evident that the facts might be combined in a great variety of ways. I will mention a few—

(1.) An Abstract of the number of persons living at different ages in quinquennial periods—(0 and under 5, 5 and under 10, &c.)—or in decennial periods after 15, if the ages cannot be ascertained with much exactness.

A separate Abstract to be used for the (1) males, and (2) females,—(3) the different races, and (4) the sick and infirm.

(2.) An Abstract of the number of men (above 20) of different classes and following the various occupations.

(3.) An Abstract of the number of persons living who entered the Colony in the year immediately preceding the Census, &c. &c. &c.

In many Colonies it would be sufficient to make the more elaborate Abstracts every five years.

When the Census of the Population is taken, valuable statistical information, respecting other matters, is obtained in many Countries. The number of Churches, Public Institutions,—of Mills, Manufactories,—of horses, cattle, sheep, &c., is ascertained, as well as the amount of agricultural produce.

I have confined my observations to the facts immediately connected with the Census of the Population. The agriculture, manufactures, &c. &c., may be more conveniently made the subjects of a separate—but it may be—simultaneous inquiry.

GEORGE GRAHAM,
Registrar General.

General Register Office, Somerset House, 5th August, 1842.

FORM OF RETURN.

COLONY.

District—County?

Town or Parish?

Ward?

Dwelling.	Name.	Sex.	Relation ship.	Age.	Race.	Rank or Occupation.	Date of entering the Colony.	Sick or Infirm.	Remarks.
House.	John Bromley,	M	H	50	English	Farmer (Prop.)	June, 1827,	.....
	Jane “	F	W	48	“	... ..	... ..	.....
	John “	M	S	20	“	Carpenter	... ..	Sick	
	Jane “	F	D	18	“	... ..	... ..	.....
	William “ (absent)	M	S	15	“	... ..	Birth	.....
	Thomas “	M	S	10	“	... ..	Birth	.....
	Henry “	M	S	5	“	... ..	Birth	Blind	
A dash after each family.									
		M.—Male.		F.—Female.		H.—Husband.		W.—Wife.	
		Wid.—Widow or Widower,		S.—Son.		D.—Daughter.		V.—Visitor.	
								L.—Lodger.	
								Prop.—Proprietor.	
								Mas.—Master.	
								S.—Sick.	
								I.—Infirm from age or debility.	

No. 4.

[See Journal 12th March 1849.]

Returns from King's College, at Fredericton, and the Collegiate School connected therewith, for the Year 1848.

No. 1.

NAMES, &c. OF PROFESSORS.

The Reverend Edwin Jacob, D. D., Professor of Classical Literature, History, Moral Philosophy, Metaphysics, and Divinity.

James Robb, Esquire, M. D., Professor of Chemistry and Natural History.

William B. Jack, Esquire, A. M., Professor of Mathematics and Natural Philosophy.

Marshal D'Avray, Esquire, Teacher of Modern Languages.

No. 2.

NAMES OF STUDENTS.

Resident, and in attendance at Lectures.

William P. Dole,
Beverly Robinson,
Edward DuVernet,
Jacob Ellegood,

Neville Parker,
Hugh B. Johnston,
Thomas W. Street,
Henry B. Nichols.

Non-Resident, and in attendance at Lectures.

Hurd Peters,
J. P. Street,
D. M'Q. Bliss,

J. L. Marsh,
G. G. Roberts.

Non-Resident, and keeping Terms.

J. R. Hea,
Henry Pope,
J. L. Moore,
George Milligan,

Thomas W. Wood,
J. H. Read,
John J. Tracey,
Andrew J. Tracey.

 No. 3.

COLLEGIATE SCHOOL.

George Roberts, Esquire, Head Master.

Charles G. Coster, Esquire, Second Master.

Hugh S. Moore, Assistant Teacher in the English Department.

 No. 4.

Number of Scholars in attendance at the Collegiate School during the Year, and number studying in each Department.

Total number of Scholars in attendance during the Year, 86.

Of this number—

17	have been studying	Greek,
45	“	Latin,
13	“	French,
21	“	Algebra,
29	“	Geometry,
14	“	Trigonometry,
8	“	Astronomy,
28	“	English Composition,
40	“	History,

All have been studying Geography, Grammar, Reading, Writing, Arithmetic, &c.

CHARLES FISHER, *Registrar.*

The Chancellor, President and Scholars of King's College, at Fredericton, in the Province of New Brunswick, in Account Current with Charles Fisher, Registrar.

DR.

1848 To paid Salaries, viz :—

Reverend Dr. Jacob,

Quarter's Salary to 31st March,	£162	10	0	
Ditto 30th June,	162	10	0	
Ditto 30th September,	162	10	0	
Ditto 31st December,	162	10	0	
				<u>£650 0 0</u>

Doctor Robb,

Quarter's Salary to 31st March,	£75	0	0	
Ditto 30th June,	75	0	0	
Ditto 30th September,	75	0	0	
Ditto 31st December,	75	0	0	
				<u>300 0 0</u>

William B. Jack,

Quarter's Salary to 31st March,	£75	0	0	
Ditto 30th June,	75	0	0	
Ditto 30th September,	75	0	0	
Ditto 31st December,	75	0	0	
				<u>300 0 0</u>

Edward W. W. G. Houseal,

Quarter's Salary to 31st March,	£36	0	0	
Ditto 30th June,	36	0	0	
Ditto 30th September,	36	0	0	
				<u>108 0 0</u>

Commons paid him for Lent Term,	£8	16	10	
Ditto Easter,	4	2	2	
Ditto Trinity,	1	10	4	
				<u>14 9 4</u>
Cash paid him for Students' fees,				16 5 0

Marshall D'Avray,

2 Months Salary, teaching French, to 31st December,				13 6 8
--	--	--	--	--------

Samuel Fleming,

Quarter's Salary to 1st March,	£15	0	0	
Ditto 1st June,	15	0	0	
Ditto 1st September,	15	0	0	
Ditto 1st December,	15	0	0	
				<u>60 0 0</u>

Edwin J. Jacob,

Quarter's Salary to 31st March,	£5	0	0	
Ditto 30th June,	5	0	0	
Ditto 30th September,	5	0	0	
Ditto 31st December,	5	0	0	
				<u>20 0 0</u>

Charles Fisher, Registrar,				100 0 0
-----------------------------------	--	--	--	---------

Carried forward, £1,582 1 0

		<i>Brought forward,</i>	...	...	...	£1,582	1	0
		Henry Wandless,						
		Quarter's Salary to 31st March,	...	...	...	£10	0	0
		Ditto 30th June,	...	...	...	10	0	0
		Ditto 30th September,	...	...	...	10	0	0
		Ditto 31st December,	...	...	...	10	0	0— 40 0 0
		George Turner—Year's Salary to 31st December,	...	...	...		10	0 0
		Lawrence Neville,						
		Quarter's Salary to 31st March,	...	...	...	£2	10	0
		Ditto 30th June,	...	...	...	2	10	0
		Ditto 30th September,	...	...	...	2	10	0
		Ditto 31st December,	...	...	...	2	10	0
								10 0 0
		<i>Scholarship's Account.</i>						
		To paid H. B. Nichols 1 Quarter to 1st April,	...	...	...	£6	5	0
		Ditto do. 30th June,	...	...	...	6	5	0
		Ditto Half year to 31st December,	...	...	...	12	10	0
		W. P. Dole half year to 30th June,	...	...	...	12	10	0
		N. Parker half year to 31st December,	...	...	...	12	10	0
								50 0 0
		<i>Library and Philosophical Apparatus.</i>						
April	6.	To paid Alexander Boone, Freight of Books,	...	...	...	£0	5	0
May	13.	For Bill of Exchange for R. Griffin & Son, £115 Stg.	...	...	...	141	16	8
Aug.	4.	Alfred Reade, on account of Books,	...	...	...	15	10	0
"	16.	H. S. Beek, Binding,	...	...	...	9	8	6
Oct.	27.	For Bill of Exchange of £100 Sterling, remitted to Hon. Alexander Rankin, for Telescope,	...	...	...	123	6	8
Nov.	24.	Garrison and Masters, Duties on Books,	...	...	...	1	18	9
								292 5 7
		<i>Incidental Expenses.</i>						
Jan.	26.	To paid W. J. Bedell and Company,	...	...	...	£6	6	0
May	1.	Samuel Fleming, Fuel to 1st May,	...	...	...	40	0	0
"	5.	J. F. Gale, Chemicals,	...	...	...	2	3	10
"	"	Andrew Blair, Surveying,	...	...	...	1	10	0
"	15.	Jonathan G. Harding, for Cases,	...	...	...	6	11	6
June	14.	Robert Chestnut, for Fire Irons,	...	...	...	1	1	8
July	26.	John Doyle for soldering Cornices,	...	...	...	11	5	6
Sept.	1.	John Grant, for Ladders,	...	...	...	0	8	4
"	5.	C. P. Smiler, Glazing,	...	...	...	0	8	6
Oct.	10.	Jonathan G. Harding, work,	...	...	...	1	9	0
"	17.	Francis Beverly,	...	...	...	6	4	0
Nov.	24.	Alexander Block, work,	...	...	...	6	8	0
"	"	Samuel A. Akerley, Coals,	...	...	...	3	0	0
Dec.	"	William Cadwallader, Porter's clothes,	...	...	...	5	12	2
"	"	Daniel Elliott, repairing Dr. Robb's Lecture Room,	...	...	...	1	10	0
"	"	John Barrett, work at College,	...	...	...	16	19	11
"	"	John Simpson, Printing Statutes, &c.,	...	...	...	22	15	6
"	"	Alexander P. Miller, Glazing,	...	...	...	0	15	0
"	31.	Charles Fisher's Account, drawing Leases,	...	...	...	12	10	0
"	"	Postages for the year,	...	...	...	0	9	9— 147 8 8
		<i>Carried forward,</i>	...	...	...	£2,131	15	3

				<i>Brought forward,</i> ...	£2,113 15 3
<i>Expenses of the Collegiate School.</i>					
To paid Salaries, as follows :—					
George Roberts,					
	Quarter's Salary to	7th April,	...	...	£50 0 0
	Ditto	7th July,	...	...	50 0 0
	Ditto	7th October,	...	...	50 0 0
	Ditto	7th January, 1849,	...	...	50 0 0
					200 0 0
Charles George Coster,					
	Quarter's Salary to	31st March,	...	...	£25 0 0
	Ditto	30th June,	...	...	25 0 0
	Ditto	30th September,	...	...	25 0 0
	Ditto	31st December,	...	...	25 0 0
					190 0 0
Hugh Moore,					
	Quarter's Salary to	31st March,	...	...	£12 10 0
	Ditto	30th June,	...	...	12 10 0
	Ditto	30th September,	...	...	12 10 0
	Ditto	31st December,	...	...	12 10 0
					50 0 0
<i>Incidental Expenses.</i>					
Sept. 16.	To paid Andrew Ritchie, work,	...	...	...	£31 0 0
Nov. 24.	S. A. Akerley, Prize Books,	...	...	...	3 6 0
" "	George Graham, work,	...	...	...	1 0 0
Dec. 4.	James T. Nash, Prize Books,	...	...	...	0 11 3
" 31.	John Barrett, work,	...	...	...	9 5 6
" "	Jeremiah Donovan, work,	...	...	...	0 13 9
" "	Mr. Houseal, for French Prizes,	...	...	...	2 0 0
					47 16 6
To amount carried down, due the College,				...	169 9 1
					<u>£2,710 0 10</u>

CR.

1848 By Amounts received, viz:—					
April 3.	From Receiver General to	31st March,	...	...	£277 15 6
July 3.	do	30th June,	...	...	277 15 6
Oct. 2.	do	30th Sept-	...	...	277 15 6
Dec. 31.	do	31st Dec.	...	...	277 15 6
					£1,111 2 0
By Amounts received on Provincial Warrant, viz:—					
May 15.	From Province Treasurer,	...	...	...	£300 0 0
July 3.	do	...	...	...	100 0 0
" 4.	do	...	...	...	300 0 0
Aug. 22.	do	...	...	...	200 0 0
Nov. 24.	do	...	...	...	200 0 0
					1,100 0 0
<i>Carried forward,</i> ...				...	£2,211 2 0

		<i>Brought forward,</i>		£2,211 2 0
<i>Rent Roll.</i>				
1848 By Amount received from—				
Jan.	3.	John Hatherman, 2 Lots to 26th Dec. 1847, 40s. and 50s.,	£4 10 0	0
		Martin Goff,	2 10 0	
		Timothy M'Carthy,	7 1 3	
		James Breen, per David Breen,	2 5 0	
		Mrs. Jennings,	3 15 0	
"	18.	F. M'Manus, to 24th Sept., 1847,	3 16 3	
"	28.	Joseph Armour,	3 0 0	
"	"	Joseph Coulter,	5 0 0	
Feb.	22.	Edward Elliott, Junior,	1 0 0	
Mar.	25.	James M'Gowan, to 24th Sept. 1847,	7 10 0	
"	30.	Timothy M'Carthy,	4 1 3	
Apr.	1.	Mrs. M. Johnson, to 24th March, 1848,	6 12 6	
"	29.	James M'Gowan, to do. do.	7 10 0	
May	4.	Mrs. Jennings, Town Lot, to do.	3 16 3	
"	"	Ditto, Barn Lot,	3 15 0	
"	18.	P. M'Grath, to 24th March, 1848,	6 7 6	
"	"	Joseph Coulter, on account,	5 0 0	
"	22.	Francis M'Manus, of Wells' Lot to 24th March, 1848,	3 16 3	
"	29.	George Anderson, to 24th March, 1848,	6 1 3	
June	9.	Nathaniel Cameron, Lot 89, in 5th Range, to 24th Mar. 1848,	2 0 0	
July	3.	W. H. Odell, Ferris Lot,	0 1 1	
Sept.	6.	Joseph Coulter,	5 0 0	
"	28.	Mrs. Jennings, Town Lot, to 24th September, 1848,	3 16 3	
"	"	Mrs. Jennings, on account Barn Lot,	3 0 0	
Oct.	2.	Mrs. Johnson, to 24th September, 1848,	6 12 6	
"	4.	John Maxwell, to 24th December, 1847,	3 10 0	
"	17.	Timothy M'Carthy, to 24th September, 1848, balance,	10 1 3	
Nov.	2.	G. Anderson, to 24th September, 1848,	6 1 3	
"	23.	T. R. Estey, for M'Queen Lot, from 24th March, 1846,	0 8 4	
Dec.	29.	Thomas Lee, on account Ferry,	12 0 0	
"	"	L. Neville, to 24th March, 1848,	5 0 0	
"	"	Thomas Doran, Pasture Lot,	11 10 0	
"	"	Thomas Curtis, of Lot 20, to 24th December, 1847,	2 0 0	
"	"	Patrick Cassidy, of Lots 21 and 22, to 24th Dec. 1847,	3 10 0	
"	"	Dennis O'Leary, Lot 11, to 24th March, 1847,	2 10 0	
"	"	Charles Colter, balance, to 24th December, 1846,	5 12 0	
"	"	Charles Colter, Lots 18 and 19, to 24th Dec. 1847,	4 0 0	
"	"	Samuel Fleming, Lot 29, to 24th March, 1848,	2 0 0	
"	"	Samuel Fleming, Lots 81 and 82, in 9th Range, to 24th Dec. 1848, from 24th December, 1846,	8 0 0	
"	"	Charles Fisher,—		
		Rent of Lot below Town, purchased from Bliss, to 24th March, 1848,	£1 4 8	
		Ditto from James Taylor, to do.	3 7 0	
		Ditto from Lewis Fisher, to do.	2 10 0	
		Ditto in rear of Alms House, to do.	1 9 0	
		Ditto of Pasture Lot, to do.	2 0 0	
			10 10 8	
			194 10 10	
<i>Carried forward,</i>			£2,406 12 10	

		<i>Brought forward,</i>	...	...	...	£2,405 12 10
<i>Interest.</i>						
1848	Amount received from—					
April 6.	Hon. Judge Street, on Mortgage, to 24th March, 1848,	...	...	...	£24 0 0	
May 15.	L. B. Rainsford, do. do.	...	...	...	12 0 0	
" 23.	H. B. Rainsford, on £400 Mortgage, from 24th March 1846,	...	...	...	49 6 8	
	to 13th April, 1848,	...	...	...	6 13 4	
" "	H. B. Rainsford, on £80 Mortgage, from 24th November,	...	...	...	12 0 0	
	1846, to 13th April, 1848,	...	...	...	30 0 0	
June 14.	W. B. Phair, on Mortgage, to 24th March, 1848,	...	...	...
Aug. 29.	J. and T. Murray, to 17th May, 1848,	...	...	...
						134 0 0
<i>Rent Redemption.</i>						
July 3.	Amount received from W. H. Odell, Ferris Lot,	...	...	...	£0 8 6	
Nov. 23.	Ditto T. R. Estey, M'Queen Lot, 5 acres,	...	...	...	2 1 8	
						2 10 2
<i>Library Fund, viz :—</i>						
Dec. 30.	Amount received from Students for Subscriptions to date,	...	...	...	£1 15 0	
	Ditto ditto Books,	...	...	...	2 14 6	
						4 9 6
<i>Plate Fund.</i>						
Dec. 31.	Amount received towards this Fund, to date,	...	...	...	...	0 17 6
	Amount on hand, due the College per last Account,	...	...	...	...	162 10 10
						£2,710 0 10
						£180 9 1

I do attest and declare that the above Account is a just and true statement of the Income and Expenditure of the College for the past year.

(Copy of Account laid before House of Assembly.)

CHARLES FISHER, Registrar.

I N D E X.

12° Victoria—Third Session of the Fourteenth General Assembly.

	PAGE
ABSENCE,	
Leave of, granted,	444, 501
ACCOUNTS,	
Abstract of Revenue of the Province for the Year 1848,	384
Relating to King's College,	460
ADDRESS to Her Majesty,	
On the subject of Railway from Halifax to Quebec,	494
On the subject of the Boundary between this Province and Canada,	518
B	
BANKS, Report and Returns of,	
Central Bank of New Brunswick,	405
Charlotte County Bank,	405
Commercial Bank,	405, 424
Bank of New Brunswick,	405
Saint Stephen Bank,	424
BILLS,	
Assented to by Lieutenant Governor,	451, 452, 481, 482, 520, 521
Reserved by Lieutenant Governor,	521
BILLS originating in Legislative Council,	
Intituled An Act to consolidate and amend various Acts of Assembly relating to the further amendment of the Law.—Presented and read first time, and ordered to be printed, 397; read second time, 415; committed, reported, 417; order for third reading discharged, re-committed, reported, 421; read third time and passed, 424; returned from the Assembly with amendments, concurred in, 438; assented to,	520
In further amendment of the Acts relating to the incorporation of Saint Andrews and Quebec Rail Road Company.—Presented and read first time, 400; read second time and referred to Select Committee, 402; Report thereof, 411; Rule dispensed with, committed, reported, 412; read third time and passed, 413; agreed to by Assembly with amendments, 461; amendments read second time and concurred in, 462; assented to,	521
To consolidate and amend the several Acts of Assembly relating to the Criminal Law of this Province so far as relates to the definition of certain indictable offences and the punishment thereof.—Presented and read first time, and ordered to be printed, 400; read second time, 428; committed, progress, 438; re-committed, reported, 440; read third time and passed, 443; agreed to by Assembly with amendments, 455; amendments read first time, 458; assented to,	481
To consolidate and amend the several Acts of Assembly relating to Summary Actions.—Presented and read first time, 404; read second time, 406; ordered to be printed, 408; committed, reported, 425; read third time and passed, 427; agreed to by Assembly with amendments, 447; concurred in by this House, 448; assented to,	521
To consolidate and improve the Laws relating to the administration of Criminal Justice.—Presented and read first time, 407; read second time, 409; ordered to be printed, 410; read second time, 434; committed, reported, 442; read third time and passed, 454; concurred in by Assembly, 463; assented to,	482
To repeal the several Acts of Assembly relating to Bankruptcy in this Province.—Presented and read first time, 409; read second time, 411; committed, progress, 416; re-committed, reported, 437; read third time and passed, 439; concurred in by Assembly, 490; assented to,	520
To authorize the Trustees of Saint Luke's Church, Bataurst, to sell Lands, &c.—Presented and read first time, 420; read second time, 422; committed, reported, 425; read third time and passed, 427; concurred in by Assembly, 453; assented to,	482

BILLS originating in Legislative Council—*Continued.*

	PAGE
To facilitate the performance of the duties of Justices of the Peace out of Sessions, &c.—Presented and read first time, and ordered to be printed, 420; read second time, 443; committed, reported, 445; read third time and passed, 462; agreed to by Assembly with amendments, 473; amendments concurred in, 475; assented to,	482
In further amendment of the Law relating to the Registry of Deeds, &c.—Presented and read first time, 438; read second time, 440; committed, reported, 446; order for third reading discharged, re-committed, reported, 454; read third time and passed, 459; concurred in by Assembly, 468; assented to,	520
To consolidate and amend the Laws relating to Juries.—Presented and read first time, 455; read second time, 460; committed, reported, 484; read third time and passed,	487
To authorize the Rector, Church Wardens and Vestry of Saint George's Church, Bathurst, to sell Lands, &c.—Presented and read first time, 468; read second time, 469; committed, reported, 475; read third time and passed, 478; concurred in by Assembly, 488; assented to,	520
In addition to and in amendment of an Act for the better extinguishing of Fires in the City of Saint John, &c.—Presented and read first time, 483; read second time, 483; committed, reported, <i>postponed for three months</i> ,	490
To amend an Act relating to Insolvent Confined Debtors.—Presented and read first time, Rule dispensed with and read second time, 499; committed, reported, 506; read third time and passed, 511; concurred in by Assembly, 513; assented to,	520

BILLS from the House of Assembly,

To legalize the conveyance of Water to Turner's Grist Mill, in the Parish of Saint Patrick, Charlotte County.—Brought up and read first time, 383; read second time, 390; committed, progress, 392; re-committed, amended, reported, 393; read third time and passed, and sent to Assembly, 396; assented to,	451
To authorize the Justices of the Peace for County of York to levy an assessment to pay off County Debt.—Brought up and read first time, 394; read second time, 396; committed, reported, 399; read third time and passed, 402; assented to,	451
To alter the times of holding the Circuit Courts in the City and County of Saint John.—Brought up and read first time, 394; read second time, 396; committed, <i>postponed for three months</i> ,	405
Relating to Salt Mines in this Province.—Brought up and read first time, 394; read second time, 396; committed, reported, 399; read third time and passed, 402; assented to,	451
To alter and amend an Act, intituled "An Act to provide for the collection of County and Parish Rates."—Brought up and read first time, 394; read second time, 396; committed, reported, 400; read third time and passed, 402; assented to,	452
To make provision for a Public Burial Ground in and for the City and County of Saint John.—Brought up and read first time, 396; read second time, 399; committed, progress, 405; re-committed, reported, 423; read third time and passed, 424; assented to,	520
To amend an Act, intituled "An Act for establishing and maintaining a Police Force in the Parish of Portland."—Brought up and read first time, 396; read second time, 399; committed, reported, 402; read third time and passed, 404; assented to,	452
To authorize an assessment upon the Parish of Portland, in the County of Saint John, for lighting a part of the said Parish with Gas.—Brought up and read first time, Rule dispensed with and read second time, 396; committed, reported, 400; read third time and passed, 402; assented to,	452
To empower the Rector, Church Wardens and Vestry of Saint John Church, Parish of Burton, to dispose of Lots in New Burial Ground.—Brought up and read first time, 397; read second time, 399; committed, reported, 402; read third time and passed, 404; assented to,	452
For the adjustment of claims of certain purchasers of Crown Lands, and of other persons who have given Bonds for Timber cut in excess or without licence.—Brought up and read first time, 397; read second time, 399; committed, amended, reported, 428; read third time, additional amendments moved and passed,	430
To authorize the Justices of the Peace for the County of Albert to designate the Gaol Limits.—Brought up and read first time, 402; read second time, 404; committed, reported, 407; read third time and passed, 408; assented to,	452
To incorporate the Saint Stephen Upper Mills Boom Company.—Brought up and read first time, 404; read second time and referred to Select Committee, 406; Report, 411; Rule dispensed with, committed, reported, 412; read third time and passed, 413; assented to,	521

BILLS from the House of Assembly—Continued.

	PAGE
To authorize Justices of the Peace County of Charlotte to assess, &c.—Brought up and read first time, 405; read second time, 406; committed, reported, 409; read third time and passed, 412; assented to,	452
To establish as one of the Great Roads a Road in the County of Albert.—Brought up and read first time, 407; read second time, 409; committed, progress, 412; re-committed, reported, <i>postponed for three months</i> ,	415
To establish the Road from Roix's Farm, &c., as one of the Great Roads of the Province.—Brought up and read first time, 409; read second time, 411; committed, reported, 418; read third time and passed, 420; assented to,	452
To amend an Act for the establishment of Boards of Health in this Province.—Brought up and read first time, 409; read second time, 411; committed, progress, 415; re-committed, reported, 417; read third time and passed, 420; assented to,	452
To provide for management of Lunatic Asylum.—Brought up and read first time, 409; read second time, 411; committed, reported, 415; read third time and passed, 417; assented to,	482
To authorize Mayor, Aldermen, &c. of Saint John, to purchase Land for Market, &c.—Brought up and read first time, 409; read second time, 411; committed, reported, 418; read third time and passed, 419; assented to,	452
To incorporate Wesleyan Academy, Sackville.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 410; Report, 411; Rule dispensed with, committed, reported, 412; read third time and passed, 413; assented to,	521
To authorize Justices of the Peace for Restigonche to levy an assessment.—Brought up and read first time, 410; read second time, 411; committed, reported, 414; read third time and passed, 417; assented to,	452
To incorporate Saint John Friendly Fire Insurance Company.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 413; Report, 423; committed, reported, <i>postponed for three months</i> ,	428
To incorporate the Carleton Mechanics' Ship Building Company.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 413; Report, 423; committed, reported, <i>postponed for three months</i> ,	428
To incorporate Saint John and Shediac Railway Company.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 413; Report, 422; committed, amended, reported, 425; read third time and passed, and sent to Assembly, 427; concurred in by Assembly, 433; assented to,	521
To incorporate the Grand and Subordinate Divisions of the Order of the Sons of Temperance.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 414; Report, 423; committed, progress, 432; re-committed, amended, reported, 440; read third time and passed, 442; assented to,	521
To incorporate Fredericton Mutual Insurance Company.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 414; Report, 421; committed, reported, 423; read third time and passed, 424; assented to,	521
In addition to an Act to regulate ungranted Ferries in this Province.—Brought up and read first time, 414; read second time, 417; committed, reported, 420; read third time and passed, 422; assented to,	452
To authorize the commutation of Debts due the Crown by Settlers in certain cases.—Brought up and read first time, 418; read second time, 420; committed, reported, 432; read third time and passed, 434; assented to,	482
To amend an Act to incorporate the New Brunswick Electric Telegraph Company.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 418; Report, 421; committed, reported, 423; read third time and passed, 425; assented to,	521
To establish the Road from Loch Lomond to Sussex Vale as one of the Great Roads of the Province.—Brought up and read first time, 418; read second time, 420; committed, reported, <i>postponed for three months</i> ,	431
Relating to Grammar Schools in the County of Albert.—Brought up and read first time, 418; read second time, 420; committed, reported, <i>postponed for three months</i> ,	432
Relating to Buoys and Beacons in Harbour of Buctouche.—Brought up and read first time, 419; read second time, 420; committed, reported, 423; read third time and passed, 424; assented to,	482

BILLS from the House of Assembly—Continued.	PAGE
To continue the Act to provide for the payment of Interest on Warrants.—Brought up and read first time, 420; read second time, 422; committed, reported, 425; read third time and passed, 427; assented to,	482
For the encouragement of the York and Carleton Mining Company.—Brought up and read first time, 420; read second time, 422; committed, progress, 425; re-committed, amended, reported, 459; read third time and passed,	462
In amendment of an Act, intituled "An Act to provide for the incorporation of Presbyterian Churches, &c."—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 426; Report, 444; committed, reported, 445; read third time and passed, 447; assented to,	521
In addition to and amendment of the Act to incorporate the South Bay Boom Company.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 421; Report, 444; committed, reported, 445; read third time and passed, 447; assented to,	521
To facilitate the sale and improvement of Crown Lands in certain cases.—Brought up and read first time, 426; read second time, 428; committed, reported, 431; read third time and passed, 434; assented to,	452
Relating to the Trade between the British North American Provinces.—Brought up and read first time, 426; read second time, 426; committed, reported, 432; read third time and passed, 434; assented to,	452
In addition to an Act to incorporate the British American Electro-Magnetic Telegraph Association.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 426; Report, 444; committed, amended, reported, 446; read third time and passed, 447; concurred in by Assembly, 455; assented to,	521
To reduce the Salary of the present Clerk of the Pleas.—Brought up and read first time, 429; read second time, 431; committed, reported, <i>postponed for three months</i> ,	451
To alter and amend an Act relating to the Clerk of the Pleas.—Brought up and read first time, 250; read second time, 431; committed, reported, 451; read third time and passed, 454; assented to,	482
To repeal an Act further to facilitate the means of supplying the City of Saint John with Water, and for the more effectual prevention of Fires.—Brought up and read first time, 430; read second time, Rule dispensed with, committed, reported, 431; read third time and passed, 434; assented to,	482
In addition to an Act in amendment of the Acts to provide for disabled Seamen, &c., so far as relates to the County of Kent.—Brought up and read first time, 432; read second time, 434; committed, reported, 440; read third time and passed, 442; assented to,	482
To appropriate a part of the Public Revenue for the payment of the Ordinary Services.—Brought up and read first time, 432; read second time, 434; committed, reported, 440; read third time and passed, 442; assented to,	520
For the relief of Reverend Edward D. Very.—Brought up and read first time, 438; read second time, 440; committed, reported, 442; read third time and passed, 443; assented to,	521
In addition to and in amendment of an Act for the more effectual prevention of Fires in the City of Saint John.—Brought up and read first time, 441; read second time, 442; committed, reported, 443; read third time and passed, 445; assented to,	452
For the reduction of Judicial Salaries.—Brought up and read first time, 444; read second time, 445; committed, reported, 454; read third time and passed, 459; assented to,	521
To amend the Laws to regulate proceedings before Justices in Civil Suits as relates to Corporations.—Brought up and read first time, 444; read second time, 445; committed, reported, 447; read third time and passed,	450
To consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes.—Brought up and read first time, 447; read second time, 450; committed, amended, reported, 460; read third time and passed, 462; concurred in by Assembly, 469; reserved,	521
For appointment of Commissioners of Sewers for the Parish of Sackville.—Brought up and read first time, 450; read second time, 452; committed, amended, reported, 465; read third time and passed, 466; concurred in by Assembly, 471; assented to,	520
For more effectually repairing Roads and Bridges in Campo Bello and Grand Manan.—Brought up and read first and second times, 450; committed, progress, 455; re-committed, reported, 459; read third time and passed, 462; assented to,	482
In amendment of and in addition to the Acts relating to solemnizing Marriage, &c.—Brought up and read first time, 461; read second time, 462; committed, reported, 465; read third time and passed, 466; assented to,	521

BILLS from the House of Assembly—*Continued.*

PAGE

- To restrain the holding of Parishes in plurality by the Clergy of the Church of England.—Brought up and read first time, 461; read second time, 462; committed, reported, 465; read third time and passed, 487; assented to, 520
- For the adjustment of claims of certain purchasers of Crown Lands.—Brought up and read first time, 461; committed, 465; progress, 466; re-committed, reported, read third time and passed, 467; assented to, 521
- To vacate Seats of Members of the Assembly in certain cases.—Brought up and read first time, 463; read second time, 464; committed, reported, read third time and passed, 467; assented to, 521
- To continue an Act to provide for prompt payment of all demands upon the Provincial Treasury.—Brought up and read first time, 466; read second time, 467; committed, reported, read third time and passed, 468; assented to, 482
- To increase the Capital Stock of the Saint John Water Company, &c.—Brought up and read first time, 468; read second time, 469; committed, reported, 479; read third time and passed, 480; assented to, 520
- For improvement of the Navigation of the River Saint John.—Brought up and read first time, 469; read second time, 470; committed, reported, 478; read third time and passed, 480; assented to, 520
- To incorporate Saint Stephen and Calais Lower Bridge Company.—Brought up and read first time, Rule dispensed with and read second time, referred to Select Committee, 469; Report, 476; committed, reported, *postponed for three months*, 479
- To facilitate the operations of the York and Carleton Mining Company.—Brought up and read first time, 470; read second time, 471; committed, reported, 484; read third time and passed, 485; assented to, 521
- To incorporate Saint John Suspension Bridge Company.—Brought up and read first time, 473; Rule dispensed with and read second time, referred to Select Committee, 474; Report, 479; committed, amended, reported, 482; read third time, additional amendments read, and passed, 486; concurred in by Assembly, 491; assented to, 521
- Imposing Duties for raising a Revenue.—Brought up and read first time, 473; read second time, committed, reported, 474; read third time and passed, 475; assented to, 481
- To amend Corporation of Fredericton Act.—Brought up and read first time, 475; read second time, 476; committed, progress, 480; re-committed, amended, reported, 481; read third time and passed, 483; concurred in by Assembly, 488; assented to, 521
- Adjustment of certain outstanding Bonds to the Crown.—Brought up and read first time, 477; read second time, 478; committed, reported, 484; read third time and passed, 485; assented to, 520
- To widen and enlarge Mill Street in the City of Saint John.—Brought up and read first time, 491; read second time, 492; committed, progress, 498; re-committed, reported, read third time and passed, 502; assented to, 520
- Further to amend Laws relating to Highways.—Brought up and read first time, 491; read second time, 492; committed, progress, 496; re-committed, amended, reported, 498; read third time and passed, 520
- To amend the Act for taking Census, &c.—Brought up and read first time, 491; read second time, 492; committed, reported, 496; read third time and passed, 497; assented to, 520
- To authorize sale of Sailors' Home, Saint John.—Brought up and read first time, 491; read second time, 492; committed, reported, 496; read third time and passed, 497; assented to, 520
- In further amendment of the Militia Law.—Brought up and read first time, 491; read second time, 492; Rule dispensed with, committed, reported, *postponed for three months*, 492
- In further amendment of the Charter of the City of Saint John.—Brought up and read first time, 496; read second time, 498; committed, progress, 500; re-committed, amended, reported, read third time and passed, 504; concurred in by Assembly, 506; assented to, 521
- For encouragement of Agriculture.—Brought up and read first time, 496; read second time, 498; committed, reported, read third time and passed, 505; assented to, 520
- To amend the Law relating to Juries.—Brought up and read first time, Rule dispensed with and read second time, 498; committed, reported, read third time and passed, 502; assented to, 520
- For regulating shipping of Seamen from Saint John.—Brought up and read first time, Rule dispensed with and read second time, 499; committed, reported, read third time and passed, 502; assented to, 520
- To authorize the issue of Treasury Notes.—Brought up and read first time, 500; read second time, 501; committed, reported, *postponed for three months*, 506

BILLS from the House of Assembly— <i>Continued.</i>	PAGE
To authorize the re-appropriation of Sums granted to the Justices of Northumberland and Restigouche last Session.—Brought up and read first time, 500 ; read second time, 501 ; committed, reported, read third time and passed, 505 ; assented to,	520
To facilitate the making a Rail Road from Saint Andrews to Woodstock, &c.—Brought up and read first time, Rule dispensed with and read second time, 506 ; committed, reported, read third time and passed, 512 ; assented to,	521
For the encouragement of the Fisheries, &c.—Brought up and read first time, Rule dispensed with and read second time, 506 ; committed, reported, <i>postponed for three months</i> ,	512
For relief of persons unfortunate in business in certain cases.—Brought up and read first time, Rule dispensed with and read second time, 506 ; committed, reported, postponed till next Session, and ordered to be published in the Gazette,	511
To provide for opening and repairing Roads and Bridges throughout the Province.—Brought up and read first time, Rule dispensed with and read second time, committed, reported, 511 ; read third time and passed, 513 ; assented to,	520
To amend Act to provide for the support and improvement of Parish Schools.—Brought up and read first time, Rule dispensed with and read second time, 512 ; committed, reported, read third time and passed, 513 ; assented to,	520
To encourage and facilitate the construction of a Railway from Saint John to Shediac.—Brought up and read first time, 513 ; read second time, committed, reported, <i>postponed for three months</i> ,	516
Relating to Wrecked Property.—Brought up and read first time, Rule dispensed with and read second time, committed, reported, read third time and passed, 514 ; assented to,	520
In addition to and in amendment of the Act relating to the Navigation of the River and Harbour of Saint John.—Brought up and read first time, Rule dispensed with and read second time, committed, amended, reported, read third time and passed, 514 ; concurred in by Assembly, 515 ; assented to,	520
To appropriate part of the Public Revenue.—Brought up and read first time, Rule dispensed with and read second time, committed, reported, read third time and passed, 518 ; assented to,	520
BOTSFORD, GEORGE, Takes his Seat as Clerk of the Legislative Council,	373
BOUNDARY between Canada and New Brunswick, Resolution from Assembly, proposing joint Address to Her Majesty thereon, 477 ; concurred in, 477 ; Committee of Assembly to join in preparing Address, 479 ; Committee on part of this House, 480 ; Report of, 518 ; Address, 518 ; agreed to by Assembly, 519 ; Committee to wait upon His Excellency, 519 ; of Assembly, 519 ; Report of Committee,	519
C	
COMMITTEES, Of the whole House, on Resolutions of Appropriation,	410
Select,	
To Report on Bills relating to Corporations, 406 ; Report thereof, 411 ; further Report, 421 ; further Report, 423 ; further Report, 444 ; further Report, 476 ; further Report,	479
To Report on Contingent Accounts of this House,	510
To give audience to a Deputation from Saint John on the subject of the Shediac and Saint John Railway, 458 ; Report of,	471
To join Committee of Assembly to prepare Address to Her Majesty on the subject of Boundary between Canada and New Brunswick,	480
To join Committee of Assembly to prepare Address to the Queen on the Railway from Halifax to Quebec,	493
D	
DAVIDSON, Hon. James, Takes his Seat as a Member of the Legislative Council,	416

G

	PAGE
GOVERNOR, Lieutenant,	373
Comes to the House, and commands attendance of Assembly,	
Speech at opening, 374; President reports copy, 376; Address in answer moved, 376; committed, reported and passed, 377; Address, 377; Committee to inquire when to be received, 379; their Report, 380; presented and Reply thereto,	381
Speech on closing the Session,	522

H

HARRISON, Hon. Charles,	
Takes his Seat as a Member of the Legislative Council,	416
HAZEN, Hon. R. L.	
Takes his Seat as a Member of the Legislative Council,	416
HILL, Hon. George S.	
Takes his Seat as a Member of the Legislative Council,	416

I

IMMIGRATION,	
Despatch from Colonial Secretary, and Report of Executive Council thereon,	387

J

JOURNALS,	
Order to print,	376

L

LIBRARY,	
Committee of, appointed by Assembly,	461
Committee on part of this House,	463

M

MESSAGES from Lieutenant Governor,	
Communicating Commissioner's Report on the proposed Line of Railway between Halifax and Quebec, and the Secretary of State's Despatch thereon,	385
Communicating a copy of Despatch from the Secretary of State on the subject of Immigrants, and sale of Wilderness Lands, together with Minute of Council thereon,	387
Communicating copies of Despatches from the Secretary of State relating to the public expenditure of the Province and the mode of imposing Duties,	388
Communicating a copy of Despatch from the Secretary of State relating to the Post Office in this and the neighbouring Colonies,	390
Communicating Circular Despatch from the Secretary of State on the subject of taking a Census of the Population,	414

O

ORDERS, Standing, of the House,	
Notice to add to,	501

P

POST OFFICE,	
Despatch from Colonial Secretary,	390

PETITIONS,

Academies and Schools,

Anderson, William	394
Baird, John	501
Bell, Mary S.	395
Bixby, Mary S.	397
Bourne, Thomas G.	463
Carlyle, Eliza	394

PETITIONS—Continued.

Academies and Schools,

	PAGE
Carter, Catherine	395
Chamberlain, Catherine M.	414
Copeley, Hugh	401
Cripps, E. W.	463
Cummings, George	394
Cutten, John	463
Davidson, Jane	439
DeWolfe, Eliza R.	395
Donoghue, Neal	501
Downie, Donald	433
Dysart, Sarah Ann	430
Finan, John	392
Flagg, Sophia	381
Flynn, Michael	441
Gallivan, John	394
Gilmore, William	441
Grant, Robert	381
Hannington, William and another,	382
Hartt, Timothy	395
Haverty, Thomas	395
Henderson, John	403
Henderson, William and others, Trustees, &c.	385
Howard, Horatio G.	391
Howlett, Catherine	398
Jackson, William	441
Johnston, James	379
Kearney, William	398
Kelly, Sarah	474
Kermott, William	463
Lalor, William	385
Latham, G. T.	407
Lawlor, John	385
Lewis, John and others,	379
Lynch, David	403
Mann, John	406
M'Curdy, Daniel	395
M'Curdy, Catherine	453
M'Gregor, Gregor	463
M'Guire, Charles	382
M'Indoe, Elizabeth	463
M'Kenzie, Ann	398
M'Kenzie, Flora	395
Mooney, Ann	398
Moore, Jane	397
Morrison, Barbara	395
O'Niel, Mary	397
Pickard, Joseph	401
Porter, Simeon	401
Power, Reverend Michael and others,	391
President and Directors Charlotte County Grammar School,	382
Robertson, James and others	398
Skinner, Robie	401
Thompson, Lydia	382
Todd, Andrew L.	453
Turner, C. H.	398
Turner, Rachael	410
Turner, Sarah Ann	407
Turney, Michael	426
Trustees of Saint John Presbyterian Church,	408
Trustees of Schools Parish of Wickham,	401
Wallace, Reverend M. A. and others,	382
Walsh, John	419
Weatherill, William	408
Wilson, William	408

PETITIONS—Continued.

Page PAGE

For, against, and to amend Acts of Assembly,

Alley, Reverend Doctor, Rural Dean,					419	
Allan, Jacob and others,				400,	405	
Bond, Alderman and others,					407	
Corporation of the City of Fredericton,					466	
Crookshank, R. W. and others,					468	
Cunard, Honorable Joseph and others,					427	
Daniel, Thomas W. and others,					433	
Dibblee, John and others,					464	
Ferguson, Francis and another,					422	
Founder, Trustees, &c., Wesleyan Academy, Sackville,					401	
Hagarty, John and others,					392	
Inhabitants of Queen's County,					414	
Jones, Thomas and others,					381	
Justices of the Peace, Saint John,					391	
Kirk, James and others,					458	
Lefrance, Thomas					380	
Mayor, Aldermen and Commonalty, Saint John,				410,	441	
M'Lauchlan, James A. and others,					401	
Marks, Nehemiah and others,				392,	395,	478
Meigs, Church and others,					381	
Moore, Josephus					395	
Olive, William and others,					407	
Owen, Honorable W. F. W. and others,					380	
Owners of Lots in Saint John Street, Saint John,					394	
Perley, Charles and others,					464	
President and Directors Saint John Water Company,					419	
President and Directors Saint Andrews Rail Road,					381,	404
Rector, Church Wardens, &c., Saint George's Church, Bathurst,					476	
Robinson, Reverend Samuel					406	
Robinson, John and others,					403,	470
Robertson, Thomas R. and others,					398	
Sons of Temperance, Wilberforce, No. 3,					387	
Sons of Temperance, Charlotte, No. 4,					382	
Sons of Temperance, Charlotte, No. 16,					290	
Shaw, Jonathan and others,					464	
Street, W. H. and others,				400,	403,	414
Sullivan, Daniel					397	
Vernon, Moses and others,					461	
Water Company, Saint John,					419,	479
Watson, Robert and others,					395	
Wheaton, John and others,					432	

Of Old Soldiers and Widows of Soldiers,

Black, Zerushy					395
Boyer, John, for Nancy Wheeler, deceased,					463
Britney, Tamar					385
Brown, Hugh, for Tamar Britney, deceased,					484
Cameron, Elizabeth					401
Campbell, Janet					392
Crouse, Gould					391
Grierson, Margaret					394
Hawkins, Jane					394
Lyon, Sabra					385
M'Bean, Nancy					391
M'Farlane, Ruth					394
M'Kay, Robert, for Susannah Beckwith, deceased,					426
M'Nicholl, Mercy					394
M'Rae, Jane					439
Murray, Hugh, for Mary M'Leod,					439
Pendleton, Martha					407
Pratt, Mary					394
Pulk, Rosannah					382

PETITIONS—Continued.

	PAGE
Of Old Soldiers and Widows of Soldiers,	
Schureman, Magdalen	410
Shepherd, Lydia	400
Vann, Hannah	382
Whelpley, Mary	385
Williams, Lydia	392
For Legislative interference and aid,	
Agricultural Society, Saint John,	406
Demill, Rufus S. and others,	463
Drury, LeBaron and others,	414
Gleason, Martin	403
Scovil, Henry A. and others,	430
Street, W. H. and others,	403
Relating to Emigrants,	
Campbell, William and another,	486
Commissioners of Alms House, Saint John,	414
Gove, Samuel	380
Hatheway, C. R.	379
M'Stay, William C.	381
M'Kenna, John and other Overseers, &c.	441
Moran, James and others,	406
Murphy, Jasper	382
Smith, William O. and another,	410
Street, James W.	408
Wood, Mariner and another,	379
Re-appropriations of Money,	
Egan, Reverend Michael and others,	426
Hurlihy, James and others,	433
Idear, William and others,	426
Noble, Robert and others,	439
Ullock, Thomas and others,	436
Return Duties,	
Agricultural Society, County Carleton,	463
Blake, F. R. Major 33d Regiment,	377
Brown, A. Lieutenant Colonel 1st Royals,	410
Chipman, Zachariah	395, 406
Clarke, Thomas	403
Cranney, M.	403
Doherty and M'Tavish, Messieurs	406
Gilmour, Rankin and Company,	439
Hamilton, James M.	393
Hatheway, F. W.	395
Hudson, Reverend James	380
Hunt, Joseph T.	403
Jury, John	470
Lach, William	385
Moore and Harding, Messieurs	391
M'Calloch, Andrew	397
Ormsby, John, Royal Artillery,	414
Perkins, Ambrose S.	407
Ritchie, Arthur and Company,	470
Sancton, Henry P.	405
Sons of Temperance, York, No. 2,	489
Street, James W.	381
Todd, Freeman H.	398
Todd, William	398
Wilson, John	381
Wright, George	426

PETITIONS—Continued.

For remuneration, relief, and pecuniary aid,

	PAGE
Allan, Jacob and others,	403
Baldwin, Henry W.	385
Baldwin, James	401
Beverly, Francis	400
Botsford, Bliss and others,	398
Cahill, Charles and another,	391
Coddington, Eliphaz	397
Collins, Mary	419
Cummerford, Patrick	406
Davis, R. and H.	463
DeVeber, Leveret H. and others,	407
Dibblee, Henry E.	401
Dibblee, John	464
Eagle, Henry, Senior, and another,	380
Elliott, Francis	433
Emery, Charles and others,	464
Frizzle, John	385
Gardiner, William	398
Gowan, Samuel	398
Graves, John and another,	393
Guion, Isaac	397
Hammond, W. Cook	463
Harding, George J.	426
Henry, John and others,	398
Hilland, Elizabeth	408
Hopkins, David	408
Huestis, Daniel	397
Johnston and Mackie, Messieurs	433
Jones, Daniel	397
Justices of the Peace, County Carleton,	464
Justices of the Peace, Northumberland,	403
Justices of the Peace, Charlotte,	464
Kearney, Theodore	463
Kelly, William	408
Linton, James	408
Menzies, Archibald and others,	421
Moses, Thomas	383
M'Gee, Richard	394
M'Laughlin, Daniel	410
M'Leod, William	395
M'Pherson, J. R.	408
Napier, William	392
Payne, Robert	392
Pinquet, J. C.	464
Perley, Charles and others,	474
President and Directors Mechanics' Institute, Saint John,	406
President and Directors Mechanics' Institute, Woodstock,	464
Ray, James	403
Robson, Thomas	385
Samuel, Michael and Sons,	433
Smart, Nathan	393
Smith, R. P.	403
Smith, Thomas M.	397
Snow, William C. and Sons,	484
Sprague, George	392
Sprague, Moses	422
Steen, James	382
Street, W. H. and others,	403
Street, John	464
Theal, William Y.	382
Thompson, John	433
Thompson, Reverend Samuel	439
Thompson, Margaret	398

PETITIONS—Continued.

For remuneration, relief, and pecuniary aid,

	PAGE
Vondy, Thomas	470
Wheeler, Nicholas	401
Williston, John T. and another,	433
Williston, Alexander	408
Williams, Benjamin	419
Wilson, James	398
Wilson, John	395, 408

R

RAILWAY from Halifax to Quebec,

Resolution from Assembly, proposing Joint Address to the Queen thereon, 492; concurred in and Committee appointed, 493; Committee of Assembly, 493; Report of, 494; Address, 494; concurred in by Assembly, 494; Committee to wait on His Excellency, 495; Committee on part of Assembly, 495; Report of Committee,	494
Despatch from Colonial Secretary and Report of Commissioner thereon,	385

RESOLUTIONS,

Of Appropriation,

Dated 15th February—Brought up and read first time, 407; concurred in,	417
Dated 17th March. Brought up and read first time, 470; concurred in with exceptions,	476
Dated 19th March. Brought up and read first time, 474; concurred in,	486
Dated 26th March. Brought up and read first time, 480; concurred in with exceptions,	488
Dated 27th March. Brought up and read first time, 484; concurred in with exceptions,	493
Dated 28th March. Brought up and read first time, 489; concurred in,	490
Dated 29th March. Brought up and read first time, 489; concurred in with exceptions,	497
Dated 2d April. Brought up and read first time, 496; concurred in with exceptions,	497
Dated 4th April. Brought up and read first time, 498; concurred in with exceptions,	507
Dated 5th April. Brought up and read first time, 500; concurred in with exceptions,	507
Dated 7th April. Brought up and read first time, 504; concurred in with exceptions,	507
To Postmaster, Fredericton,	517
To Clerk of House of Assembly,	517
Of the House on the subject of appointing Members of the Legislature to expend public monies,	515
Brought up from the Assembly in reference to advancing part of Bye Road Grants in certain cases, 515; concurred in,	516

T

TRADE, Inter-Colonial,

Copies of the Correspondence between the Lieutenant Governor and the Governor General, and of the Inspector General of Canada thereon,	434
--	-----

