



NOVA SCOTIA.

COPIES of the ADDRESS of the HOUSE OF  
ASSEMBLY in *Nova Scotia*, to His MAJESTY,  
on the FOREIGN TRADE of that Colony, &c.

(*Mr. Hume.*)

Ordered, by The House of Commons, to be Printed.  
30 June 1836.

NOVA SCOTIA.

RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 26 April 1836;—for,

COPIES of the ADDRESSES of the HOUSE OF ASSEMBLY in *Nova Scotia*, to His Majesty, dated the 29th March 1834, of 15th January 1835, and in March 1836, with the PAPERS annexed to each, on the FOREIGN TRADE of that Colony, and on the EXPENSES of the CUSTOMS ESTABLISHMENT.

Colonial Office, }  
29 June 1836. }

G. GREY.

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SCHEDULE.

NOVA SCOTIA.—FOREIGN TRADE AND CUSTOMS ESTABLISHMENT.

- No. 1.—Address from the House of Assembly, dated 29 March 1834.  
No. 2.—Ditto - - - ditto - - - 15 January 1835.  
No. 3.—Ditto - - - ditto - - - 8 March 1836.  
No. 4.—Ditto - - - ditto - - - 15 March 1836.

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—No. 1.—

ADDRESS from the HOUSE OF ASSEMBLY to THE KING'S MOST EXCELLENT MAJESTY.

MAY IT PLEASE YOUR MAJESTY:

THE House of Assembly, in approaching the Throne on a subject of the deepest moment to your Majesty's subjects in Nova Scotia, would be wanting alike in their duty to your Majesty and those whom they represent, if they did not tender the assurance of their unabated loyalty and affection to your Majesty's Person and Government.

They are sensible it only requires to be made apparent that any measure of your Majesty's Government operates with unnecessary severity upon their industry, or retards their prosperity, to induce your Majesty to extend to them ample relief.

Of this injurious character is the system by which foreign trade with your Majesty's colonial possessions is regulated. By the Act of the Imperial Parliament, intituled "An Act to regulate the Trade of the British Possessions Abroad," foreign vessels laden with the productions of foreign countries are permitted to enter into three ports of the province only, viz. Halifax, Picton and Sydney. Under the denomination of warehousing ports, Liverpool and Yarmouth enjoy indeed a limited commerce with such countries, but the rest of your Majesty's subjects in Nova Scotia are absolutely prohibited from pursuing such trade from their numerous outports, except by incurring the danger, expense and delay of repairing to one of the principal-ports for entry and clearance.

clearance. That Yarmouth and Liverpool are well situated for foreign commerce, their local position renders sufficiently obvious; and this is further confirmed by a reference to their trade during the past year. In Liverpool the tonnage employed in that period was 25,587 tons, and the exports and imports amounted to 71,287 *l. 5 s. 4 d.* Of Yarmouth the tonnage was 37,379 tons, and the official value of the imports and exports was 81,124 *l. 12 s. 2 d.* The shipowners of Lunenburg also, restricted as their enterprize is, a port which employs 167 vessels of 6,516 tons, and whose amount of exports and imports for the past year exceeded 35,000 *l.*, cannot import a single barrel of flour from the United States, nor can they ship to the West Indies or elsewhere foreign productions, except under similar disadvantages. Into the port of Windsor, from which in the same year were exported 120,000 tons of gypsum to the United States, no vessel can enter with her return cargo, except she calls into St. John's or St. Andrew's, and there pays the imperial duties, together with a variety of minor provincial charges, onerous to the shipowner and disadvantageous to this province.

From Cumberland, as appears by the official returns, were shipped last year to the United States, grindstones of the value of 9,890 *l.* sterling, and their demand for this article is yearly increasing, there being no quarries within their boundaries which can supply them; yet the commerce of Cumberland is subject to similar restrictions.

We forbear to enumerate in detail the trade of Arichat, Guysborough, Aygyle, Barrington, Shelburne, Digby, Annapolis, Cornwallis, Windsor, Douglas and Parrsborough, lest this address should be extended to an inconvenient length; but they are all equally affected by the present system.

The results are obvious: that part of the provincial revenue which arises from the imperial duties on foreign articles, paid as it is by the consumer, is to a considerable extent turned into New Brunswick. Smuggling, destructive alike of the morals of the people and the revenue of the colony, is encouraged and increased; and such are the facilities afforded by the contiguity of our American neighbours, and by the numerous outports, creeks and bays of the province, for illicit traffic, that a line of guarda costas only could materially affect it.

The House of Assembly are informed that American vessels occasionally load and unload, and that vessels of our own colony land clandestinely in the out bays and creeks, articles chargeable with duties, the payment of which, if authorized by law, they would not seek to evade; and as the inhabitants of the outports cannot comprehend either the wisdom or the justice of a system by which they are excluded from a participation in the privileges enjoyed by their fellow-subjects in the favoured ports, their sympathies are excited in favour of the illicit trader.

But if your Majesty would graciously extend the privileges of the free warehousing system, which were in fact enjoyed by Yarmouth and Liverpool before the passing of the last Imperial Act, once more to these ports; to the port of Lunenburg that of a warehouseing port, and would also concede to the inhabitants of the other ports the right of bringing as return cargoes from foreign countries such of their productions as are now admissible into the free warehousing ports, the House of Assembly respectfully assure your Majesty that the people, no longer having either a pretence or reason for complaint, would naturally aid the officers of the revenue in putting an end to a traffic which, even under their present difficulties, they view with anxious solicitude from a conviction of its demoralizing tendency.

That it is essential to the public interests that the revenue should be increased by the proper collection of duties of customs, to enable the province to provide for a large public debt, to keep up the roads and bridges, and to make a suitable provision for the different public officers; and the House in its present session, from the state of the revenue and the public debt, will be unable to make the provision for the roads and bridges which the public interests require, and which, under a different system of custom-house regulations, would be provided by the collection of custom duties at the outports.

Such

Such is the present system, and so perceptible are its pernicious results, that the House of Assembly, unwilling to further trespass upon your Majesty's attention, would here conclude this address, did not circumstances force upon the House the belief that the cause of these restraints is to be found in the alleged expense of the increase of the establishment of the customs, which the extension of these privileges would require. This subject, as well as that noticed in the previous part of the present address, was brought under the consideration of your Majesty by an address of the House which passed in the session of 1832, to which no reply has yet been communicated to the House.

To that address, the resolutions upon which it was founded, and to the following brief detail, the attention of your Majesty is humbly, yet earnestly, solicited.

During a period of many years, the colonies of which your Majesty's province of Nova Scotia was one, complained that the fees exacted on their coasting trade were burthensome and disproportionate to the services performed; they sought relief from the burthen, but did not complain of the system of remunerating the officers of customs by fees. They knew that thus all classes of your Majesty's subjects, as well those residing in the mother country as in the colonies, contributed to bear a burthen necessary to the due enforcement of the navigation laws of the empire.

When it pleased the Imperial Parliament to abolish this system, it was declared that the measure was one of relief to the colonies, and that it was not intended that the mother country should benefit by the change. Yet Nova Scotia, preceding the other colonies, was the first to grant, not merely a sum equal in amount to that which had been previously paid in fees, but a larger sum; for your Majesty will perceive that the total amount which, in currency, was paid in the province in fees, was but 6,958 *l.* 18 *s.* 2 *d.*, when the free system was abolished; whereas the sum granted by the Act, to provide for the custom-house establishment in Nova Scotia, was 7,144 *l.* 18 *s.* 9 *d.* currency, or 6,430 *l.* 9 *s.* sterling.

The House then felt, as they now feel, that the very fees which had burthened their coasting trade, and of which alone they had for many years complained, had swelled the sum paid to the officers to an amount far beyond what ought in justice to have been awarded to them; they observed that the scale of salaries proposed was extravagant; that it was intended to appoint several officers to do duties which, under the fee system, had been, or might be performed by one: yet, foreseeing that the extension of the trade of the colony would probably require an increase of their establishment; that it was the prerogative of the Crown to establish the amount of their salaries; that it was to the colony immaterial whether the whole sum given was allotted to one officer or distributed among many, the Assembly at once gave the sum required from them.

They did more; they granted, as a free gift to your Majesty's late Royal Brother and Predecessor, the whole sum of 25,087 *l.* 1 *s.* 11 *d.* sterling, which had been previously retained by these officers, and for which the House had before held them personally responsible.

Of this measure your Majesty's Lieutenant-governor, Sir Peregrine Maitland, in his address to the House at the conclusion of the session of the year 1829, remarked as follows: "Your Bill, making permanent provisions for the custom-house establishment, I will transmit with pleasure for the consideration of His Majesty. It will not fail to convey a fresh proof of the enlightened public spirit, and the sense of justice towards the mother country, which have guided your legislative proceedings, and tended to confer on them a character so honourable to the province."

Nor did the House refrain from distinctly announcing the principles upon which they adopted this step. Your Majesty will see, by reference to their address of the 16th April 1829, and the scale of salaries which accompanied it, that they were candidly submitted to the King's Government; and in the acceptance of their humble, yet to them large contribution, the people of the colony saw these principles sanctioned and confirmed.

They did not, and could not, anticipate that no further extension of foreign trade was to be conceded to them unless they made further contributions to the support of the establishment of the customs: yet within 13 months only after this acceptance, the honourable Board of Customs, in their letters to their principal officers of this port, of the 4th May 1831, 26th August 1831, and 27th August 1831, and in that of these officers of the 14th November 1831, distinctly require such further contributions before other officers necessary for the trade, should be appointed in the colony.

The expence of this establishment in the last year, in this small colony, amounted to 8,928*l.* 1*s.* 7½*d.* sterling, the whole of which was, with the exception of 1,000*l.*, levied from the people of this province; and we humbly apprehend that this expenditure might be judiciously and greatly diminished; but this we cheerfully refer to your Majesty's wisdom, praying only that its magnitude may not be permitted to cramp our industry, by closing our out-ports.

And we would further humbly assure your Majesty that, although the House is satisfied the bonds taken on warehousing goods might in general be safely relied on, and the expense of warehousing avoided, (a system which has been in beneficial operation in this colony for many years,) yet the extension even of the free warehousing system does not require the numerous officers employed, or suggested to be necessary. The collectors at Picton, at Liverpool, at Yarmouth, and at Sydney, might well perform the duties of warehouse-keepers and other incidental duties; while those in the other outports could, with more facility, do all, and more than would be required from them, without being burthened with employment.

Anterior to the adoption of the present system, the pro-collectors did the duties of collector, comptroller, surveyor and searcher, and title-waiter; and this was approved by the honourable Board of Customs, in their letter of the 31st July 1821; and the House of Assembly submit that there is nothing either in the present trade, or that to result from the opening of the ports in the manner now asked, that will prevent their being thus occupied.

We would further bring to the notice of your Majesty, that with the port of Pugwash, in the eastern part of the county of Cumberland, there is carried on a very considerable trade in wood to Britain. During the last year, 24 square-rigged vessels were laden with timber; and the business appears to be increasing. The inhabitants of that part of Cumberland having by petition, during the present session, represented that the masters of these vessels are obliged to travel 40 miles to the collector, whose place of residence is in the western part of that county, and praying that a custom house be established at Pugwash; of this subject also we humbly solicit your Majesty's gracious consideration.

We annex an Account, exhibiting in detail the sums payable for the salaries of the officers of the customs in this province; and humbly but earnestly pray that, taking the premises into your Royal consideration, you will be graciously pleased to renew to the ports of Yarmouth and Liverpool the privileges of free warehousing ports; to grant to the port of Lunenburg those of a warehousing port; and to every other port in the province where there is an officer of the customs established, the right of importing, in British or colonial vessels, the articles which are now admissible under the said Imperial Act, into the ports therein specified.

In the House of Assembly,  
22 March 1834.

(signed) *S. G. W. Archibald,*  
Speaker.

PORT OF HALIFAX, NOVA SCOTIA.

AN ACCOUNT of the NAMES, EMPLOYMENT and SALARIES of the respective Officers of His Majesty's Customs, throughout the Province, with the Incidental Charges, during the Year 1833.

NAMES.	EMPLOYMENT.	SALARIES.		
		£.	s.	d.
Thomas N. Jeffery	collector	1,500	-	-
R. Best	1st clerk	250	-	-
J. W. Madden	2d clerk	200	-	-
F. G. Foster	3d clerk	150	-	-
J. Wallace	controller and landing surveyor	750	-	-
D. H. Watson	waiter and searcher	350	-	-
Joseph Dean	- ditto -	350	-	-
W. H. Iles	warehouse keeper	300	-	-
F. W. Achesen	tide surveyor	150	-	-
Thomas Holder	- ditto -	150	-	-
John Gurley	extra clerk	182	10	-
Samuel Story	- ditto -			
Robert Dimmett	locker	73	-	-
James Wale	boatmen	146	-	-
William Hays				
Tidemen				
Joshua Newton	sub-collector, Liverpool	200	-	-
J. H. Freeman	sub-controller ditto	150	-	-
C. White	sub-collector Shelburne	100	-	-
A. S. Bruce	- ditto - Lunenburg	150	-	-
Joseph Homer	- ditto - Barrington	100	-	-
John M'Kinnan	- ditto - Argyle	100	-	-
A. V. S. Forbes	- ditto - Yarmouth	200	-	-
E. C. Grantham	warehouse-keeper, Yarmouth	150	-	-
S. Campbell	sub-collector, New Edinburgh	100	-	-
John E. Morton	- ditto - Digby	120	-	-
H. Goldsmith	- ditto - Annapolis	120	-	-
D. Whidden	- ditto - Cornwallis	150	-	-
P. Wright	- ditto - Windsor	150	-	-
J. H. Noonan	- ditto - Picton	200	-	-
Oliver Cotton	warehouse-keeper, Picton	150	-	-
M. Gordon	sub-collector, Cumberland	100	-	-
Duncan M'Coll	- ditto - Guysborough	120	-	-
J. W. Benn	collector, Cape Breton	400	-	-
C. E. Leonard	controller, - ditto -	250	-	-
John Jean	sub-collector, Arichat	200	-	-
G. E. Leonard	tide-surveyor, Bridgeport	100	-	-
Waiter	at Picton	12	-	-
Two boatmen and boat hire	- ditto -	2	2	10
Waiter	at Liverpool	3	12	-
Ditto	at Yarmouth	8	8	-
Surveying officer	-	35	5	3
Incidental expenses	stationery, fuel, repairs of building, &c. &c.	116	4	9
Postage	-	85	6	9½
Housekeeper	-	5	-	-
		£.	3,328	1 7½

Custom House, Halifax,  
16 February 1834.

(signed) *J. H. Madden,*  
Pro-Collector.

(signed) *J. Wallace,*  
Compt<sup>r</sup> and Landing Surveyor.

STATEMENT, exhibiting the SALARIES of the respective Officers of His Majesty's Customs, throughout the Province of *Nova Scotia*; showing the EXPENSES of the Department, and in what manner the same are defrayed.

Dr	£. s. d.	Cr	£. s. d.
To amount of salaries and incidents, as specified in the preceding page -	8,328 1 7½	By provincial legislative grant of 5 January 1829 7,144L 18s. 9d., reduced to British sterling	5,998 15 4
To compensation allowed to collector for past services, &c., in lieu of loss sustained on abolition of fees and reduction of salary -	500 - -	By duties received under Acts prior to 18 Geo. 3, c. 12 - - - - -	1,893 4 11½
To compensation allowed controller and landing surveyor for past service, &c., in lieu of loss sustained on abolition of fees and reduction of salary -	100 - -	By this sum advanced from account of seizures, to be drawn for on receiver-general of His Majesty's Customs - - - - -	1,000 - -
		By balance to ditto - - -	36 1 4
£.	8,928 1 7½	£.	8,928 1 7½

Custom House, Halifax,  
16 February 1834.

(signed) *J. Wallace,*  
Compt<sup>r</sup> and Landing Surveyor.

(signed) *J. H. Madden,*  
Pro-Collector.

— No. 2. —

ADDRESS from the HOUSE OF ASSEMBLY to THE KING'S MOST EXCELLENT MAJESTY.

The humble Address of the House of Representatives in General Assembly, for the Province of Nova Scotia.

MAY IT PLEASE YOUR MAJESTY:

THE House of Assembly of your Majesty's province of Nova Scotia, now in legislative session convened, approach the Throne with unaltered sentiments of loyalty and attachment to your Majesty's Person and Government: they know, that although they form but a humble Portion of the empire, their interest and welfare have never been forgotten in the enactment of laws for the regulation of the commerce of your Majesty's widely-extended dominions; but in the adjustment of the various and complicated relations which exist amongst them, it is not extraordinary if some of these laws should be found by experience to be injurious, or to be susceptible of amendment.

Thus by the statute 3 & 4 Will. 4, c. 59, Yarmouth and Liverpool were deprived of the privileges of free warehousing ports; but upon the humble address of the House of Assembly, passed at its last session, your Majesty was graciously pleased to renew to these ports the same freedom of trade which they had enjoyed anterior to the enactment of that statute; and for this prompt and gracious attention to their wishes, the House of Assembly tender their grateful acknowledgments.

But the House of Assembly crave leave to recal your Majesty's attention to the various considerations set forth in that address, not only as regards the greater freedom of trade with foreign countries prayed for, but also as to the means of liquidating the necessary expenses of such further customs' officers as may



may be required, if your Majesty should grant the colony the relief sought, to the utmost extent asked for by its inhabitants

The House of Assembly are concerned to perceive, in the communication submitted to the House by your Majesty's Lieutenant-governor, in reply to that address, that your Majesty's Government appear to have adopted it as a principle, even with respect to the minor ports in the colony, that foreign productions shall not be brought into them in British vessels, without, at the same time, similar advantages being extended to those owned by foreigners. But it is humbly conceived, that the ports of Annapolis Digby, Windsor, Douglas or Parrsborough, Cornwallis and Cumberland, may be placed within the operation of the fourth section of the said Act of Parliament by which your Majesty is authorized to constitute ports with limited privileges in rivers and bays, without any violation of the comity referred to in that communication, and without provoking the retaliatory measures which are apprehended by the Lords Committee of Trade and Plantations. It is known to your Majesty that the land and sea from Cape Sable in Nova Scotia, and St. Andrew's in New Brunswick, to the head of the Bay of Fundy, are exclusively British; that the exports to the United States, with which the trade is principally carried on, consisting of gypsum and grindstones, are produced of such quality, in such quantities, and with such facilities for shipment and transport in these colonies, as to render the people of the Union in some measure, if not wholly dependent upon New Brunswick and Nova Scotia, for productions indispensable for the culture of their soil, and the prosperity of many of their infant manufactures.

If, therefore, the local position of these ports be such as to enable your Majesty, without violating any treaty, or infringing the spirit of those commercial relations which your Majesty desires to uphold with foreign states, to extend the privileges of importing in return for their exports, in their own vessels only, the produce of foreign countries into these ports, the House of Assembly humbly trust that your Majesty will grant the prayer of the House of Assembly in respect to them.

As foreign vessels also may enter the free warehousing ports of this province, the House of Assembly do not apprehend that any objection could with propriety be made by foreign nations to the extension of the privileges now solicited for the other ports of the colony.

We would further humbly submit, that as British vessels are by the before mentioned statute allowed to import into Newfoundland foreign articles, without the same privileges being granted to foreign shipping, the same policy may for the present be extended to this colony; and if complaints are in consequence made by any foreign nation, the ports thereof may then be constituted free warehousing, or free ports, or ports with limited privileges, according to the local situation and importance of each.

But may it please your Majesty, if the settled policy of your Government be such as is announced to us in the communication hereinbefore referred to, rather than that the enterprise and industry of our people should be checked and impeded, and their morals corrupted by the contraband trade forced upon them by the present unwise restrictions, the House on their behalf humbly pray your Majesty to open the ports of the province hereinbefore and hereinafter enumerated, as well to foreign as to British vessels. Among the many evils with which the present system abounds, is the loss to our provincial revenue at a period when we can ill afford it.

The only ports in the Bay of Fundy into which British vessels can enter from foreign ports, with articles of foreign growth, produce or manufacture, are the free warehousing ports of St. Andrew's and St. John, both in the province of New Brunswick. Whatever revenue therefore is derivable from the imperial duties on such articles, when brought by the vessels of Nova Scotia in return for their fish, gypsum, grindstone and agricultural produce, is either wholly lost to the colony, or goes to swell the funds of our sister province. But the delay, the expense and inconvenience, the loss of one voyage in three, together with the facilities afforded for smuggling by the numerous out-bays and creeks of the Bay of Fundy, are inducements so powerful as frequently to impel the owners of our coasting vessels, who are chiefly very poor, to run the risk of detection, rather than to ruin themselves in detail by stopping on their voyages up the bay to enter in St. Andrew's or St. John.

We would further humbly entreat your Majesty's attention to the indispensable necessity which exists for the opening as free warehousing ports, Lunenburg and Arichat: the people of the former are inferior to none in integrity, industry, and commercial enterprize; they own 180 vessels, about 9,000 tonnage, manned by 900 men; the value of their exports, restricted as their trade is, was in 1833 about 22,000 *l.* actual value, and their imports 18,000 *l.* We entreat your Majesty to imagine the wounded feelings with which the inhabitants of such a port must regard their more favoured neighbours of Liverpool and Halifax.

For Arichat in Cape Breton, the first commercial port in that island, with equal earnestness must we urge its undoubted claims to the like privileges, for which the inhabitants of that section of the province have besought us during the present session to intercede with our most gracious Sovereign. So long ago as the year 1828, the exports from this place were 39,227 quintals of dry fish, 12,559 barrels of pickled fish, and 1,323 barrels of oil, without mentioning any other articles; and 220 vessels were then owned there. In the spring of 1833 there were launched and on the stocks upwards of 2,000 tons of shipping, besides small coasters. During the summer an active herring fishery was carried on by their vessels at the Magdalen Islands and Bay St. George; besides which, the mackarel fishery in the autumn was closely pursued, and a large export of pickled fish took place to Quebec. From Arichat, situate on the sea-board at the entrance of the Gulf of St. Lawrence, and selected by many of your Majesty's loyal subjects, merchants of your Majesty's Island of Jersey, as a residence for themselves or agents, an extensive trade has always been carried on to the Mediterranean, South America, the British West Indies, Great Britain, the Canadas, Spain, and the United States.

While the House of Assembly do not conceive it to be necessary or expedient that the expense of warehousing should be incurred in other ports, except circumstances or the policy of your Majesty's Government render it absolutely necessary, the House of Assembly at the same time distinctly announce that, as well with regard to all the ports hereinbefore mentioned, as to the following, viz. the ports of North and South Sydney, Shelburne, New Edinburgh, Barrington, Argyle and Guysborough, if no alternative is presented to them but that of their ports remaining as at present, closed to the fair trader but free to the smuggler, or open to foreign vessels as well as our own, the House is prepared to accept the latter, and humbly pray this boon from your Majesty. Already, by the operations of the fair trader and of the smuggler, our province is filled with such of the productions of the United States of America as they can manufacture at a lower rate than Great Britain; already the vessels of that republic clandestinely frequent our outports, exchange foreign productions with their inhabitants for their fish, their lumber, their gypsum, and their grindstones. If American vessels were allowed to bring their flour, &c. to our outports, take in return our gypsum, &c., the House of Assembly conceive that our vessels would also take our productions to their ports, and bring back their own to our ports, unless our people are unequal to those of the neighbouring states in skill, in industry, economy and enterprize, which the House of Assembly cannot admit; and it will be conceded that occasionally, if not generally, the American vessels would bring specie wherewith to purchase their return cargoes.

The House of Assembly, with reference to the increased expense of the extension of trade now sought for by the province, humbly refer your Majesty to the address, and the documents to which it refers, which was forwarded to your Majesty during the last year. And conceiving, as the House of Assembly do, that in the contribution by the Act, by which 6,430 *l.* 9 *s.* sterling are granted to the support of the customs of the colony, it pays more than its fair proportion of the necessary expense of the establishment, and moreover, that if this sum were judiciously distributed, it is of itself sufficient to extend to the province the facilities now besought; would further humbly crave your Majesty's attention to the impropriety of applying towards its support, the produce of what are usually denominated the old Crown duties, and which are made specifically applicable to the military defence of the colonies, by the Act of Parliament under which they are levied. Although this Act was passed anterior to the Act of Parliament of the 18th Geo. 3d, usually called the Magna Charta of the colonies; yet it has always been held by the colonists, that

that the latter was but a recognition of the true principles of the constitution under which it is our happiness to live; and that the application of the Crown duties to any purpose, without the authority of the Provincial Legislature, is a violation of those principles. But when, may it please your Majesty, your faithful Commons of Nova Scotia are informed, that the produce of these duties, annually amounting to about 1,800 £ sterling, is applied to defray the expense of an establishment, already, as the House conceives, sufficiently provided for by the colony, they cannot but pray your Majesty to direct that the amount of these duties be annually paid into the provincial treasury, to be applied, under the vote and authority of the Provincial Legislature, to the military defence of the colony, or in such other way in support of Your Majesty's Government, under the directions of the representatives of the loyal people of your Majesty's Province of Nova Scotia, as they may judge expedient.

In the House of Assembly,  
15 January 1835.

S. G. W. Archibald,  
Speaker.

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— No. 3. —

ADDRESS from the HOUSE OF ASSEMBLY TO THE KING'S MOST EXCELLENT  
MAJESTY.

The Humble Address of the House of Assembly of the Province of *Nova Scotia*, in Legislative Session convened.

MAY IT PLEASE YOUR MAJESTY :

THE House of Assembly again most humbly yet earnestly recal your Majesty's attention to the subject of their several addresses of the 29th March 1834, and the 15th January 1835.

The House of Assembly respectfully submit, that the remission of the duty on foreign flour, although a measure in itself acceptable to the House, will not afford their constituents the relief which they seek.

It will not open to foreign commerce the ports which are now closed, nor will it diminish the burthensome expense of the customs establishment, if the policy of your Majesty's Government should require that those ports should remain as at present.

As regards the additional expense of numerous officers of the customs, which it is suggested will become necessary, the House of Assembly humbly submit that upon no principle of justice ought this consideration to induce your Majesty to withhold from your loyal people of Nova Scotia the relief they so earnestly desire.

This is apparent from the reasons set forth in the before mentioned addresses, to which the House humbly refer your Majesty, and to which, as this House respectfully conceive, no sufficient consideration has ever yet been given.

The House of Assembly therefore humbly pray that your Majesty will take the prayer of their constituents into your gracious consideration, and grant them relief in the premises.

In the House of Assembly,  
8 March 1836.

(signed) S. G. W. Archibald,  
Speaker.

— No. 4. —

## ADDRESS from the HOUSE OF ASSEMBLY to THE KING'S MOST EXCELLENT MAJESTY.

The Humble Address of the House of Assembly of the Province of *Nova Scotia*, in Legislative Session convened.

MAY IT PLEASE YOUR MAJESTY:

THE House of Assembly approach your Majesty with unabated sentiments of affectionate attachment, and beg leave to assure your Majesty that no one of your dependencies surpasses this your faithful province of *Nova Scotia*, in zealous devotion to your Person and Throne.

The House of Assembly beg leave humbly to inform your Majesty, that they have always evinced a readiness to concur with your Majesty's wishes, in making what they have deemed an ample and compensatory provision for the various public functionaries of your Majesty in this province; and they would humbly submit that your Majesty possesses not any subjects more disposed or capable of devoting themselves with fidelity and zeal to serve your Majesty in those several branches of the public government. Thus impressed, the House of Assembly cannot abstain from expressing the regret with which they find that your Majesty's subjects in this province are studiously overlooked in the selections to fill places, however inferior and subordinate, in the department of your Majesty's customs, established in this province, notwithstanding they so amply support the same.

The House of Assembly would suggest the necessarily discouraging influence which such a partial system of patronage must create in repressing a spirit of improvement among the youth of the province, and in extinguishing those stimulants to qualify themselves by study and attention for offices of a public nature, which a knowledge of their being accessible always produces.

The House of Assembly have seen with pleasure a recent instruction of your Majesty to the Lieutenant-governor of Upper Canada, by which your Majesty is graciously pleased to express your commands that for public employments natives and settled inhabitants should be selected, with occasional exceptions; a proof, as is therein alleged, of your Majesty's settled purpose to exercise your prerogative for no other end than the good of your colonial people. The House of Assembly humbly solicit an extension of the same gracious intentions to your subjects of this province, and your Majesty may feel assured that among no other class of your subjects can your Majesty command the services of a people more devoted to those principles which sustain the power and the dignity of your Throne.

In the House of Assembly,  
15 March 1836.

(Signed) *S. G. W. Archibald*,  
Speaker.

