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Additional comments / Commentaires supplémentaires: **Various pagings. Appendix 2 begins at page 5. Appendix 3 begins at page 3. In Appendix 18 page 30 is incorrectly numbered page 0.**

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JOURNAL

AND

PROCEEDINGS

OF THE

HOUSE OF ASSEMBLY

OF THE

PROVINCE OF NOVA SCOTIA.

SESSION 1864.

HALIFAX, N. S.

COMPTON & CO. PRINTERS TO THE ASSEMBLY.

1864





Province of }
Nova Scotia. }

PROCLAMATION.

By His Excellency the Right Honorable

The Earl of Mulgrave,

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

[L. S.]
MULGRAVE.

WHEREAS I have thought fit to dissolve the General Assembly of this Province, which stands prorogued to TUESDAY, the Twelfth day of MAY instant, I do for that purpose publish this Proclamation, and accordingly by these presents dissolve the said General Assembly.

And I hereby notify the Members of the Legislative Council as well as the Representatives of this Her Majesty's Province, severally, as they are returned from the Counties, Townships and Districts, that they are discharged from further attendance in the said General Assembly.

And I further declare that I have this day given orders for the issuing of Writs in due form, for calling a new General Assembly, which Writs will bear teste on the first day of May instant, and be returnable on the fifteenth day of June next.

Given under my hand and Seal at Arms, at Halifax,
this first day of May, in the twenty-sixth year
of Her Majesty's Reign, A. D. 1863.

By His Excellency's command,

JOSEPH HOWE.

GOD SAVE THE QUEEN.



Province of }
Nova Scotia. }

PROCLAMATION.

By His Honor Major-General

Charles Hastings Doyle,

Administrator of the Government, and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia, and its Dependencies, &c., &c., &c.

[L. S.]
HASTINGS DOYLE.

WHEREAS by the Writs issued for the General Election of Members to serve in General Assembly, bearing teste on the first day of May last, the respective Sheriffs of the several Counties in this Province were commanded to summon the persons who should be elected and chosen according to exigency of said writs, to attend Her Majesty's Service in General Assembly, at such time and place as should be notified by Proclamation for that purpose :

I do accordingly, by this Proclamation, give notice that I have appointed, and do hereby appoint, THURSDAY, the Fourth day of FEBRUARY next, at Halifax, for the meeting of the said General Assembly, *for the Despatch of Business.* And I hereby require the Members of the Legislative Council and the House of Assembly to attend in General Assembly on the said day, at Halifax : whereof they, and all others concerned, are to take notice and govern themselves accordingly.

Given under my hand and Seal at Arms, at Halifax, this Twenty-third day of December, in the Twenty-seventh year of Her Majesty's Reign, A. D. 1863.

By His Honor's command,

CHARLES TUPPER.

GOD SAVE THE QUEEN.

JOURNAL
AND
PROCEEDINGS
OF THE
HOUSE OF ASSEMBLY,
OF THE
PROVINCE OF NOVA SCOTIA.

FIRST SESSION OF THE TWENTY-SECOND GENERAL ASSEMBLY.

SESSION, 1864.

27 VICTORIA.

Begun and held at Halifax on Thursday, the fourth day of February, in the year of Our Lord, one thousand eight hundred and sixty-four, in the twenty-seventh year of the reign of Our Sovereign Lady VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and of the United Church of England and Ireland on earth, the Supreme Head.

THURSDAY, 4th FEBRUARY, 1864.

His Excellency the Right Honorable the EARL OF MULGRAVE, Lieutenant Governor and Commander-in Chief in and over Her Majesty's province of Nova Scotia and its dependencies, was pleased to dissolve the last General Assembly on the first day of May last, by proclamation dated the same day, and to order writs to be issued for calling a new General Assembly, which writs bear teste the first day of May last, returnable on or before the fifteenth day of June last.

The following is the list of the Counties, Electoral Districts, and Townships, and of the names of the Members returned by the Sheriffs of the several counties, and summoned to meet in the new General Assembly :

List of Members
turned.

| | |
|--|--|
| ANNAPOLIS COUNTY, | Hon. J. W. Johnston, Avar Longley, George Whitman. |
| ANTIGONISHE COUNTY, | Hon. W. A. Henry, Hon. John McKinnon. |
| CAPE BRETON COUNTY, | Thomas Caldwell, John Bourinot. |
| COLCHESTER COUNTY,— North Division, | A. W. McLellan, William Blackwood. |
| South Division, | Adams G. Archibald, Francis B. Parker. |

| | |
|--|---|
| CUMBERLAND COUNTY, | Hon. Charles Tupper, Hon. Alexander McFarlane, Robert Donkin. |
| DIGBY COUNTY, | John C. Wade, Mathurine Robichau, Colin Campbell. |
| GUYSBOROUGH COUNTY, | William O. Heffernan, Stewart Campbell. |
| HALIFAX COUNTY— | |
| <i>Western Division,</i> | John Tobin, Hon. S. L. Shannon, Henry Pryor. |
| <i>Eastern Division,</i> | William Annand, Henry Balcom. |
| HANTS COUNTY— | |
| <i>North Division,</i> | Ezra Churchill, William Lawrence. |
| <i>South Division,</i> | James W. King, Lewis W. Hill. |
| INVERNESS COUNTY, | Hiram Blanchard, Peter Smyth, Samuel McDonnell. |
| KINGS COUNTY— | |
| <i>North Division,</i> | Charles C. Hamilton, Caleb B. Bill. |
| <i>South Division,</i> | Daniel Moore, Edward L. Brown. |
| LUNENBURG COUNTY, | Henry S. Jost, Henry A. N. Kaulback, William Slocomb. |
| PICTOU COUNTY— | |
| <i>East Division,</i> | James Fraser, James McDonald. |
| <i>West Division,</i> | Donald Fraser, Alexander McKay. |
| QUEENS COUNTY, | John Campbell. |
| <i>South District,</i> | Andrew Cowie. |
| <i>North District,</i> | Charles Allison. |
| RICHMOND COUNTY, | Hon. Isaac LeVesconte William Miller. |
| SHELBURNE COUNTY, | Thomas Coffin. |
| <i>Township of Shelburne,</i> | John Locke. |
| <i>Township of Barrington,</i> | Robert Robertson. |
| VICTORIA COUNTY, | William Ross. Charles J. Campbell. |
| YARMOUTH COUNTY, | Thomas Killam. |
| <i>Township of Yarmouth,</i> | George S. Brown. |
| <i>Township of Argyle,</i> | Isaac Hatfield. |

On the twenty-third day of December last his Excellency the Administrator of the Government was pleased to issue a further proclamation, (hereunto annexed) appointing Thursday, the 4th day of February, instant, for the meeting of the new General Assembly for the despatch of business, and to require the members to attend in General Assembly on that day at Halifax.

At twelve o'clock at noon this day, all the members returned, excepting two, met in the room of the House of Assembly, in the Provincial Building, James H. Thorne, Esquire, the first Clerk in the office of the Secretary of the Province, attending the House by virtue of a commission from his Excellency the Administrator of the Government, dated 3rd February, 1864, authorizing him to act as the Clerk of the House of Assembly until the election of a Speaker and a first Clerk of the House, which commission was then read by Mr. Thorne, and is as follows:—

Acting Clerk attends
under commission.

PROVINCE OF NOVA SCOTIA.

BY HIS EXCELLENCY MAJOR-GENERAL

CHARLES HASTINGS DOYLE,

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

[L. S.]
HASTINGS DOYLE.

To JAMES H. THORNE, first Clerk in the office of the Secretary of said Province.

Greeting :

By virtue of the power and authority in me vested, I have thought fit to constitute and appoint, and do, by the advice of the Executive Council of the said Province, hereby, during pleasure, constitute and appoint you, the said James H. Thorne, to act as the Clerk of the House of Assembly on the opening of the first Session of the twenty-second General Assembly of the said Province, for the despatch of business, on the fourth day of February instant, and until a Speaker and first Clerk of the said House shall have been duly elected, hereby granting unto you all the rights, powers, and advantages, which to the said office do or may lawfully appertain, and requiring you diligently to perform the duties thereof.

Given under my hand and seal at arms, at Halifax, this third day of February in the twenty-seventh year of Her Majesty's Reign, A. D. 1864.

By His Excellency's command,

CHARLES TUPPER.

The honorables Mather B. Almon, John H. Anderson, and Alexander Keith, by virtue of a commission from his Excellency the Administrator of the Government, dated 3rd February, 1864, authorising the said Commissioners, or any of them, to administer to the members elect the oath of allegiance, came into the place where the members of the House of Assembly usually sit, and the commission was produced by them and read, and is as follows:—

Commissioners attend
and administer oath.

PROVINCE OF NOVA SCOTIA.

BY HIS EXCELLENCY MAJOR-GENERAL

CHARLES HASTINGS DOYLE,

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

[L. S.]
HASTINGS DOYLE.

To THE HONOURABLE MATHER B. ALMON,
THE HONOURABLE JOHN H. ANDERSON,
THE HONOURABLE ALEXANDER KEITH.

Know ye that, by virtue of the authority in me vested as the Administrator of the Government of this said Province, I have constituted and appointed,

and by these presents do constitute and appoint you the said Mather B. ALMON, John H. Anderson, and Alexander Keith, to be Commissioners, you or any of you to administer the oath of allegiance to each of the persons elected, or who shall be elected, members of the House of Assembly of the said Province.

Given under my hand and seal at arms, at Halifax, this third day of February in the twenty-seventh year of Her Majesty's Reign, A. D. 1864.

By His Excellency's command,

CHARLES TUPPER.

Returns to Writs of Election read.

The acting Clerk then read the returns of the Sheriffs to the respective writs of election, and the protests or papers accompanying one of the said writs, namely, The writ for the election of members to represent,—

The south division of Colchester county.

Members sworn.

The members returned were then severally called by the acting Clerk, and the oath of allegiance was administered to all of the above mentioned members, (excepting the Honorable Financial Secretary and Charles J. Campbell, Esquire, who were not present,) and taken and subscribed by them in the presence of the said Commissioners.

Message.

After which a message was delivered by John James Sawyer, esquire, the Gentleman Usher of the Black Rod :

“ Gentlemen,

Administrator commands attendance.

“ His Excellency the Administrator of the Government commands the immediate attendance of this honorable House in the Council Chamber.”

House attend.

Accordingly the House went up to attend his Excellency in the Council Chamber, when the President of the Legislative Council said—

“ Honorable Gentlemen of the Legislative Council ; and Gentlemen of the House of Assembly :

House to choose a Speaker.

“ I have it in command from his Excellency the Administrator of the Government to inform you that he will defer declaring the causes for which he hath convened the general assembly, until the House of Assembly have elected a Speaker. It is therefore his Excellency's pleasure that the House of Assembly do repair to the place where they usually sit, and there elect a Speaker, and present him here for his Excellency's approbation.”

And the House having returned, the honorable James W. Johnston (addressing himself to the Clerk, who standing up, pointed to him, and then sat down) proposed to the House for their Speaker, John C. Wade, Esquire, and moved “ that John C. Wade, Esquire, do take the chair of this House as Speaker,” which motion was seconded by the Honorable the Solicitor General.

Mr. Wade elected.

The question was then put by the Clerk “ that John C. Wade, esquire, do take the chair of this House as Speaker,” which duly passed without division.

Whereupon John C. Wade, Esq., was conducted to the chair by the Honorable James W. Johnston and the Honorable William A. Henry.

House attend Administrator.

Mr. Speaker elect with the House, then went to attend his Excellency in the Council Chamber, when Mr. Speaker elect was presented to his Excellency by the Honorable J. W. Johnston, who addressed his Excellency as follows :—

“ May it please your Excellency :

Speaker presented.

“ The House of Assembly agreeably to your Excellency's command, have proceeded to the choice of a Speaker, and have elected John C. Wade, Esquire, member for the county of Digby, to that office, and by their direction I beg leave to present him for the approbation of your Excellency.”

Approved.

After which his Excellency was pleased to say, “ I approve of the Speaker whom the House of Assembly have chosen.”

The house being returned and Mr. Speaker having taken the chair,

Mr. Speaker reported that the House had attended his Excellency in the Council Chamber, where his Excellency had been pleased to approve of the choice the House had made of him to be their Speaker; and that he had thereupon addressed his Excellency to the following effect:—

Speaker reports

“ *May it please your Excellency:*

“ Your Excellency’s ready approval of the choice with which I have been honored by the House, having constituted me, in due form, the Speaker of the House of Assembly, it has now become my duty, in the name of the representatives of Her Majesty’s loyal subjects the people of this Province, respectfully to demand all their accustomed rights and privileges—that they may have freedom of speech in their debates—that they may be free from arrest during their attendance on parliament, and that I, as their Speaker, may have free access to your Excellency’s person.

Usual privileges demanded.

Mr. Speaker also reported that his Excellency in reply said,

Mr. Speaker,

“ I most cheerfully grant your request.”

Privileges granted.

Mr. Speaker then said,

“ *Gentlemen,*

“ Having deferred making my acknowledgments to the House for the honor done me in my election as Speaker, it now becomes my duty to tender my most grateful thanks for the high and distinguished honor conferred upon me. After thirteen years’ servitude as one of the people’s representatives, I feel that I cannot but be somewhat conversant with the important and responsible duties that attach to the Speaker’s office; to discharge all these to your entire satisfaction I can hardly expect, but I most faithfully assure you my best energies shall be exerted to maintain the dignity and uphold the privileges of the House. In the management of the public business of the country my steady aim shall be to press forward with regularity and dispatch, and in so doing I shall study to act with the strictest impartiality in keeping the order of the House. I shall expect your aid, and hopefully trust that I shall receive your united support in maintaining and enforcing the rules and regulations which have been passed for our guidance and direction. Again, gentlemen, allow me to tender to you my earnest acknowledgments for the high and distinguished honor you have this day conferred upon me.

Speaker makes acknowledgments.

Mr. Speaker then reported that his Excellency had in the Council Chamber, been pleased to make a Speech to both Houses of the Provincial Parliament, of which Mr. Speaker said he had for greater accuracy, obtained a copy, which he read to the House as follows:—

Speech of Administrator reported.

Mr. President and Honorable Gentlemen of the Legislative Council:

Mr. Speaker and Gentlemen of the House of Assembly:

1°. It affords me great pleasure to meet you in Parliament, where, I feel assured, your exertions will be unceasing to maintain the honor and advance the interests of this highly favored Province.

Mr. Speaker and Gentlemen of the House of Assembly:

2°. The Public Accounts will be submitted for your inspection without delay.

3°. The Estimates for the ensuing year will be prepared with the utmost regard to economy, consistent with due provision for the public necessities.

4°. You will be glad to find that our Exports during the past year have very much exceeded those of 1862; and that although a material reduction was made in the *ad valorem* duties, the revenue of 1863 largely exceeds that of the preceding or any former year, leaving a considerable surplus in the Treasury after meeting the demands of the public service.

Mr. President and Honorable Gentlemen of the Legislative Council :
Mr. Speaker and Gentlemen of the House of Assembly :

5°. I gladly avail myself of this opportunity of congratulating you and the people whom you represent, upon the signal success which has attended the efforts made to place this Province in a creditable condition in connection with the local defence of the country.

6°. The patriotic manner in which the great body of the people have responded to the call upon them for Militia drill, and the remarkable progress made in acquiring a knowledge of military movements, affords the most conclusive evidence that this colony fully appreciates the advantages of British connection, and is both willing and able to raise an effective arm in its own defence, in any emergency that may arise.

7°. I have no reason to doubt that you will make such provision for this important branch of the public service as will enable your Volunteers and Militia to maintain that prominent position among the British American Provinces, which in this respect they now occupy.

8°. The importance of consolidating the influence and advancing the common progress of the three Maritime Provinces, whose interests are so closely identified, has for some time attracted a large share of public attention, and I propose to submit, for your consideration, a proposition in which the co-operation of the Governments of New Brunswick and Prince Edward Island will be invited, with a view to the union of the three Provinces under one Government and Legislature.

9°. The correspondence and negotiations in which the Government have been engaged during the recess, in reference to a proposed survey of the Intercolonial Railway, will be laid before you.

10°. The traffic on our Railways has steadily increased during the past year, and committed as we now are to these public improvements, I hope to be able to submit at an early day, a proposal for such an extension of the existing lines as may render them more generally useful and still more productive.

11°. You will be called upon to consider the propriety of providing an improved mode of transit between St. Peter's Bay and the Bras d'Or, demanded by the increasing business of that section of the Province.

12°. The time, I think, has arrived when increased provision should be made and improved Legislation adopted for the wider diffusion of Education among all classes of the people, and your attention will shortly be invited to a measure having that object in view.

13°. You will be gratified to learn that great activity has been exhibited throughout the year just closed in mining enterprises, a large number of new leases for coal mines have been taken out, and the yield of gold being nearly double that of the previous year. Amendments in the laws relating to those valuable public resources suggested by increased experience, will be brought under your notice. In connection with this subject and closely allied to it, you will be asked to consider the propriety of authorizing a Geological Survey of the Province.

14°. Under the Legislation of last Session, Agricultural Exhibitions were held in the Eastern and Western Districts of the country, and I am happy to be able to state with highly satisfactory results. Some alterations, however, in the existing enactments on that subject will be proposed for your consideration, in the hope that still greater stimulus may be given to the culture of the soil, the improvement of the stock, and the advancement of the textile manufactures of the Province.

15°. A bill to provide for the proper Registration of Births, Marriages, and Deaths, a subject of very great importance, will be brought under your notice.

16°. Proposed alterations and amendments in the laws connected with the Post Office and Revenue Departments will be brought under your notice.

17°. The correspondence between the Imperial Government and this Colony, respecting the due investigation of Shipwrecks taking place on the coasts of this

Province, will be laid before you, with a measure providing for Maritime Courts of Enquiry.

18°. Our grateful thanks are due to Almighty God for the continued peace and prosperity we have enjoyed during the past year, marked as it has been by an abundant harvest, a successful fishery, an expanding trade, and the increased development of our great mineral resources.

The House then proceeded to choose a Clerk ;

Henry C. D. Twining, Esquire, having been proposed to fill that office, he was unanimously elected. Mr. Twining chosen First Clerk.

And he was sworn accordingly.

The acting Clerk then withdrew.

JAMES H. THORNE,
Acting Clerk of the House of Assembly.

The House then proceeded to the choice of a Clerk Assistant ; and James G. Tobin, Esquire, and Alexander James, Esquire, having been severally proposed to fill that office, the House proceeded to ballot therefor ; Ballot for Clerk Asst.

And Mr. Tobin having a majority of votes,

Resolved, That James G. Tobin, Esquire, be the Clerk Assistant of this House. Mr. Tobin chosen.

The ballot was then taken for the Sergeant-at-Arms, Edward A. Pyke, Esquire and Mr. Edward Joyce being severally proposed for that office ; and thereupon Ballot for Sergeant-at-Arms.

Mr. Pyke having a majority of votes,

Resolved, That Edward A. Pyke, Esquire, be the Sergeant-at-Arms of this House. Mr. Pyke chosen.

Mr. Richardson Harris was then proposed to fill the Office of the Assistant Sergeant-at-Arms to the House ; Mr. Harris chosen Assistant Sergeant-at-Arms.

And thereupon,

Resolved, That Mr. Richardson Harris be the Assistant Sergeant-at-Arms of this House.

The Rev. James C. Cochran, M. A., was then proposed to fill the office of Chaplain to the House ; Rev. Mr. Cochran chosen as Chaplain.

And thereupon,

Resolved, That the Reverend Mr. Cochran be the Chaplain of this House.

It was then proposed that Mr. John Fitzgerald be the Messenger and door-keeper of this House ; J. Fitzgerald chosen as Messenger.

And thereupon,

Resolved, That Mr. John Fitzgerald be the Messenger and door-keeper of this House.

The Clerk-Assistant being in attendance, took the usual oath of office. erk Asst. sworn in.

Mr. Kaulback, pursuant to leave given, presented to the House, a bill to amend chapter 46 of the Revised Statutes "of county assessments," and the same was read a first and and ordered to be read a second time. County Assessments Bill.

Mr. McDonnell then proposed the following address in answer to the speech of His Excellency the Administrator of the Government, and moved that the same do pass, viz : Address in answer to Speech moved.

TO HIS EXCELLENCY MAJOR-GENERAL

CHARLES HASTINGS DOYLE,

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

MAY IT PLEASE YOUR EXCELLENCY,—

1°. We Her Majesty's faithful Commons thank your Excellency for the speech with which your Excellency has been pleased to open this Session of Parliament,

and assure your Excellency that we shall endeavour to the utmost of our ability to maintain the honor and advance the interests of the Province.

2°. We shall be glad to receive the Public Accounts and are gratified to learn that the Estimates for the public service will be prepared with due regard to public economy.

3°. The increase of our Exports and Revenue for the past year affords us much satisfaction as an indication of the continued improvement in the financial affairs of the Province.

4°. We are gratified to learn that the patriotic response of the people to the demand upon them for Militia drill, and their attention to that duty has been such as to merit the approval of your Excellency, and we will not fail to make such provision for self-defence as the occasion may seem to demand.

5°. Any proposition calculated to increase the influence and advance the interests of the three Maritime Colonies, will receive our best consideration.

6°. The correspondence touching a proposed survey for the Intercolonial Railway will receive our attention.

7°. The increase in the traffic on our Railways is very gratifying, and we will carefully consider any proposal to extend the existing lines for the purpose of increasing their productiveness and rendering them more generally useful.

8°. The propriety of providing an improved mode of transit between the Bras D'Or and St. Peter's Bay, will be duly considered.

9°. We are much pleased to learn that it is proposed to increase the provision for extending the blessings of Education among all classes of the people; and any measures intended to improve the existing laws relating to that important subject will not fail to obtain our thoughtful consideration.

10°. The increased activity exhibited in developing our mineral resources is a source of much satisfaction, and we will be most happy to aid in effecting such amendments in the existing laws as may be required to facilitate such operations, and will readily consider the propriety of authorising a Geological Survey of the Province.

11°. It is a satisfaction to know that the efforts to advance the Agriculture of the country by means of exhibitions, were attended with advantage, and we will be glad to co-operate in any means taken to advance a branch of industry upon which the prosperity of all classes so largely depends.

12°. Any measure providing for the proper registration of Births, Marriages, and Deaths, will meet with the attention so important a question deserves.

13°. The proposed alterations in the laws relating to the Revenue Department and the Post Office, will secure due consideration.

14°. The correspondence between the Imperial Government and this Colony upon the subject of Shipwrecks, with the means of providing for Maritime Courts of Enquiry, will be duly considered.

15°. We desire to thank Almighty God for the blessings of continued peace we have enjoyed during the past year, and the success which has crowned alike the labors of the husbandman, of the fisherman, and of those engaged in developing the great mineral resources of the Province.

Which being seconded,

Ordered, That the further consideration of the Address be postponed until to-morrow.

Then the House adjourned until to-morrow at two of the clock.

FRIDAY, 5th FEBRUARY, 1864.

PRAYERS.

On motion of Mr. McDonnell, the House resumed the consideration of the Address proposed yesterday in answer to the Speech of His Excellency the Administrator of the Government. Address considered.

And thereupon,

Ordered, That the same be again read and considered, clause by clause. Read clause by clause.

And accordingly the respective clauses thereof were, upon the question put thereon, severally agreed to by the House.

Resolved, That the address do pass. Passed.

Ordered, That the address be engrossed.

Ordered, That the address be presented to his Excellency the Administrator of the Government by the whole House.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, announced to the House that his Excellency had been pleased to appoint this day at half-past three of the clock, at Government House, to receive the House with their Address. Announcement.

Accordingly, at half-past three of the clock, Mr. Speaker and the House went up to Government House, to attend his Excellency the Administrator of the Government, with the Address of the House in answer to the Speech of his Excellency at the opening of the Session. House attend Governor with Address.

And being returned,

Mr. Speaker reported to the House that he had presented the address to his Excellency and that his Excellency had been pleased to give this reply thereto: Reply reported.

Mr. Speaker and Gentlemen of the House of Assembly:

I receive with much gratification your address, and I thank you for the readiness you have displayed in conveying to me your desire to give your careful attention to the various subjects which will be brought before you.

I sincerely hope that the result of your deliberations may tend to the progress and prosperity of the Province.

The hon. Isaac LeVesconte, Financial Secretary, returned duly elected a member for the county of Richmond, and Charles J. Campbell, Esquire, returned duly elected a member for the county of Victoria, respectively took the oath of allegiance before the hon. John H. Anderson and the hon. Alexander Keith, Commissioners appointed to administer the same, and took their seats as such members. Members sworn in.

A petition of Lewis Smith, of Brookfield, in the county of Queens, Esquire, was presented by Mr. McLelan, and read, setting forth that the petitioner and Charles Allison, Esquire, were at the last general election candidates for the representation of the Northern division of the said county in General Assembly; that on opening the poll books and counting up the votes, the Sheriff declared that there appeared to be a majority of six votes in favor of your petitioner; that at the investigation demanded by the said Charles Allison, the Sheriff illegally entertained objections other than those which he was by law entitled to consider, and struck off votes of persons into whose right to vote he was not authorised to enquire, and in other respects acted unfairly and partially in the conduct of such investigation; that a number of persons not qualified to vote at such election voted for the said Charles Allison, and petitioner had a majority of good votes and ought to have been declared by the Sheriff duly elected; and petitioner prayed that the House would appoint a committee to investigate the subject matter of his petition, and give him such relief as by law he might be entitled to. Election petition North Queens.

Ordered, That the petition do lie on the table.

On motion, *Resolved*, That this House will on Saturday next the thirteenth day of February instant, at two of the clock, take into consideration the petition of Time for considering.

Lewis Smith, complaining of an undue election of Charles Allison, Esquire, for the Northern division of the county of Queens.

MEMORANDUM.—In pursuance of chap. 9 of the Revised Statutes the notice thereby directed was given to the petitioner and the sitting member.

On motion of the hon. Attorney General,

Selecting committee.

Resolved, That a committee be appointed to prepare and report lists of members of Standing Committees on general subjects.

Ordered, That the hon. Provincial Secretary, Mr. Blanchard, hon. Solicitor General, Mr. Locke, Mr. Killam, Mr. Archibald, and Mr. Tobin, be a committee for such purpose.

Then the House adjourned until to-morrow at three of the clock.

SATURDAY, 6th FEBRUARY, 1864.

PRAYERS.

Birth of Infant Prince

The hon. Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, a despatch from his Grace the Colonial Secretary, announcing that Her Royal Highness the Princess of Wales had been happily delivered of a Prince; and the same was read by the Clerk.

(See Appendix—Princess of Wales.)

Ordered, That the despatch do lie on the table.

The hon. Provincial Secretary moved that the House do come to the following resolution:

Resol. for addresses of congratulation of birth of Infant Prince.

Resolved, That a committee be appointed to prepare humble addresses of congratulation to her Majesty the Queen and his Royal Highness the Prince of Wales on the occasion of her Royal Highness the Princess of Wales having been happily delivered of a Prince, and that the Legislative Council be requested to unite with the House in such addresses.

Resol. for committee of conference.

Resolved, That a conference be requested with the Legislative Council by committee on the general state of the Province, and that the committee of this House be instructed to communicate to the committee of the Council a copy of the foregoing resolution—

Which resolutions being seconded and put, were unanimously agreed to by the House.

Order to request conference.

Ordered, That the Clerk do request such conference.

Message.

A message from the Council by Mr. Haliburton:

Council agree to conference.

Mr. Speaker,

The Council agree to the conference desired by this honorable House by committee on the general state of the Province, and the committee of the Council are now ready to meet the committee of this honorable House.

Managers appointed.

And then the messenger withdrew.

Ordered, That hon. Solicitor General, Mr. Archibald, and Mr. Robichau be a committee to manage the conference.

Who attend conference

So they went to the conference.

and report.

And being returned,

The hon. Solicitor General reported that the managers had been at the conference, and had complied with the instructions of the House.

Message.

A message from the Council by Mr. Haliburton:

Mr. Speaker,

Council desire further conference.

The Council desire a further conference with this honorable House by committee on the subject of the last conference.

And then the messenger withdrew.

On motion of the hon. Provincial Secretary,

Resolved, That this House do agree to the further conference desired by the Council. House agree.

Ordered, That the committee who managed the last conference do manage this conference. Managers appointed.

Ordered, That the Clerk do acquaint the Council that this House agree to the further conference desired by the Council, and that the committee of the House are ready to meet the committee of the Council upon such conference.

So the managers went to the conference. Who attend conference

And being returned,

The hon. Solicitor General reported that the managers had been at the conference, and that the committee of the Council had communicated to the committee of this House copies in writing of three resolutions of the Council, which he read in his place, and then delivered in at the Clerk's table, where they were again read, and are as follow : and report.

Legislative Council Chamber, 6th February, 1864.

On motion, *resolved*, that this House will join the House of Assembly in addresses to her Majesty the Queen and his Royal Highness the Prince of Wales, on the occasion of her Royal Highness the Princess of Wales having been happily delivered of a Prince. Council's resolutions agreeing to join in address.

Resolved, That Mr. Almon, Mr. McCully, and Mr. Dickey, be a committee of this House to join a committee of the House of Assembly in preparing such addresses.

Resolved, That a further conference be desired with the House of Assembly by committee on the general state of the Province, and that the committee of this House do communicate to the committee of the House of Assembly the foregoing resolutions.

Ordered, That the resolutions do lie on the table.

Ordered, That the committee who managed the conferences be a committee to join the committee of the Council in preparing the addresses. Committee to prepare address.

The hon. Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, correspondence between the Marquis of Normanby and the Colonial Secretary, with a Minute of the Executive Council, on the subject of the dismissal of officers on political grounds ; and the same were read by the Clerk. Papers as to tenure of office.

(See Appendix—Tenure of Office.)

Ordered, That the papers do lie on the table.

Also, by the like command,

Correspondence between the Governments of Canada, New Brunswick, and Nova Scotia, on the subject of the survey of the proposed line of the Intercolonial Railway ; and the same were read by the Clerk. Survey of Inter-Colonial railway.

(See Appendix—Railway Intercolonial.)

Ordered, That the correspondence do lie on the table.

The hon. Provincial Secretary from the committee appointed to prepare lists of committees on general subjects, reported that the committee had agreed to such lists ; and he delivered them in at the Clerk's table, where they were read, and are as follows :— Report of selecting committee.

Privileges.

Hon. Attorney General,
Mr. Archibald,
Hon. Solicitor General,
Mr. S. Campbell,
Hon. Mr. McFarlane,
Mr. Locke,
“ Pryor.

Public Accounts.

Mr. Jost,
“ McLelan,
“ Longley,
“ G. Brown,
“ E. Brown.

Education.

Hon. Provincial Secretary,
 Mr. Archibald,
 Hon. Mr. Shannon,
 Mr. S. Campbell,
 " E. Brown,
 " Caldwell,
 " McDonald.

Fisheries.

Hon. Financial Secretary,
 Mr. Ross,
 " Killam,
 " Robertson,
 " Slocumb,
 " Balcom,
 " Robichau,

Mines and Minerals.

Mr. Bourinot,
 " S. Campbell,
 Hon. Mr. McFarlane,
 Mr. Miller,
 " Slocumb,
 " Ross,
 " Tobin.

Railways.

Mr. Killam,
 " Locke,
 " Tobin,
 " Blanchard,
 " D. Fraser,
 " Archibald,
 " Kaulback.

Law Amendments.

Mr. Archibald,
 Hon. Mr. Shannon,
 Mr. S. Campbell,
 " McDonnell,
 " Miller,
 " Kaulback,
 " McDonald.

Militia.

Mr. Pryor,
 " Parker,
 " Jost,
 " Heffernan,
 Hon. Solicitor General,
 Mr. Blanchard,
 " Colin Campbell,
 " Bourinot.

Agriculture.

Hon. Mr. McFarlane,
 Mr. Blackwood,
 Hon. Mr. McKinnon,
 Mr. Parker,
 " Hill,
 " Hamilton,
 " Smyth.

Post Office.

Hon. Solicitor General,
 Mr. Coffin,
 " Hatfield,
 " Heffernan,
 " Bourinot,
 " Blanchard,
 " Hamilton,
 " Annand,
 " Colin Campbell.

Navigation Securities.

Mr. Robichau,
 " Locke,
 " Charles Campbell,
 " McLelan,
 " Whitman,
 " Moore,
 " McKay.

Crown Lands.

Mr. McDonnell,
 " Blanchard,
 " Whitman,
 " Miller,
 " Moore,
 " G. Brown,
 " J. Campbell.

Trade and Manufactures.

Mr. Tobin,
 " Annand,
 Hon. Financial Secretary,
 Mr. Coffin,
 " Cowie,
 " James Fraser,
 " Bill.

Indian Affairs.

Hon. Mr. McKinnon,
 Mr. Ross,
 " Bill,
 " Robertson,
 " Smyth,
 " Charles Campbell,
 " D. Fraser.

Humane Institutions.

Mr. McLelan,
 " Slocomb,
 " Allison,
 " Coffin,
 " Laurence,
 " King,
 " James Fraser.

Penitentiary.

Mr. Hill,
 " Heffernan,
 " Cowie,
 " Parker,
 " Churchill,
 " McKay,
 " Allison.

Reporting and Printing.

Hon. Solicitor General,
 Mr. Longley,
 Hon. Provincial Secretary,
 Mr. Locke,
 " Tobin,
 " Annand,
 " Caldwell.

Private Bills.

Hon. Mr. Shannon,
 Mr. J. Campbell,
 " Laurence,
 " Blackwood,
 " Donkin,
 " McDonnell,
 " Pryor.

City of Halifax Bills.

Mr. Pryor,
 " Blanchard,
 " Donkin,
 " Annand,
 " Miller.

Land Damages.

Mr. G. Brown,
 " Whitman,
 " Balcom,
 " Churchill,
 " King.

Contingencies.

Hon. Financial Secretary,
 Mr. Parker,
 " Hatfield.

Ordered, That the lists be agreed to, and that the several members therein named do respectively compose the standing committees on the general subjects therein named. *Lists confirmed.*

On motion of the hon. Provincial Secretary,

Resolved, That a select committee be appointed to revise the Rules of this House. *Select com. to revise rules of House.*

Ordered, That the following members be a committee for that purpose :

Hon. Provincial Secretary,
 Mr. Archibald,
 Hon. Solicitor General,
 Mr. Blanchard,

Mr. Tobin,
 " S. Campbell,
 " Bourinot.

The hon. Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House the final report of the Commissioners appointed to prepare a revised edition of the Revised Statutes. *Report of Commissioners for revising Statutes.*

And thereupon,

The hon. Attorney General, pursuant to leave given, presented to the House a bill for revising and consolidating the general Statutes of Nova Scotia, and such bill was read a first time and ordered to be read a second time. *Bill for revising Statutes.*

Then the House adjourned until Monday next at three of the clock.

MONDAY, 8th FEBRUARY, 1864.

PRAYERS.

Bill for revising Statutes read 2nd time and committed.

The bill for revising and consolidating the general Statutes of Nova Scotia was read a second time.

Ordered, That the bill be committed to a committee of the whole House.

Com. on Revised Statutes.

On motion of the hon. Attorney General, the House resolved itself into a committee on bills, for the purpose of considering the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report progress.

The chairman reported that they had considered the bill referred to them, and had made some progress therein.

Then the House adjourned until to-morrow at three of the clock.

TUESDAY, 9th FEBRUARY, 1864.

PRAYERS.

Appointments to Legislative Council.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House copies of despatches from his Excellency the Governor to the Colonial Secretary, announcing appointments to the Legislative Council, with the despatches of the Colonial Secretary in reply thereto; and the same were read by the Clerk.

(See Appendix—Legislative Council.)

Ordered, That the despatches do lie on the table.

Vesting Bill.

The hon. the Attorney General, pursuant to leave given, presented to the House, a bill to vest in the Board of Works certain public property; and the same was read a first time, and ordered to be read a second time.

Petitions for grants to aged Teachers.

The following petitions from aged teachers, claiming grants of crown lands in consideration of their long services, were severally presented, viz. :—

Of Patrick Fennessy, of the Pine Tree Gut, in the county of Pictou, by Mr. McDonald; of Patrick Connell, of Cape Canso, in the county of Guysborough, by Mr. S. Campbell; and of Urbain Coomie, of Cheticamp, in the county of Inverness, by Mr. Smyth.

Ref. to Educat'n Com.

Ordered, That the petitions be referred to the committee on education.

Report in part from Reporting Com.

The hon. the Solicitor General, from the committee on reporting and printing, reported in part from that committee; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.

(See Appendix—Reporting.)

Adopted.

Ordered, That the report be received and adopted.

Com. on Revised Statutes.

On motion, the House resolved itself into a committee on the further consideration of the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report several chapters.

The chairman reported from the committee that they had further considered the bill, and had passed several chapters thereof, with amendments, which they had directed him to report to the House, viz. : chapter 1, of the promulgation and construction of Statutes; chapter 2, of Executive and Legislative Disabilities;

chapter 3, of the duration of and representation in the general assembly ; chapter 4, of the prevention of corrupt practices at elections ; chapter 6, of controverted elections ; chapter 7, of vacating seats, and chapter 8, of the casual and territorial revenue ; and he delivered the several chapters, with the amendments, in at the Clerk's table.

Ordered, That the chapters be engrossed with their respective amendments.

Then the House adjourned until to-morrow at three of the clock.

WEDNESDAY, 10th FEBRUARY, 1864.

PRAYERS.

The hon. the Provincial Secretary, by command of His Excellency the Administrator of the Government, presented to the House, copy of despatch from the Colonial Secretary to the Governor, acknowledging the receipt by Her Majesty of the joint address of the House of Assembly and Legislative Council, on the occasion of the marriage of His Royal Highness the Prince of Wales ; and the same was read by the Clerk.

Despatches relative to receipt of addresses of congratulation.

(*See Appendix—Addresses of Congratulation.*)

Ordered, That the despatch do lie on the table.

Also, by the like command, copy of despatch acknowledging receipt by the Prince of Wales of the joint address of the House of Assembly and Legislative Council, on the same subject ; and the same was read by the Clerk.

(*See Appendix—Addresses of Congratulation.*)

Ordered, That the despatch do lie on the table.

Also, by the like command, copy of despatch from the Colonial Secretary to the Governor, acknowledging receipt of the despatch announcing the appointment of the hon. John Creighton to a seat in the Executive Council ; and the same was read by the Clerk.

Appointment of Hon. Mr. Creighton.

Ordered, That that the despatch to lie on the table.

Also, by the like command, copy of despatch from the Governor to the Colonial Secretary, announcing the resignation of the late Government and the formation of the present Administration, and the despatch of the Colonial Secretary acknowledging its receipt ; and the same were read by the Clerk.

Resignation of late Government.

(*See Appendix—Government formation.*)

Ordered, That the despatch do lie on the table.

Also, by the like command, copy of Minute of Executive Council of Canada, dated 25th February, 1863, on the subject of the survey of the proposed line of the Intercolonial Railway ; and the same was read by the Clerk.

Minute of Canadian Council.

(*See Appendix—Railway, Intercolonial.*)

Ordered, That the Minute do lie on the table.

Also, by the like command, the annual report for the year 1863, of the Medical Superintendent of the Provincial Hospital for the Insane ; and the same was read by the Clerk.

Report on Hospital for Insane.

(*See Appendix—Hospital for Insane.*)

Ordered, That the report be referred to the committee on humane institutions.

Referred.

The hon. the Solicitor General, by the like command, presented to the House, copy of despatch from the Colonial Secretary to the Administrator of the Government, enclosing circular from the Postmaster General respecting the transmission of trade patterns by the post, together with the report of the Postmaster General of this Province thereon ; and the same were read by the Clerk.

Circular respecting trade patterns.

Ordered, That the papers be referred to the Committee on the post office.

Referred.

- Message. A message from the Council by Mr. Halliburton :
Mr. Speaker,
- Public Accounts Com. The Council have appointed Mr. Brown, Mr. Patterson, and Mr. Holmes, to be a committee to join a Committee of the House of Assembly to examine the public accounts.
And then the Messenger withdrew.
- Vesting bill read 2nd time. The Bill to vest in the Board of Works certain public property was read a second time.
- Committed. *Ordered*, That the bill be committed to a Committee of the whole House.
- Pet. as to drawbacks. A petition of merchants of the city of Halifax was presented by Mr. Tobin, and read, praying that the minimum amount on which a drawback of duties is now obtainable may be reduced at least one half.
- Referred. *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Pet. for a portion of school monies. A petition of the board of school commissioners for the district of Stirling, was presented by Mr. Blackwood, and read, praying for a more just and equitable apportionment of the grant for educational purposes among the various boards within the province.
- Referred. *Ordered*, That the petition be referred to the committee on education.
- Com on bills. On motion, the House resolved itself into a committee on bills :
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Vesting bill reported. The chairman reported from the committee that they had gone through the bill to vest in the Board of Works certain public property, and had directed him to report the same to the House without any amendment ; also, that they had further considered the bill for revising and consolidating the general Statutes of Nova Scotia, and had made progress in the consideration thereof.
- Report progress on Revised Statutes. *Ordered*, That the bill reported without amendment be engrossed.
- Res. to admit Mr. James to lobby. On motion of the hon. the Provincial Secretary,
Resolved unanimously, That Alexander James, Esquire, late Clerk of this House, be admitted to a seat below the gallery of the House during the progress of the debates.
- Order thereon. *Ordered*, That the Clerk do acquaint Mr. James with the foregoing resolution.
- Election pet., South Colchester. A petition of Samuel Rettie and John D. Nash, Esquires, was presented by Mr. Kaulback, and read, setting forth that at the last general election the petitioners, together with Adams G. Archibald and Francis Parker, Esquires, were candidates for the representation of the southern division of the county of Colchester in the General Assembly ; that the said Adams G. Archibald and Francis Parker, by themselves and their agents, friends, managers, partizans and others, were guilty of bribery before, during, and at the said election ; and that their return was procured by means of bribery and other corrupt practices, and praying that the election might be set aside for the causes aforesaid, and a new writ issued.
- Day appointed. *Ordered*, That the petition do lie on the table.
On motion, *resolved*, That this House will, on Wednesday, the seventeenth day of February, instant, at two of the clock, take into consideration the petition complaining of an undue election for the southern division of Colchester.
- MEMORANDUM. In pursuance of chapter 9 of the Revised Statutes, the notice thereby directed was given to the petitioners and to the sitting members.

Then the House adjourned until to-morrow at three of the clock.

THURSDAY, 11th FEBRUARY, 1864.

PRAYERS.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, correspondence between Sir Alexander Milne, Vice Admiral, and the Provincial Government, relating to the sale of unwholesome spirituous liquors at the port of Halifax to the petty officers, seamen, and marines of Her Majesty's ships on the North American and West Indian station; and the same was read by the Clerk.

Correspondence rel. to sale of unwholesome liquors to men on board H. M. ships.

Ordered, That the correspondence do lie on the table.

Also, by the like command, a communication from John Lithgow to the Provincial Government, on the subject of an unsettled claim in connection with the Railway Engine House at Richmond, and the same was read by the Clerk.

John Lithgow's claim under engine house contract.

Ordered, That the communication be referred to the committee on railways.

Referred.

Also, by the like command, the report of the Postmaster General for the year 1863, with the usual returns, tabular statements, and accounts connected with the business of that department; and the report was read by the Clerk.

Postmaster General's Report and Accts., &c.

(See Appendix—Post Office.)

Ordered, That the report be referred to the committee on the Post Office.

Referred.

Also, by the like command, copy of correspondence between the Administrator of the Government and the Colonial Secretary, with a Minute of the Executive Council, relating to the office of Private Secretary to the Lieutenant Governor; and the same was read by the Clerk.

Papers relating to Private Secretary to Governor.

(See Appendix—Governor's Private Secretary.)

Ordered, That the papers do lie on the table.

Also, by the like command, the annual return of the receipts and expenditure of the Halifax Poor's Asylum for the year 1863.

Poors Asylum Acct.

(See Appendix—Poor's Asylum.)

Ordered, That the account be referred to the committee on humane institutions.

Referred.

Also, by the like command, the report of the Commissioner for Indian affairs for the year 1863; and the same was read by the Clerk.

Report of Commiss'r. for Indian Affairs.

(See Appendix—Indian affairs.)

Ordered, That the report be referred to the committee on Indian affairs.

Referred.

Also, by the like command, a claim preferred by Mr. Samuel Creed, for certain payments he alleges to be due him, under his contract for upholding of a section of the Provincial Railway, with certain reports and document in relation thereto.

Creed's claim for railway upholding.

Ordered, That the papers be referred to the Committee on Railways

Referred.

A petition of inhabitants of the Township of Yarmouth and Argyle was presented by Mr. Killam, and read, praying the House not to sanction the granting to any individuals of certain Islands in the Tusket Islands group, and that the same may remain free for the use of the Fishermen as heretofore.

Petition against sale of Tusket Islands group.

Ordered, That the petition be referred to the committee on crown lands.

Referred.

A petition of inhabitants of Windsor and its vicinity was presented by Mr. Churchill, and read, praying that amendments may be made in the act for the regulation and government of Dalhousie College.

Pet. for amendments in Dalhousie College Act.

Ordered, That the petition do lie on the table.

A petition of Angus Kennedy, of St. Andrews, in the county of Antigonishe, an aged teacher, was presented by the hon. the Solicitor General, and read, praying for a free grant of land.

Pet. of aged T.

Ordered, That the petition be referred to the committee on education.

Referred.

Committee report Addresses of congratulation.

The hon. the Solicitor General, from the joint committee appointed to prepare addresses of congratulation to Her Majesty the Queen and their Royal Highnesses the Prince and Princess of Wales, on the occasion of the birth of a Prince, reported such addresses respectively as agreed on by the committee; and he read such addresses in his place, and then delivered them in at the Clerk's table, where they were again read, and are as follow:—

To the Queen's Most Excellent Majesty.

Address to the Queen.

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

May it please your Majesty,—

We, your Majesty's dutiful and loyal subjects, the Legislative Council and House of Assembly of Nova Scotia, in Parliament assembled, approach your Majesty with renewed sentiments of loyalty and affection.

Representing the people of this country, we feel privileged to be permitted to assure your Majesty of the unbounded satisfaction with which the inhabitants of this Province have learned that Her Royal Highness the Princess of Wales was happily delivered of a Prince, to the great joy of the nation and Royal Family, and we beg to offer the most cordial and sincere congratulations of all classes of the people on an event so highly calculated to contribute to the happiness of your Majesty and to the interest and welfare of the nation.

We rejoice in the prospects presented by so auspicious an event, and we fervently pray that the grandson of your Majesty and of Prince Albert, the great and good, may long be spared, and prove a blessing alike to your Majesty, his Royal parents, and the nation.

To their Royal Highnesses the Prince and Princess of Wales.

Address to Prince and Princess of Wales.

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

May it please your Royal Highnesses,—

We, the Legislative Council and House of Assembly of Nova Scotia, now in Parliament assembled, unite in expressing the sentiments of universal satisfaction and heartfelt joy with which the people of this Province received the intelligence that a Prince was happily born to your Royal Highnesses, and that your Royal Highness the Princess of Wales and the infant Prince, through Divine Providence, had continued to do well.

For ourselves and the people whom we represent, we most respectfully tender to your Royal Highnesses the most cordial congratulations on an event so deeply interesting and auspicious, and we most fervently pray that the infant Prince may, under Providence, mature in years, and prove the source of much joy and happiness to his Royal parents and family, and to the nation at large.

Addresses agreed to.

And thereupon, the usual question being propounded from the chair that such addresses be agreed to, the same were severally agreed to by the House.

Ordered, That the addresses be engrossed.

The hon. Solicitor General, from the same committee, also reported a joint address to his Excellency the Administrator of the Government, requesting him to transmit the foregoing addresses to their respective destinations; and he read the same in his place, and then delivered it in at the Clerk's table, where it was again read, and is as follows:—

To His Excellency Major-General Charles Hastings Doyle.

Address to Admr. of Government reported.

Administrator of the Government of the Province of Nova Scotia, and its Dependencies, &c., &c., &c.

May it please your Excellency,—

The Legislative Council and House of Assembly have passed the accompanying addresses to Her Most Gracious Majesty the Queen and their Royal Highnesses the Prince and Princess of Wales, respectively; congratulating them that Her Royal Highness the Princess of Wales was happily delivered of a Prince,

and we respectfully request your Excellency to forward these addresses, with our assurance of the undeviating loyalty and affection of the people of this Province to Her Majesty, the Prince and Princess of Wales, and the Royal Family.

Resolved, That the address be agreed to.

Address agreed to.

Ordered, That the address be engrossed.

An engrossed bill to vest in the Board of Works certain public property, was read a third time.

Vesting bill read 3rd time and passed.

Resolved, That the bill do pass, and that the title be, an act to vest in the Board of Works certain public property.

Ordered, That the Clerk do carry the bill to the Council, and desire their concurrence.

Sent to Council.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Com. on Revised Statutes.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through chapter 19 "of light house duties," and chapter 20 "of licenses for the sale of intoxicating liquors," which they had directed him to report to the House, and he delivered the same in at the Clerk's table.

Report chapters 19 and 20.

Ordered, That the chapters be engrossed.

Then the House adjourned until to-morrow at eleven of the clock.

FRIDAY, 12th FEBRUARY, 1864.

PRAYERS.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House a return from the Postmaster General, shewing the number of paying and non-paying mail routes throughout the Province.

Return of mail routes.

(See Appendix—Post Office.)

Ordered, That the same be referred to the committee on the post office.

Referred.

The hon. the Solicitor General, by the like command, presented to the House, copies of correspondence between the Colonial Secretary and the Governor, relative to providing arms, accoutrements, and ammunition, for the militia and volunteer forces of this province, together with a circular relating to the commander-in-chief of the local forces; and the same were read by the Clerk.

Papers relating to Volunteer Militia Forces.

(See Appendix—Militia.)

Ordered, That the papers be referred to the committee on the militia.

Referred.

The following petitions, respectively praying that amendments may be made in the act for the regulation and management of Dalhousie College, were presented by the undermentioned members and read, viz. :—

Pets. for amendments in Dalhousie College Act.

Of inhabitants of New Albany, Springfield, and Dalhousie, by Mr. Longley;

Of inhabitants of Lunenburg and Lahave, by Mr. Slocomb;

Of inhabitants of Westport, by Mr. Robichau.

Ordered, That the petitions do lie on the table.

The following petitions from aged teachers, respectively praying for a free grant of land in consideration of their long services, were presented by the undermentioned members and read, viz. :—

Pets. from aged teachers for free grants of land.

Of John Munro, of North East Margaree, county of Inverness, by Mr. Blanchard;

Of Michael McLoughlan, of Harbor a Bouche, county Antigonishe, by the hon. Solicitor General;

Of David Cuthbertson, senr., of New Germany, county of Lunenburg, by Mr. Kaulback;

Of James Noonan, of Guysboro', county of Guysboro', by the hon. Solicitor General.

Referred.

Ordered, That the several petitions be referred to the committee on education.

Pet. of Jas. Meuse and others.

A petition of James Meuse and others, was presented by Mr. Robichau and read, praying that a certain tract of land in Stewiacke, which has been illegally wrested from them, may be restored to them as heirs of the original grantee, Peter Paul.

Ordered, That the petition be referred to the committee on crown lands.

Pet. of John Tory.

A petition of John Tory, of Guysboro' Intervale, was presented by the hon. the Solicitor General and read, praying to be reimbursed a sum of money due to him by the commissioners for building a bridge over Goose Harbor River, in the county of Guysborough, in the year 1861.

Ref. to sel. committee.

Ordered, That the petition be referred to Mr. Donkin, Mr. Annand, and Mr. James Fraser to examine and report thereon.

Pet. of W. Grimes rel. to North Queens election.

A petition of Wellington Grimes, was presented by Mr. McLellan and read, setting forth that petitioner is a duly qualified elector for the North division of Queens county, and voted for Lewis Smith at the last general election; that the said Lewis Smith had a majority of good votes and ought to have been returned by the Sheriff as duly elected; that the Sheriff acted illegally and improperly on the investigation of votes, and struck off voters into whose qualifications he had no right to enquire, and praying that the Sheriff's return may be amended and that the said Lewis Smith allowed to take his seat as member for said northern division.

Ordered, That the petition to lie on the table.

Engrossed chapters of Revised Statutes read a 3d time.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were severally read a third time, viz:—

- Chapter 1. Of the promulgation and construction of Statutes.
2. Of Executive and Legislative disabilities.
3. Of the duration of and the representation in the General Assembly.
4. Of the prevention of corrupt practices at Elections.
7. Of vacating seats.
8. Of the casual and territorial Revenue.
19. Of Light House duties.

Resolved, That such chapters do finally pass.

Sent to Council.

Ordered, That the Clerk do carry the same to the Council and desire their concurrence.

Com. on Rev. Statutes

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report progress.

The Chairman reported from the committee that they had made further progress in the consideration of the bill referred to them.

Guysboro' election.

A petition of John J. Marshall, of Manchester, in the county of Guysborough, Esquire, was presented by Mr. McDonald and read, setting forth that petitioner, together with James H. Tory, William O. Heffernan and Stewart Campbell, Esquires, was a candidate for the representation of the County of Guysborough, in the General Assembly at the last election; that on casting up the votes at the Sheriff's Court, the Sheriff declared the said Stewart Campbell to have a majority of three over your petitioner; that there appeared on the poll books votes in favor of the said Stewart Campbell to the number of seventy-nine, of persons residing at Caledonia, formerly a part of the county of Halifax, but annexed to the county of Guysborough by an act of the Legislature passed during the last Session; that such persons were not by law entitled to vote in the county of Guysboro' at the said election, having had a residence therein of less than two months; that the voice of the legal constituency of the county gave petitioner a majority of more

than seventy votes over the said Stewart Campbell, and praying that the matter may be investigated by a committee, the illegal votes struck off, and your petitioner declared duly elected and allowed to take his seat.

Ordered, That the petition do lie on the table.

On motion, *resolved*, that this House will, on Friday, the nineteenth day of February instant, at three of the clock, take into consideration the petition complaining of an undue election for the county of Guysborough. Day appointed.

MEMORANDUM.—In pursuance of chapter 9 of the Revised Statutes, the notice thereby directed was given to the petitioner and sitting member. Memo.

Then the House adjourned until to-morrow at half-past one of the clock.

SATURDAY, 13th FEBRUARY, 1864.

PRAYERS.

At two of the clock, being the time appointed for considering the petition of Lewis Smith against the election and return of Charles Allison, Esquire, the sitting member for the northern division of the county of Queens, the Sergeant-at-Arms was directed to go to the places adjacent and require the immediate attendance of the members on the business of the House; and he having returned and reported that he had so done, the House was counted, and forty-six members being present, exclusive of Mr. Speaker and Mr. Allison, the sitting member, and all other previous measures prescribed by chapter 9 of the Revised Statutes having been taken, and the sitting member and the counsel for the petitioner being in attendance at the bar of the House, the doors of the House were locked, and the order of the day for taking into consideration the petition complaining of an undue election for the northern division of the county of Queens was read; whereupon the House proceeded to ballot for a select committee to try the merits of the election and return of Charles Allison, the sitting member for the northern division of the county of Queens, in the manner prescribed by such chapter, when the following names of fifteen persons present, and not appearing to be under the disqualifications mentioned in such chapter, were drawn, viz.: Mr. Locke, hon. Mr. McFarlane, Mr. Blackwood, Mr. James Fraser, Mr. King, Mr. Robertson, Mr. McKay, hon. Mr. Shannon, hon. Financial Secretary, Mr. Whitman, Mr. Donald Fraser, hon. Provincial Secretary, hon. Mr. McKinnon, Mr. Robichau, Mr. Lawrence: and thereupon the doors of the House were unlocked, and lists of the fifteen members were given to each party, who then retired with the Clerk Assistant, in order to reduce the same pursuant to law.

North Queens election committee drawn.

The Clerk Assistant delivered to the House the names of the seven members remaining after the number drawn by ballot this day, in regard to the election for the northern division of the county of Queens, had been reduced according to law, by the parties alternately striking off names therefrom; and the names of the members so delivered in being read, were as follow, viz.: Mr. King, hon. Financial Secretary, Mr. Whitman, Mr. D. Fraser, hon. Mr. McKinnon, Mr. Robichau, Mr. Lawrence; who thereupon were duly sworn by the Clerk at the table of the House, "well and truly to try the matter of the petition referred to them, and a true judgment to give according to the evidence."

Com. struck & sworn.

Ordered, That the committee so formed do meet on Monday next, the fifteenth day of February, instant, at eleven of the clock, in a committee room of this House, for the purpose of hearing and determining the merits of the election and return of Charles Allison, Esquire, for the northern division of the county of Queens.

Order for meeting of committee.

Ordered, That the petitions of Lewis Smith and Wellington Grimes, complaining of an undue election and return of the said Charles Allison, be referred to such committee.

Pet referred to com.

A petition of James Ferguson, of Amherst, in the county of Cumberland, an

Pet. of Jas. Ferguson

aged teacher, was presented by the hon. Mr. McFarlane and read, praying for a free grant of land.

Ref. to Education com. *Ordered*, That the petition be referred to the committee on education.

Pet. rel. to Dalhousie College act. A petition of inhabitants of Aylesford was presented by Mr. Bill and read, praying that amendments may be made in the act for the regulation and support of Dalhousie College.

Ordered, That the petition do lie on the table.

Pet. for removal of way office. A petition of inhabitants of Rockville, in the county of Hants, was presented by Mr. Lawrence and read, praying that the way office at that place may be removed to a more central position.

Ref. to post office com. *Ordered*, That the petition may be referred to the committee on the post office.

Pet. of house joiners for act of incorporation. A petition of master carpenters and house joiners of the city of Halifax, was presented by the hon. Mr. Shannon and read, praying for an act of incorporation.

Leave for bill. *Ordered*, That the petition do lie on the table, and that the hon. Mr. Shannon have leave to introduce a bill in accordance with the prayer thereof.

And accordingly,

House joiners union society incorporation bill. The hon. Mr. Shannon, pursuant to such leave, presented to the House, a bill to incorporate the house joiners union society of Halifax; and the same was read a first time, and ordered to be read a second time.

Pet. from Chester for repeal of act. A petition of rate-payers of Blandford and Sandy Beaches; and a petition of rate-payers of Mill Cove, in the township of Chester, were presented by Mr. Kaulback and read, severally praying for the repeal of a bill passed in the session of 1863, entitled, an act concerning the township of Chester.

Leave for bill. *Ordered*, That the petitions do lie on the table, and that Mr. Kaulback have leave to introduce a bill in accordance with the prayer thereof.

And accordingly,

Bill to repeal act rel. to Chester township. Mr. Kaulback, pursuant to such leave, presented to the House, a bill to repeal the act concerning the township of Chester; and the same was read a first time, and ordered to be read a second time.

Pet. of inhabitants of Lower Cove. A petition of inhabitants of Lower Cove, on Long Island, was presented by Mr. Robichau and read, praying that the name of that locality may be changed to that of Free Port.

Leave for bill. *Ordered*, That the petition do lie on the table, and that Mr. Robichau have leave to introduce a bill in accordance with the prayer thereof.

Return of articles supplied to troops free of duty. The hon. the Financial Secretary, by command of His Excellency the Administrator of the Government, presented to the House, a return of articles supplied to Her Majesty's troops from warehouse, free of duty, during the year 1863.

Ordered, That the return do lie on the table.

Com. on bills. On motion, the House resolved itself into a committee on bills:

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report progress. The chairman reported from the committee that they had further considered the bill for revising and consolidating the general Statutes of Nova Scotia, and had gone through several chapters thereof, which they had directed him to report to the House, viz.: chapter 10, of the board of revenue; chapter 11, of officers of the customs; chapter 12, of the laws of the customs; chapter 13, of the importation of goods; chapter 14, of the warehousing of goods; chapter 15, of the exportation of goods and of drawbacks; and chapter 16, of the prevention of smuggling; and he delivered the same in at the Clerk's table.

Ordered, That the chapters be engrossed.

Then the House adjourned until Monday next, at three of the clock.

MONDAY, 15th FEBRUARY, 1864.

PRAYERS.

The hon. Financial Secretary, chairman of the North Queens election committee, by direction of the committee, and with the assent of parties, moved that they have the leave of the House to adjourn over until Thursday, the 25th day of February, instant, at eleven of the clock, which being seconded and put, was agreed to by the House.

Adjournment of North Queens election com

A petition of inhabitants of Salt Springs, West River, and Mount Thom, in the county of Pictou, was presented by Mr. McKay and read, praying that the post office at West River may be removed to Salt Springs.

Pet. for removal of post office.

Ordered, That the petition be referred to the committee on the post office.

Ref. to post office com.

The following petitions, severally praying for amendments in the act for the regulation and support of Dalhousie College, were presented by the undermentioned members and read, viz. : of the Trustees, Governors and Fellows of Acadia College, by Mr. Longley ; of inhabitants of Mire and Cow Bay, by Mr. Bourinot ; of inhabitants of New Germany, in county of Lunenburg, by Mr. Jost.

Pets. against Dalhousie college act.

Ordered, That the petitions do lie on the table.

A petition of merchants, traders, and fishermen of Halifax, was presented by Mr. Locke ; and a petition of merchants, fishermen, and others, was presented by Mr. Jost ; and the same were severally read, setting forth that petitioners were interested in the fishery on the Labrador coast ; complaining of the exaction by the Government of Newfoundland of duties on salt and other outfits of the vessels of this Province engaged in that fishery, and praying the House to take action in the matter.

Pet. relative to duties on fishing supplies on Labrador coast.

Ordered, That the petitions be referred to the committee on the fisheries.

Ref. to fishery com.

A petition of Waitstill Patch, of Yarmouth, an aged teacher, was presented by Mr. Killam and read, praying for a free grant of land.

Pet. of Waitstill Patch, aged teacher.

Ordered, That the petition be referred to the Committee of education.

Ref. to educa. com.

A petition of inhabitants of Plaister Cove, in the county of Inverness, was presented by Mr. Blanchard and read, praying that the money order system may be extended to the post office at Plaister Cove.

Pet. for money order office, Plaister Cove.

Ordered, That the petition be referred to the committee on the post office.

Ref. to post office com.

A memorial of the sessions of the county of Halifax was presented by Mr. Pryor and read, praying that the law be so amended as to relieve the county from the heavy charge made upon it for the maintenance of pauper lunatics, by making the same in all cases a provincial charge.

Memorial of Sessions, Co. Halifax, relative to pauper lunatics.

Ordered, That the petition do lie on the table, and that Mr. Pryor have leave to introduce a bill in accordance with the prayer thereof.

Leave for bill

A petition of shipwrights and caulkers of Halifax and Dartmouth was presented by the hon. Mr. Shannon and read, praying for an act of incorporation.

Pet. of shipwrights and caulkers, for act of incorporation.

Ordered, That the petition do lie on the table, and that the hon. Mr. Shannon have leave to introduce a bill in accordance with the prayer thereof.

Leave for bill

And accordingly,

The hon. Mr. Shannon, pursuant to such leave, presented to the House, a bill to incorporate the shipwrights and caulkers association of Halifax and Dartmouth ; and the same was read a first time and ordered to be read a second time.

Shipwright's incorporation bill.

Mr. Pryor, pursuant to leave given, presented a bill to amend the act to provide for the erection of a new court house in Halifax ; and a bill relating to the new county jail at Halifax ; and such bills were severally read a first time and ordered to be read a second time.

Halifax court house bill.
Halifax county jail bill.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, a return of grants of land made

Return of free grants of land to aged teachers.

to aged teachers, under direction of the committee on education; and the same was read by the Clerk.

Ref. to Educat'n Com.

Ordered, That the return be referred to the committee on education.

Correspondence as to harbor defences of Sydney.

The hon. the Solicitor General, by the like command, presented to the House, copies of correspondence relative to the defence of the harbor and coal mines of Sydney, Cape Breton; and the same were read by the Clerk.

Ref. to militia com.

Ordered, That the correspondence be referred to the committee on the militia.

Education bill.

The hon. the Provincial Secretary, pursuant to leave given, presented a bill for the better encouragement of education; and the same was read a first time, and ordered to be read a second time.

Chaps. of Revised Statutes read 3d time.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were severally read a third time, viz. :—

Chapter 6, of controverted elections;

Chapter 10, of the board of revenue;

Chapter 20, of licenses for the sale of intoxicating liquors.

Passed.

Resolved, That such chapters do finally pass.

Sent to Council.

Ordered, That the Clerk do carry the same to the Council, and desire their concurrence.

Then the House adjourned until to-morrow, at eleven of the clock.

TUESDAY, 16th FEBRUARY, 1864.

PRAYERS.

Com. on Revised Statutes.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report chapters relating to public property, &c.

The chairman reported from the committee that they had gone through—chapter 22, of the commissioners of public property; chapter 23, of the penitentiary; and chapter 24 of Sable, Saint Paul's, and Scattarie Islands, and of light houses; which they had directed him to report to the House, and he delivered the same in at the Clerk's table.

Ordered, That the chapters be engrossed.

Pet. of W. H. Henderson for change of name.

A petition of William Henry Henderson, was presented by Mr. Cowie and read, praying that for family reasons his name may be changed to William Henry Hinde.

Leave for bill.

Ordered, That the petition do lie on the table, and that Mr. Cowie have leave to introduce a bill in accordance with the prayer thereof.

And accordingly,

Henderson's bill for changing name.

Mr. Cowie, pursuant to such leave, presented a bill to change the name of William Henry Henderson; and the same was read a first time, and ordered to be read a second time.

Petition of James W. Spurr and others.

A petition of James W. Spurr and others, rate-payers in the Perot Settlement, county of Annapolis, was presented by Mr. Whitman and read, praying that they may be set off into a separate poor district.

Leave for bill.

Ordered, That the petition do lie on the table, and that Mr. Whitman have leave to introduce a bill in accordance with the prayer thereof.

Pet. of Isaiah S. Potter.

A petition of Isaiah S. Potter, was presented by Mr. Whitman and read, complaining of having been illegally deprived of a portion of a lot of land granted to his late father in the original grant of the township of Clements.

Ref. to crown lands com.

Ordered, That the petition be referred to the committee on crown lands.

Pets. for amendments in Dalhousie college act.

The following petitions, respectively praying for amendments in the act for the regulation and support of Dalhousie College, were presented by the undermentioned members and read, viz. :—

Of inhabitants of Kempt and Black Rock, in Hants county, by Mr. King; of inhabitants of Beaver River; of inhabitants of the township of Digby; of inhabitants of Great Village; and of inhabitants of Ragged Islands—by the hon. the Attorney General.

Ordered, That the several petitions do lie on the table.

A petition of the second Aylesford Gold Mining company, was presented by Mr. Bill and read, praying that a lease may be granted to them of a certain claim at the Ovens, under the circumstances detailed in their petition. Pet. of Aylesford gold company.

Ordered, That the petition be referred to the committee on mines and minerals. Ref. to com. on mines.

On motion, the House again resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia. Com. on Revised Statutes.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through chapter 35, of the privileges and naturalization of aliens; chapter 36, of the census and statistical information; chapter 37, of the salaries of certain public officers and certain pensions; chapter 38, of the qualifications, appointment and tenure of office of the principal judicial officers; chapter 39, of the offices of Receiver General and Financial Secretary, and the rendering and audit of the public accounts; chapter 40, of treasury notes, the savings' bank, and provincial loan; chapter 41, of boundaries of counties, districts and townships; and he delivered them in at the Clerk's table. Reports chapters.

Ordered, that the several chapters be engrossed.

Then the House adjourned until to-morrow, at half-past one o'clock.

WEDNESDAY, 17th FEBRUARY, 1864.

PRAYERS.

The hon. the Financial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, a petition of Martin I. Wilkins, of Pictou, barrister, praying for additional compensation for his services as a commissioner for revising the Statutes. Pet. of Martin I. Wilkins.

Ordered, That the petition be referred to Mr. Blanchard, Mr. Miller, Mr. Longley, hon. Mr. McFarlane, and Mr. Killam, to examine and report upon. Ref. to sel. com.

Two petitions of electors of the Southern district of the county of Colchester, were presented by Mr. Kaulback and severally read, setting forth that Adams G. Archibald and Francis Parker, Esquires, were candidates for such district at the last general election and were returned as members therefor; that Samuel Rettie and John D. Nash, were also candidates for the same district; that petitioners believe that the said Adams G. Archibald and Francis Parker, by themselves and others, were guilty of bribery and corruption, and corrupted and bribed the electors to procure their return; and petitioners prayed that the election for such district might be set aside and a new writ issued. Pets. of electors for South Colchester.

Ordered, That the petitions do lie on the table.

At two of the clock, being the time appointed for taking into consideration the petition of Samuel Rettie and John J. Nash, against the election and return of Adams G. Archibald and Francis Parker, Esquires, sitting members for the Southern electoral division of the county of Colchester, the Sergeant-at-Arms was directed to go to the places adjacent and require the immediate attendance of members on the business of the House; and he having returned and reported that he had done so, the House was counted, and forty-eight members being present, exclusive of Mr. Speaker, Mr. Archibald and Mr. Parker, the sitting members, and all other measures prescribed by chapter 9 of the Revised Statutes having South Colchester election com. drawn.

been taken, and the Counsel for the petitioners being in attendance at the bar of the House, the doors of the House were locked, and the order of the day for taking into consideration the petition complaining of an undue election of Adams G. Archibald and Francis Parker, Esquires, for the Southern electoral division of the county of Colchester, was read—whereupon the House proceeded to ballot for a select committee to try the merits of the election and return of the said Adams G. Archibald and Francis Parker, sitting members for the Southern electoral division of the county of Colchester, in the manner prescribed by such chapter, when the following names of fifteen members present and not appearing to be under the disqualifications mentioned in such chapter, or not being excused at their own request on account of their being then serving on a previous election committee, were drawn, viz: Mr. Colin Campbell, Mr. Coffin, Mr. Blackwood, Mr. McKay, Mr. Moore, Mr. McLellan, Mr. Locke, Mr. Miller, Mr. James Fraser, Mr. Cowie, Mr. McDonnell, Mr. Donald Fraser, Mr. Annand, Mr. Hatfield, and Mr Jost; and thereupon the doors of the House were unlocked, and lists of the fifteen members were given to each party, who then retired with the Clerk Assistant in order to reduce the same according to law.

Cape Breton representation bill.

Mr. Bourinot, pursuant to leave given, presented to the House, a bill to add to the representation of the county of Cape Breton; and the same was read a first time, and ordered to be read a second time.

Pet. of Mabou gold mining company.

A petition of the Mabou Gold Mining Company was presented by Mr. Blanchard and read, complaining that a gold claim, of which they were lessees, had been leased to another party by the Gold Commissioner, without notice to them, and praying the house to investigate the facts of the case.

Ref. to com. on mines.

Ordered, That the petition be referred to the committee on mines and minerals.

Pets. against Dalhousie college act.

The following petitions, respectively asking for amendment in the act for the regulation and support of Dalhousie College, were severally presented by the undermentioned members and read, viz.:

Of inhabitants of Gaspereaux, by Mr. Moore;

Of inhabitants of Antigonishe, by the hon. Mr. McKinnon;

Of inhabitants of Sable River, by the Hon. the Attorney General.

Ordered, That the several petitions do lie on the table.

Pet. from Shelburne for alteration in mail route.

A petition of inhabitants of the town of Shelburne was presented by Mr. Locke and read, praying that the mails may be conveyed over the new road from Kinburn to Mills Village.

Ref. to post office com.

Ordered, That the petition be referred to the committee on the post office.

Report of Commisr. of crown lands.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, the report of the Commissioner of Crown Lands for the year 1863, together with returns of applications for crown lands and of perfected grants; and the return was read by the Clerk.

(See Appendix—Crown Lands.)

Ref. to com. on crown lands.

Ordered, That the papers be referred to the committee on crown lands.

Report of Inspector of mines.

Also, by the like command, the report of the Inspector of Mines on the mines and minerals of the Province, for the year 1863; and the same was read by the Clerk.

(See Appendix—Mines and Minerals.)

Ref. to com. on mines.

Ordered, That the report be referred to the committee on mines and minerals.

Message.

A message from the Council by Mr. Halliburton:

Mr. Speaker,

Agree to chapters of Revised Statutes with amds.

The Legislative Council have agreed to the following chapters of the bill, entitled, an act for revising and consolidating the general Statutes of Nova Scotia, with amendments thereto, respectively; to which amendments they desire the concurrence of this honorable House, viz. :—

Chapter 1, of the promulgation and construction of Statutes;

Chapter 2, of Executive and Legislative Disabilities;

Chapter 3, of the duration of and representation in the general assembly ;
Chapter 4, of the prevention of corrupt practices at elections.
And then the messenger withdrew.

The amendments proposed by the Council to chapters 1, 2, 3 and 4, were severally read a first time, and ordered to be read a second time. Amtds. read 1st time

The Clerk Assistant delivered into the House the names of the seven members remaining after the number drawn by ballot this day, in regard to the election for the southern division of the county of Colchester, had been reduced according to law, by the parties alternately striking off names therefrom, and the names of the seven members so delivered in being read, are as follow, viz. : Mr. Colin Campbell, Mr. Coffin, Mr. Blackwood, Mr. Moore, Mr. Cowie, Mr. McDonnell, and Mr. Hatfield, who thereupon were sworn by the Clerk at the table of the House, " well and truly to try the matter of the petitions referred to them, and a true judgment to give according to the evidence." Colchester election
com. sworn.

Ordered, That the committee so formed do meet on Friday next, the nineteenth day of February, instant, at eleven of the clock in the forenoon, for the purpose of hearing and determining the merits of the election and return of Adams G. Archibald and Francis Parker, Esquires, for the southern electoral division of the county of Colchester. Order for meeting of
com.

Ordered, That the several petitions complaining of an undue election of the said Adams G. Archibald and Francis Parker be referred to the said committee. Pet. referred to com.

A petition of inhabitants of Barrington and Argyle, was presented by Mr. Killam and read, praying for an alteration in the present mail arrangements at Pubnico. Pet. from Barrington
for change in mail
route.

Ordered, That the petition be referred to the committee on the post office. Ref. to post office com.

Mr. Pryor, pursuant to leave given, presented to the House, a bill concerning the city of Halifax ; and the same was read a first time, and ordered to be read a second time. Halifax city bill.

A petition of William Peitzsch, an aged teacher, was presented by Mr. S. Campbell and read, praying for a free grant of land. Pet. of W. Peitzsch.

Ordered, That the petition be referred to the committee on education. Ref. to education com.

A petition of inhabitants of the county of Victoria, was presented by Mr. Charles Campbell and read, praying that the Big Bras d'Or Ferry may be removed to Munroe's Point. Pet. for change of
ferry.

Ordered, That the petition be referred to the committee on the post office. Ref. to post office com.

A petition of inhabitants of Walton and Kempt, was presented by Mr. Lawrence and read, praying for the repeal of the act of 1861, in regard to the municipal arrangements of Kempt and Walton. Pet. from Kempt and
Walton.

Ordered, That the petition do lie on the table, and that Mr. Lawrence have leave to introduce a bill in accordance with the prayer thereof. Leave for bill.

A petition of inhabitants of the county of Annapolis, was presented by Mr. Whitman and read, praying for the passage of an act for the appointment of supervisors of weirs within the fishing district in that county. Pet. from Annapolis
for supervisors of
weirs.

Ordered, That the petition do lie on the table, and that Mr. Whitman have leave to introduce a bill in accordance with the prayer thereof. Leave for bill.

A petition of James Robinson, of Beaver Bank, in the county of Halifax, tracklayer, was presented by the hon. the Provincial Secretary and read, complaining of the withholding of certain monies due him by the Railway Board for work performed by him under contract, and praying the House to investigate the matter. Pet. of Jas. Robinson.

Ordered, That the petition be referred to the committee on railways. Ref. to railway com.

A petition of inhabitants of LeHave River, was presented by Mr. Slocomb and read, praying for an alteration in the route by which the mails are now carried. Pet. from LeHave for
alteration in mail
route.

Ordered, That the petition be referred to the committee on the post office. Ref. to post office com.

Mem. of City Council,
Halifax, as to pau-
per lunatics.

A memorial of the City Council of Halifax, was presented by Mr. Pryor and read, praying that the expense of maintaining pauper lunatics may be made a Provincial charge instead of a County charge, as at present.

Leave for bill

Ordered, That the memorial do lie on the table, and that Mr. Pryor have leave to introduce a bill in accordance with the prayer thereof.

Block House Mining
Co. Incorpor'n Bill.

The hon. the Solicitor General, pursuant to leave given, presented a bill to incorporate the Block House mining company ; and the same was read a first and ordered to be read a second time.

Com on Revised Sta-
tutes.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report progress.

The chairman reported from the committee that they had made further progress in the consideration of the bill referred to them.

Then the House adjourned until to-morrow at eleven of the clock.

THURSDAY, 18th FEBRUARY, 1864.

PRAYERS.

City of Halifax bill
read 2nd time.
Ref. to Halifax bills
com.

A bill concerning the city of Halifax was read a second time.

Ordered, That the bill be referred to the committee on the city of Halifax bills.

Engrossed chapters
Rev. Statutes read
3rd time.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia were severally read a third time, viz. :—

Chapter 12, of the laws of the customs ;

Chapter 22, of the Board of Works ;

Chapter 23, of the Penitentiary ;

Chapter 24, of Sable, St. Paul, and Scattarie Islands, and of light houses ;

Chapter 35, of the privileges and naturalization of aliens ;

Chapter 36, of the census and statistical information ;

Chapter 37, of the salaries of certain public officers and of certain pensions ;

Chapter 38, of the qualifications, appointment, and tenure of office, of the principal judicial officers ;

Chapter 39, of the offices of Receiver General and Financial Secretary, and the rendering and auditing of the public accounts ;

Chapter 40, of treasury notes, the saving's bank and provincial loan.

Chapter's passed.
Sent to Council.

Resolved, That the several chapters do finally pass.

Ordered, That the Clerk do carry the chapters to the Council and desire their concurrence.

Pets. for amendments
in Dalhousie College
Act.

The following petitions, severally praying for amendments in the act for the regulation and support of Dalhousie College, were presented by the undermentioned members and read, viz. :—

Of inhabitants of Guysborough, by Mr. Heffernan ;

Of inhabitants of the county of Hants, by Mr. Hill ;

Of inhabitants of Bridgetown and Annapolis, by Mr. Longley ;

Of inhabitants of Albion Mines, by Mr. McDonald ;

Of inhabitants of Lake George, Deerfield, by Mr. Killam ;

Of inhabitants of Bridgewater, by Mr. Kaulback ;

Of inhabitants of Wolfville, by Mr. Moore ;

Of inhabitants of West Cornwallis, by Mr. Bill ;

Of inhabitants of Digby Neck, by Mr. Colin Campbell ;

Of inhabitants of Lower Horton, by Mr. Lawrence.

Ordered, That the several petitions do lie on the table.

- A petition of the rateable inhabitants of the school district of Bridgewater, was presented by Mr. Slocomb and read, praying the House to repeal the act passed in 1857 to authorise the sale of the school house at Bridgewater. Petition for repeal of Bridgewater School House Act.
- Ordered,* That the petition do lie on the table, and that Mr. Slocomb have leave to introduce a bill in accordance with the prayer thereof. Leave for bill.
- A petition of inhabitants of Hall's Harbor, Cornwallis, was presented by Mr. Hamilton and read, praying for an alteration in the present mail arrangements. Petition from Hall's Harbor.
- Ordered,* That the petition be referred to the committee on the post office. Ref. to post office com.
- A petition of inhabitants of the county of Pictou, was presented by Mr. Donald Fraser and read, praying for certain amendments in the license law. Pet. for amendments in License law.
- Ordered,* That the petition do lie on the table, and that Mr. D. Fraser have leave to introduce a bill in accordance with the prayer thereof. Leave for bill.
- A petition of inhabitants of Aylesford and Wilmot, was presented by Mr. Bill and read, praying for increased postal accommodation, by removing the post office to a more central position. Pet. from Aylesford for removal of post office.
- Ordered,* That the petition be referred to the committee on the post office. Ref. to post office com.
- A petition of inhabitants of Aylesford, was presented by Mr. Moore and read, praying the House not to sanction the removal of the post office from its present locality. Pet. from Aylesford against removal of post office.
- Ordered,* That the petition be referred to the committee on the post office. Ref. to post office com.
- A petition of inhabitants of the county of Annapolis, was presented by Mr. Longley and read, praying that increased facilities may be afforded to them with respect to obtaining grants of crown lands. Pet. relative to grants of crown lands.
- Ordered,* That the papers be referred to the committee on crown lands. Ref. to crown lands com.
- Mr. McDonald, pursuant to leave given, presented a bill to incorporate the Pictou steam ferry boat company; and the same was read a first, and ordered to be read a second time. Pictou steam ferry boat incorporation bill.
- A petition of magistrates, and other inhabitants of the county of Richmond, was presented by the hon. the Financial Secretary and read, praying that the harbor now known as "Little River" may hereafter be named Port Richmond. Pet. to change name of Little River.
- Ordered,* That the petition do lie on the table, and that the hon. the Financial Secretary have leave to introduce a bill in accordance with the prayer thereof. Leave for bill.
- A petition of Angus F. Cameron, of Mire River, in the county of Cape Breton, an aged teacher, was presented by Mr. Bourinot and read, praying for a free grant of land. Pet. of Angus Cameron.
- Ordered,* That the petition be referred to the committee on education. Ref. to Educat'n Com.
- A petition of the Shubenacadie gold company, was presented by Mr. Parker and read, complaining that a claim leased to them at Renfrew had been again leased to other persons, and praying the House to investigate the subject matter of their complaint. Pet. of Shubenacadie gold company.
- Ordered,* That the petition be referred to the committee on mines and minerals. Ref. to com. on mines.
- A petition of Benjamin Wier and others, was presented by Mr. Miller and read, praying for an act of incorporation for the purpose of opening and working coal mines in Cape Breton. Pet. of B. Wier and others for act of incorporation.
- Ordered,* That the petition do lie on the table, and that Mr. Miller have leave to introduce a bill in accordance with the prayer thereof. Leave for bill.
- And accordingly,
- Mr. Miller, pursuant to such leave, presented a bill to incorporate the Sea Coal Bay mining company; and the same was read a first time, and ordered to be read a second time. Sea Coal Bay mining co. incorpora'n act.
- A petition of Thomas S. Fowler, was presented by the hon. Mr. Shannon and read, setting forth that petitioner, on the 12th day of February, instant, became the assignee of a prospecting gold license, and on applying for a lease of the locality described in the license, and tendering the money therefor as required by law, his application was refused; and praying the House to investigate the matter. Pet. of Thos. S. Fowler rel. to mining lease.
- Ordered,* That the report be referred to the committee on mines and minerals. Ref. to com. on mines.

Pet. for repeal of act incorporating Presb. church congregation Cape North.

A petition of inhabitants of Cape North, in the county of Victoria, was presented by the hon. the Attorney General and read, praying for the repeal of the act passed in 1863, for incorporating the Presbyterian church congregation of Cape North.

Leave for bill.

Ordered, That the petition do lie on the table, and that the hon. the Attorney General have leave to introduce a bill in accordance with the prayer thereof.

Mr. Tobin, pursuant to leave given, presented the following bills, viz. :—

Halifax Fire Ins. Co. bill.

A bill to amend the act to incorporate the Halifax fire insurance company ;

Foreign Fire Ins. Cos. bill.

A bill in relation to fire insurance companies not incorporated within this Province ;

And the same were severally read a first time, and ordered to be read a second time.

Digby electoral district bill.

Mr. Robichau, pursuant to leave given, presented a bill to add an electoral district in the county of Digby ; and the same was read a first time, and ordered to be read a second time.

Commis'srs. appointment without province bill.

The hon. Mr. Shannon, pursuant to leave given, presented a bill to authorise the appointment of commissioners without the province ; and the same was read a first time, and ordered to be read a second time.

Trade returns presented.

The hon. the Financial Secretary, by command of his Excellency the Administrator of the Government, presented to the House the following returns and statements connected with the trade and commerce of the Province for the year ended 30th September, 1863, viz. :—

- 1°. A detailed statement of imports at each port.
- 2°. An abstract of articles imported at each port.
- 3°. A general statement of articles imported.
- 4°. An abstract of the quantity and value of articles imported.
- 5°. A comparative statement of imports at each port.
- 6°. A comparative statement of articles imported.
- 7°. A detailed statement of exports from each port.
- 8°. An abstract of articles exported from each port.
- 9°. A general statement of articles exported.
- 10°. An abstract of the quantity and value of articles exported.
- 11°. A comparative statement of exports from each port.
- 12°. A comparative statement of articles exported.
- 13°. A detailed account of vessels entered inwards.
- 14°. An abstract of vessels entered inwards.
- 15°. A detailed account of vessels cleared outwards.
- 16°. An abstract of vessels cleared outwards.
- 17°. An account of vessels registered in each port.
- 18°. An abstract of the total number of vessels registered.
- 19°. A detailed account of new vessels registered.
- 20°. An abstract of new vessels registered.

(See Appendix—Trade returns.)

Financial returns.

Also, by the like command, returns of the revenue and expenditure of the Province for the year 1863, viz. :

- 1°. A general statement of warrants drawn on the Treasury during the year.
- 2°. An abstract of articles imported and manufactured, on which duty was collected in 1863.
- 3°. A general abstract of returns of impost and excise duties collected at each port during 1863.
- 4°. A comparative statement of duties collected on articles imported and manufactured for the years 1862 and 1863.
- 5°. A comparative statement of the quantities of articles subject to duty, imported and manufactured during the years 1862 and 1863.
- 6°. A comparative statement of light duty collected at the different ports of this Province for the year 1862 and 1863.
- 7°. The hon. the Receiver General's account current with the Province for the year 1863.

8°. A detailed statement of undrawn road monies.

(See Appendix—Financial Returns.)

Ordered, That the several returns and statements be referred to the committee on public accounts. Ref. to com. on public accts.

The hon. the Provincial Secretary, by the like command, presented to the House, the report of the Chief Commissioner of Railways for the year 1863; and also a report of Henry F. Perley, of his inspection of the Nova Scotia Railway in 1863; and the same were severally read by the Clerk. Railway reports.

(See Appendix—Railway, Provincial.)

Ordered, That the reports be referred to the committee on railways. Ref. to com. on rail-ways.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia. Com on Revised Statutes.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The Chairman reported from the committee that they had made further progress in the consideration of the bill referred to them. Report progress.

Then the House adjourned until to-morrow, at eleven of the clock.

FRIDAY, 19th FEBRUARY, 1864.

PRAYERS.

Mr. Pryor, pursuant to special leave given, presented a bill to amend the act to incorporate the Nova Scotia Marine Insurance company, and the same was read a first time, and ordered to be read a second time. Nova Scotia marine ins. co. incor. act amended.

The following bills were severally read a second time viz. :—

A bill to amend the act to provide for the erection of a court house in Halifax. Bills read 2nd time :
Halifax court house,
Halifax county jail.

A bill relating to the new county jail at Halifax.

Ordered, That the bills be referred to the committee on the city of Halifax bills. Ref. to Halifax bills com.

The following bills were also severally read a second time, viz. :—

A bill to incorporate the house joiners union society of Halifax; Bills read 2nd time :
House joiners' society,

A bill to incorporate the shipwrights and caulkers association of Halifax and Dartmouth; Shipwright's associa-
tion,

A bill to incorporate the Block House mining company; Block house mining
company,

A bill to incorporate the Pictou Steam ferry boat company; Pictou steam ferry co.

A bill to incorporate the Sea Coal Bay mining company; Sea coal mining co.

A bill to amend the act to incorporate the Halifax fire insurance company; Halifax fire ins. co.
amdt.

Ordered, That the bills be severally referred to the committee on private bills. Ref. to private bills
com.

A petition of members of the Yarmouth education society, was by special leave, presented by Mr. Killam and read, praying for the appointment of trustees empowered to sell the academy at Yarmouth, erected by the Yarmouth education society, under the circumstances detailed in their petition. et. from Yarmouth
education society.

Ordered, That the petition be referred to the committee on education. Ref to education com.

At three of the clock, being the time appointed for the considering of the petition of John J. Marshall, against the election and return of S. Campbell, Esquire, sitting member for the county of Guysborough, the Sergeant-at-Arms was directed to go the places adjacent and require the immediate attendance of the members on the business of the House, and he having returned and reported that he had so done, the House was counted, and forty-eight members being present, exclusive of Mr. Speaker and Mr. S. Campbell, the sitting member, and all other previous measures prescribed by chapter 9 of the Revised Statutes having been taken, and the petitioner being in attendance at the bar of the House, the Guysborough county
election committee
drawn.

doors of the House were locked, and the order of the day for taking into consideration the petition complaining of an undue election of Stewart Campbell, Esquire, for the county of Guysborough was read, whereupon the House proceeded to ballot for a select committee to try the merits of the election and return of the said Stewart Campbell, Esquire, one of the sitting members for the county of Guysborough, in manner prescribed by such chapter; when the following names of fifteen members present, and not appearing to be under the disqualifications mentioned in such chapter, and not being excused at their own request on account of their being then serving on a previous election committee, were drawn, viz.: Mr. Caldwell, hon. Mr. McKinnon, Mr. McLelan, Mr. Killam, Mr. Slocomb, Mr. Moore, hon. Solicitor General, Mr. Donkin, Mr. Blanchard, Mr. Charles Campbell, Mr. James Fraser, Mr. Ross, and Mr. Blackwood: and thereupon the doors of the House were unlocked, and lists of the fifteen members were given to each party, who then retired with the Clerk Assistant, in order to reduce the same pursuant to law.

Guysboro' election
com. sworn.

The Clerk Assistant delivered into the House, the names of the seven members remaining after the number drawn by ballot this day, in regard to the election of Stewart Campbell, Esquire, for the county of Guysborough, had been reduced according to law by the parties alternately striking off names therefrom: and the names of the seven members so delivered in, being read, are as follow, viz.:— Mr. Caldwell, hon. Mr. McKinnon, hon. Mr. Shannon, Mr. Killam, Mr. Slocomb, Mr. Moore and Mr. Donkin,—who thereupon were duly sworn by the Clerk at the table of the House “well and truly to try the matter of the petition referred to them, and a true judgment to give according to the evidence.”

Order for meeting of
committee.

Ordered, That the committee so formed do meet on Monday next, the twenty-second day of February, instant, at three o'clock in the afternoon, in a committee room in this House, for the purpose of hearing and determining the merits of the election and return of Stewart Campbell, Esquire, for the county of Guysborough.

Pet. referred to com.

Ordered, That the petition of John J. Marshall, complaining of an undue election and return of the said Stewart Campbell, be referred to such committee.

Lunatics custody act
amdt. bill.

Mr. Pryor, pursuant to leave given, presented a bill further to amend the act, of the custody and estates of Lunatics; and the same was read a first time, and ordered to be read a second time.

People's Bank incor-
poration bill.

Mr. Tobin, pursuant to leave given, presented a bill to incorporate the People's Bank at Halifax; and the same was read a first time, and ordered to be read a second time.

Message.

A message from the Council by Mr. Halliburton:

Mr. Speaker,

Agree to chaps. with-
out amdt.

The Council have agreed to the following chapters of the bill, entitled an act for revising and consolidating the general Statutes of Nova Scotia, without any amendment, viz.:—

Chapter 8, of the casual and territorial revenue;

Chapter 10, of the board of revenue;

Chapter 19, of light house duties.

Agree to chaps. with
amendts.

They have also agreed to the following chapters of such bill, with amendments thereto respectively, to which amendments they desire the concurrence of this honorable House, viz.:—

Chapter 6, of controverted elections;

Chapter 7, of vacating seats;

Chapter 20, of licenses for the sale of intoxicating liquors.

And then the messenger withdrew.

The amendments proposed by the Legislative Council to chapters 6 and 7, were read a first and second time, and considered by the House.

And thereupon,

Amendts. to certain
chapters agreed to.

Resolved, That the several amendments be agreed to by the House.

Ordered, That the Clerk do carry the chapters and amendments back to the Council, and acquaint them that this House have agreed to such amendments.

The amendment proposed by the Council to chapter 20, was read a first time, and ordered to be read a second time. Amdts. read 1st time

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia. Com. on Revised Statutes.

Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through several chapters of the bill referred to them, which they had directed him to report to the House, viz. : chapter 44, of clerks of the peace ; chapter 45, of prothonotaries and clerks of the crown ; chapter 46, of general and special sessions ; chapter 48, of jails and other county buildings ; chapter 51, of the church of England ; chapter 52, of religious corporations and societies ; chapter 53, of assessments for the repairs of meeting houses ; chapter 54, of quarantine ; chapter 55, of boards of health and infectious diseases ; chapter 56, of rabid animals ; chapter 57, of nuisances ; and chapter 58, of regulations concerning the practice of physic and surgery ; and he delivered the chapters in at the Clerk's table. Report several chapters.

Ordered, That the several chapters be engrossed.

Then the House adjourned until to-morrow, at eleven of the clock.

SATURDAY, 20th FEBRUARY, 1864.

PRAYERS.

A petition of James McDonald was, pursuant to special leave, presented by Mr. McKay and read, complaining of the action of the Pictou marine railway company as respects a water lot in the town of Pictou, and praying the House to investigate the matter. Pet. of Jas. McDonald rel. to water lot in Pictou.

Ordered, That the petition be referred to the committee on crown lands. Ref. to com. on crown lands.

A petition of justices, grand jurors, and other inhabitants of the county of Richmond, was presented by the hon. Financial Secretary and read, praying for a change in the mode of drawing grand and petit jurors. Petition as to mode of drawing jurors.

Ordered, That the petition be referred to the committee on amendments to the laws. Ref. to law amdt. com.

A petition of Hugh Cameron, of Mount Thom, was, pursuant to special leave, presented by Mr. McKay and read, praying for a grant of one hundred acres of crown land, in consideration of his past services. Pet. of Hugh Cameron.

Ordered, That the petition be referred to the committee on crown lands. Ref. to crown land com.

A petition of rate-payers of New Ross, in the township of Chester, was presented by Mr. Kaulback and read, praying for the repeal of the act concerning the township of Chester, passed in 1863. Pet. for repeal of Chester township act.

Ordered, That the petition do lie on the table.

A petition of inhabitants of Liverpool, and a petition of inhabitants of Milton, were presented by Mr. John Campbell and read, severally praying for amendments in the act for the regulation and support of Dalhousie College. Pet. against Dalhousie college act.

Ordered, That the petitions do lie on the table.

The amendments proposed by the Council to chapters 1, 2, 3, 4, and 20, of the Revised Statutes, were severally read a second time and considered by the House. Amdts. to chaps. read 2nd time.

And thereupon,

Resolved, That the amendments to chapters 2, 3, and 20, be agreed to. Agreed-to

Resolved, That the amendments to chapter 1, with the exception of the second amendment, be agreed to ; and that such second amendment be not agreed to.

Resolved, That the first and third amendments to chapter 4 be agreed to, and that the second amendment thereto be not agreed to. In part.

Ordered, That the Clerk do carry the chapters and amendments back to the Council, and acquaint them with the foregoing resolutions. Sent to Council.

Adjournment of South Colchester election committee.

Mr. Colin Campbell, chairman of the South Colchester election committee, by direction of the committee, moved that they have the leave of the House to adjourn until Wednesday next, the 24th instant, at eleven of the clock; which being seconded and put, was agreed to by the House.

Rec. General's railway acct. presented.

The hon. the Financial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, the Receiver General's account current with the Provincial Railway for the year 1863.

(See Appendix—Railway, Provincial.)

Ref. to com. on public accts.

Ordered, That the same be referred to the committee on public accounts.

Com. on Revised Statutes.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report several chapters.

The chairman reported from the committee that they had gone through several chapters of the bill referred to them, which they had directed him to report to the House, viz.: chapter 49, of townships and township officers; chapter 59, of Indians; chapter 61, of the laying out and management of certain great roads; chapter 62, of laying out roads other than certain great roads; chapter 63, of subscriptions to public works; chapter 66, of the expenditure of monies on the roads; chapter 67, of the preservation of roads; chapter 68, of supervisors of public grounds; and chapter 69, of closing roads;

And he delivered the chapters in at the Clerk's table.

Ordered, That the several chapters be engrossed.

Returns of dismissals and appointments presented.

The hon. Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House:—

Return of officers dismissed from February, 1857, to February, 1860.

Return of dismissals from office and appointments in their stead, for the years 1860, 1861, and 1862.

Return of dismissals from office since the appointment of the present Government; and return of appointments to office since formation of the present Government.

(See Appendix—Appointments and Dismissals.)

Ordered, That the returns do lie on the table.

Pet. from Provincial Teachers' Association.

A petition of the provincial teachers' association, was presented by the hon. the Provincial Secretary and read, praying for the passage of enactments enforcing direct taxation for the support of education.

Ref. to Education com.

Ordered, That the petition be referred to the committee on education.

Pet. for protection of river fisheries.

A petition of inhabitants of the county of Cumberland, was presented by the hon. the Provincial Secretary and read, praying for legislative action for the protection of the River Fisheries.

Ref. to fishery com.

Ordered, That the petition be referred to the committee on the fisheries.

Then the House adjourned until Monday next at eleven of the clock.

MONDAY, 22nd FEBRUARY, 1864.

PRAYERS.

Pet. from New Annan against grant of money for new line of road.

A petition of inhabitants of New Annan, in the county of Colchester, was presented by Mr. Blackwood and read, praying the House not to sanction the grant of any money to open a new line of road from Tatamagouche to Cock's school house, on the Truro road.

Ordered, That the petition do lie on the table.

Pets. from Tangier against alteration in licence laws.

A petition of the New York and Nova Scotia gold mining company, and Atlantic gold mining company, carrying on business at Tangier; and a petition of the

Tangier division of the Sons of Temperance, were presented by Mr. Longley and read, severally praying the House not to amend the license law, as respects proclaimed gold districts.

Ordered, That the petitions do lie on the table.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, copy of despatch from Government emigration board, enclosing copy of order in Council, amending the "passengers act, 1855;" and the same was read by the Clerk.

Order in Council—
Passenger act 1855
amendments.

(See *Appendix—Passengers Act.*)

Ordered, That the documents do lie on the table.

Also, by the like command, the report of the chairman of the Board of Works for the year 1863, upon the various branches of the public service under his supervision; and the same was read by the Clerk.

Report of Chairman of
Board of Works.

(See *Appendix—Board of Works.*)

Ordered, That so much thereof as relates to public expenditure be referred to the committee on public accounts; so much thereof as relates to the hospital for the insane to the committee on humane institutions; and so much thereof as refers to light houses, be referred to the committee on navigation securities.

Rep. of several com.
on subjects to which
it relates.

The following engrossed chapters of the bill for revising and conoalidating the general Statutes of Nova Scotia, were severally read a third time, viz. :

Chapters read 3d time

Chapter 41, of the boundaries of counties, districts and townships.

44, of clerks of the peace.

45, of prothonotaries and Clerks of the Crown.

46, of general and special sessions.

48, of jails and and other county buildings.

49, of townships and township officers.

51, of the church of England.

52, of religious congregations and societies,

53, of assessments for the repairs of meeting houses.

54, of quarantine.

55, of boards of health and infectious diseases.

56, of rabid animals.

57, of nuisances.

58, of regulations concerning the practice of physic and surgery.

Resolved, That the several chapters do finally pass.

Passed.

Ordered, That the Clerk do carry the same to the Council, and desire their concurrence.

Sent to Council.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,

The Council do not adhere to the first amendment proposed by them to chapter 1 of the Revised Statutes, but agree to such chapter as now amended; they also agree to chapters 2, 3, 6, 7, and 20, as now amended; they have agreed to chapters 22, 24, 36, and 37, without any amendment.

And then the Messenger withdrew.

A petition of inhabitants of Canning, Cornwallis, was presented by Mr. Bill and read, praying for amendments in the act for the regulation and support of Dalhousie College.

Pet. from Canning
against Dalhousie
colleageact.

Ordered, That the petition do lie on the table.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Com. on Revised Sta-
tutes.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through several chapters of the bill referred to them, which they had directed him to report to the House, viz. :—

Report several chap-
ters.

Chapter 42, of sheriffs; chapter 74, of bridges and public landings; chapter 75, of ferries; chapter 76, of commissioners of sewers and the regulating of dyked and marsh lands; chapter 77, of commons; chapter 78, of common fields; chapter 80, of the registry of ships; and chapter 83, of partnerships; and he delivered the chapters in at the Clerk's table.

Ordered, That the several chapters, with the exception of chapter 42, of sheriffs, be engrossed.

Upon the usual question being propounded from the chair, that chapter 42, "of sheriffs," be engrossed,

Motion to recommit
chap. 42, of sheriffs.

Mr. Archibald moved, by way of amendment, that the chapter be recommitted, for the purpose of striking out the first clause thereof, by which the mode of the appointment of sheriffs has been altered, and of substituting therefor the mode of appointment now on the Statute book; which amendment being seconded, and the House dividing thereon, there appeared for the amendment, thirteen; against it, twenty-four.

For the Amendment.

Mr. G. Brown,
" Parker,
" Miller,
" Blackwood,
" Locke,
" Blanchard,
" Archibald,
" Robertson,
" Coffin,
" Heffernan,
" Annand,
" Balcom,
" Ross.

Against the Amendment.

| | |
|----------------------|-------------------|
| Mr. John Campbell, | Mr. McKay, |
| " Hatfield, | " Allison, |
| " D. Fraser, | " Pryor, |
| " King, | " Bill, |
| " McDonnell, | " Longley, |
| " Hill, | " Bourinot, |
| Hon. Prov. Secretary | " Jost, |
| " Mr. McFarlane, | " Robichau, |
| " Fin. Secretary, | " Chas. Campbell, |
| " Atty. General, | " McDonald, |
| " Sol. General, | " Cowie, |
| Mr. Col. Campbell, | " Smyth. |

Lost on division.

So it passed in the negative.

Ordered, That the chapter be engrossed.

Sheriff's chapter read
3d time.
Passed.
Sent to Council.

The engrossed chapter 42, "of sheriffs," was read a third time.

Resolved, That the chapter do finally pass.

Ordered, That the Clerk do carry the chapter to the Council, and desire their concurrence.

Com on Revised Sta-
tutes.

On motion, the House again resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report progress

The chairman reported from the committee that they had made further progress in the consideration of the bill referred to them.

Then the House adjourned until to-morrow, at three of the clock.

TUESDAY, 23rd FEBRUARY, 1864.

PRAYERS.

Guysboro' election
com. adjournment.

Mr. Killam, chairman of the committee to try the merits of the election of Stewart Campbell, Esquire, for the county of Guysborough, by direction of the committee, moved that they have leave to adjourn until Wednesday, the second day of March next, at eleven of the clock, which being seconded, and put, was agreed to by the House.

Message.

A message from the Council by Mr. Halliburton:

Mr. Speaker,—

The Council have agreed to the following chapters of the bill for revising and

consolidating the general Statutes of Nova Scotia, without any amendment, viz. :
 Chapter 35, of the privileges and naturalization of aliens ;
 Chapter 39, of the offices of Receiver General and Financial Secretary, and the rendering and audit of the public accounts ;
 Chapter 40, of treasury notes, the savings' bank, and provincial loan.
 And then the messenger withdrew.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were severally read a third time, viz. : Chaps. of Revised Statutes read 3d time.

Chapter 43, of coroners ;
 74, of bridges and public landings ;
 75, of ferries ;
 76, of commissioners of sewers and the regulation of dyked and marsh lands.

Chapter 77, of commons ;
 78, of common fields.

Resolved, That the chapters do finally pass. Passed

Ordered, That the Clerk do carry the same to the Council, and desire their concurrence. Sent to Council.

Mr. Pryor, from the committee on city of Halifax bills, reported that they had considered the bill to amend the act to provide for the erection of a court house in Halifax, and the bill relating to the new county jail at Halifax, and had directed him to report the same to the House, without any amendment ; and he delivered the bills in at the Clerks' table. Rep. on Halifax Court House and Jail bills

Ordered, That the bills be committed to a committee of the whole house. Committed.

A petition of office-bearers of the Halifax Teachers' Association, was presented by the hon. Mr. Shannon and read, praying for the support of education by means assessment. Pet. Halifax Teachers association.

Ordered, That the petition be referred to the committee on education. Referred to com. on education.

A petition of inhabitants of Sydney, in the county of Cape Breton, was presented by Mr. Bourinot and read, praying for improvements and alterations in the present mail communication. Pet. from Sydney for mail communication

Ordered, That the petition be referred to the committee on the post office. Ref. to post office com.

A petition of inhabitants of the county of Cape Breton, was also presented by Mr. Bourinot and read, praying for a more just and equitable distribution of monies granted for the purposes of education and of the road and bridge service. Pet. from Cape Breton

Ordered, That the petition be referred to the committee on education. Ref. to education com.

The following petitions, severally praying for amendments in the act for the regulation and support of Dalhousie College, were presented by the undermentioned members and read, viz. :— Pet. against Dalhousie College act.

Of inhabitants of East Cornwallis, by Mr. Hamilton ;
 Of inhabitants of Kentville and New Mines, by Mr. Moore ;
 Of inhabitants of Morris Town, Kings county, by Mr. Moore ;
 Of inhabitants of Nictaux and South Wilmot, by the hon. the Attorney General ;
 Of inhabitants of Middleton, in Wilmot, by Mr. Longley.

Ordered, That the petitions do lie on the table.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia. Com. on Rev. Statutes

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through several chapters of the bill referred to them, which they had directed him to report to the House, viz. : chapter 79, of shipping and seamen ; chapter 84, of factors and agents ; chapter 85, of bills of exchange and promissory notes ; chapter 86, of interest ; and chapter 87, of currency ; and he delivered the chapters in at the Clerk's table. Reports chapters.

Ordered, That the chapters be engrossed.

Reports of Gold Comrs.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House: report of Samuel Creelman, late chief gold commissioner, for the half year ending 30th June last, and report of Peter S. Hamilton, chief gold commissioner, for the year 1863; on the gold fields of this Province; and the same were severally read by the Clerk.

(See Appendix—Gold Fields.)

Ref. to com. on mines.

Ordered, That the same be referred to the committee on mines and minerals.

Des. relative to mode of making provincial appointments.

Also, by the like command, copies of despatches from the Colonial Secretary to the Governor, dated respectively 22nd July and 27th December, 1862, together with a despatch from the Governor to the Colonial Secretary, dated 15th August, 1862, relative to an alteration in the practice of making provincial appointments, by warrant, under the royal sign manual; and the same were read by the Clerk.

(See Appendix—Provincial Appointments.)

Ordered, That the despatches do lie on the table.

Sheriffs list for 1864.

Also, list of persons, from whom were proposed to be chosen the Sheriffs of the several counties for the year 1864.

Ordered, That the list do lie on the table.

On motion of the hon. the Provincial Secretary,

Order of the day.
Education bill.

Ordered, That this House do, on Tuesday next, proceed to the consideration of the bill for the better encouragement of education, on the second reading thereof.

Then the House adjourned until to-morrow, at three of the clock.

WEDNESDAY, 24th FEBRUARY, 1864.

PRAYERS.

Chapters read 3d time

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. :—

Chapter 59, of Indians;

Chapter 62, of the laying out roads other than certain great roads;

Chapter 61, of the laying out and management of certain great roads;

Chapter 63, of subscriptions to public works.

Passed.

Resolved, That the chapters do finally pass.

Sent to Council.

Ordered, That the Clerk do carry the same to the Council, and desire their concurrence.

Message.

A message from the Council by Mr. Halliburton:

Mr. Speaker,—

Agree to Vesting bill and to chapters of Rev. Statutes with out

The Council have agreed to the bill, entitled, an act to vest in the Board of Works certain public property, without any amendment; they have also agreed to chapter 23, of the penitentiary; chapter 41, of the boundaries of counties, districts, and townships; chapter 44, of clerks of the peace; and chapter 46, of general and special sessions,—severally without amendment.

And to chapters with amendm'ts.

They have agreed to chapters 38 and 45, with amendments to those chapters, respectively, to which amendments they desire the concurrence of this honorable House.

And then the messenger withdrew.

The amendments proposed by the Council to chapter 38, of the qualifications, appointment, and tenure of office of the principal judicial officers; and to chapter 45, of prothonotaries and clerks of the crown, were severally read a first time, and, *nem. con.*, a second time; and considered by the House.

And thereupon,

Amendm'ts agreed to.

On motion, *resolved*, That such amendments be respectively agreed to.

Sent to council.

Ordered, That the Clerk do carry the chapters, with their amendments, back to the Council, and acquaint them that the House have agreed to such amendments.

A petition of Archibald MacNiven, of Catalone, was presented by Mr. Bourinot, and a petition of John Hood, of Queen's county, was presented by Mr. John Campbell; and such petitions were read, severally praying for a free grant of crown land, as aged teachers.

Pet. of aged Teachers.

Ordered, That the petitions be referred to the committee on education.

Ref. to educa. com.

Mr. Bourinot, pursuant to special leave given, presented a bill to incorporate the Cheticamp copper mining and smelting company; and a bill to incorporate the Boston and Bridgeport coal mining company; and such bills were severally read a first, and ordered to be read a second time.

Coal mining company incorporation acts.

A petition of fishermen, from Petite Rivere and its vicinity, was presented by Mr. Slocomb and read, praying the House to protect them from the exaction by the Government of Newfoundland of duties on the outfit of fishing vessels belonging to this Province.

Pet. fm Petite Rivere.

Ordered, That the petition be referred to the committee on the fisheries.

Ref. to com. on fishery

A petition of rate-payers of the polling district of Chester, was, by special leave, presented by Mr. Kaulback and read, praying for the repeal of the act concerning the township of Chester, passed in 1863.

Pet. for repeal Chester township act.

Ordered, That the petition do lie on the table.

A petition of merchants, ship owners, ship masters and mates, of Yarmouth, was presented by Mr. Killam and read, praying the adoption of measures to obtain the acknowledgment by the Board of Trade in the mother country, of certificates granted by the Local Boards of Examiners in this Province to masters and mates, under the act of 1858.

Pet. from Yarmouth rel. to certificates of masters and mates.

Ordered, That the petition do lie on the table.

A petition of inhabitants of Middle Musquodoboit, was presented by the hon. the Provincial Secretary and read, praying that the eastern division of the county of Halifax may be set off into a separate county.

Pet. for division of co of Halifax

Ordered, That the petition do lie on the table, and that the hon. the Provincial Secretary have leave to introduce a bill in accordance with the prayer thereof.

Leave for bill.

Mr. Colin Campbell, chairman of the committee to try the merits of the controverted election for the southern electoral division of the county of Colchester, by direction of the committee, moved that they have leave to adjourn until Friday next, at eleven of the clock; which being seconded and put, was agreed to by the House.

South Colchester elec. com adjournment.

The hon. the Attorney General, by command of his Excellency the Administrator of the Government, presented to the House, copies of correspondence between the Colonial Secretary and the Governor, and the office of the Committee of Privy Council for Trade, on the subject of the establishment of marine courts of inquiry in this province; and the same were read by the Clerk.

Papers rel. to marine courts of enquiry.

(See Appendix—Marine Courts of Inquiry.)

Ordered, That the correspondence do lie on the table.

And thereupon,

The hon. the Attorney General, presented a bill for the establishment of marine courts of inquiry; and the same was read a first time, and ordered to be read a second time.

Marine courts bills.

Mr. Kaulback, pursuant to special leave, presented a bill to incorporate the Lutheran congregation of St. Paul's church, Bridgewater; and the same was read a first time, and ordered to be read a second time.

Lutheran church incorporation bill.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House:

Reports of agricultural exhibitions presented

The reports of the chairmen of the commissioners appointed under the act of 1863, to conduct agricultural exhibitions in districts No. 3 and No. 4; and the same were read by the Clerk.

(See Appendix—Agricultural Exhibitions.)

Ordered, That the reports be referred to the committee on agriculture.

Ref. to com. of agriculture.

Com on Revised Statutes.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report several chapters.

The chairman reported from the committee that they had gone through several chapters thereof, which they had directed him to report to the House, viz. :—

Chapter 82, of pilotage, harbors, and harbor masters ; chapter 88, of mills and millers ; chapter 89, of the regulation and inspection of provisions, lumber, fuel, and other merchandize ; chapter 90, of weights and measures ; chapter 91, of corporations ; chapter 92, of agricultural and land corporations ; chapter 93, of the incorporation and winding up of joint stock companies ; chapter 94, of the settlement and support of the poor ; and chapter 95, of poor districts ; and he delivered the chapters in at the Clerk's table.

Ordered, That the several chapters be engrossed.

Then the House adjourned until to-morrow, at three of the clock.

THURSDAY, 25th FEBRUARY, 1864.

PRAYERS.

North Queens election com. adjournment.

The hon. Financial Secretary, chairman of the North Queens election committee, by direction of the committee moved that they have leave to adjourn until Monday next, at eleven of the clock, which being seconded and put, was agreed to by the House.

Report Record com.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House the report of Thomas B. Akins, Record Commissioner, of his proceedings in connection with that branch of the public service, since the first day of January, A. D. 1861, and the same was read by the Clerk.

(See Appendix—Record Commission.)

Ordered, That the report do lie on the table.

Kings co. polling district bill.

Mr. Hamilton, pursuant to special leave given, presented a bill to alter the bounds of certain polling districts in the county of Kings, and the same was read a first and ordered to be read a second time.

Pet. from commissioners for improving Liverpool harbor.

A petition of the commissioners for deepening and improving the harbor of Liverpool, was presented by Mr. Cowie and read, praying for an amendment in the act of last session on that subject.

Leave for bill.

Ordered, That the petition do lie on the table, and that Mr. Cowie have leave to introduce a bill in accordance with the prayer thereof.

And thereupon,

Liverpool harbor improvement bill.

Mr. Cowie, pursuant to such leave, presented a bill to amend the act for improving the harbor of Liverpool, and the same was read a first, and ordered to be read a second time.

Halifax sewerage bill.

Mr. Pryor, pursuant to special leave given, presented a bill to provide an improved system of sewerage in the city of Halifax, and the same was read a first, and ordered to be read a second time.

Pets. against Dalhousie college act.

The following petitions, respectively praying for amendments in the act for the regulation and support of Dalhousie college, were presented by the undermentioned members and read, viz. :—

Of inhabitants of Hantsport, by Mr. Churchill ;

Of inhabitants of Weymouth, by Mr. Colin Campbell ;

Of inhabitants of Lower Aylesford, by Mr. Moore.

Ordered, That the petitions do lie on the table.

Two petitions of inhabitants of the township of Horton, were presented by Mr. Edward Brown and read, severally praying that the fund which has accumulated from the school lands in that township, under the management of the trustees appointed for that purpose, be devoted to the educational requirements of the people.

Pets. from Horton rel. to school fund.

Ordered, That the petitions be referred to the committee on education.

Ref. to Educa. com.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. :—

Chaps. Rev. Statutes read a 3d time.

Chapter 87, of currency;

88, of mills and millers.

Resolved, That the chapters do finally pass.

Passed.

Ordered, That the Clerk do carry the same to the Council, and desire their concurrence.

Sent to Council.

The hon. the Attorney General, pursuant to special leave given, presented a bill to incorporate the Fruitgrowers association and international show society; and the same was read a first, and ordered to be read a second time.

Fruitgrowers association incorporat'n act

The following bills were severally read a second time, viz. :—

Bills read a 2nd time.

A bill for the better encouragement of education;

Education.

A bill for the establishment of Marine courts of enquiry.

Marine courts.

Ordered, That the bills be committed to a committee of the whole House.

Committed.

On motion, the House resolved itself into a committee on the bill for the better encouragement of education.

Com. on education bill

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made some progress in the consideration of the bill referred to them.

Report progress.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,

The Council have agreed to chapter 38 of the bill for revising and consolidating the general Statutes of Nova Scotia entitled, "of the qualification, appointment and tenure of office of the principal judicial officers," and to chapter 45 of the same bill, "of prothonotaries and clerks of the crown," as now amended.

Agree to chapters of Revised Statutes.

And then the messenger withdrew.

Then the House adjourned until to-morrow, at three of the clock.

FRIDAY, 26th FEBRUARY, 1864.

PRAYERS.

The following bills were severally read a second time :

Bills read a 2nd time

A bill to change the name of William Henry Henderson ;

Henderson's name.

A bill to amend the act to incorporate the Nova Scotia marine insurance company ;

N. S. Marine ins. co.

A bill to incorporate the People's Bank of Halifax ;

People's bank, Halifax

A bill to incorporate the Cheticamp copper mining and smelting company ;

Cheticamp coal mining company.

A bill to incorporate the Boston and Bridgeport coal mining company.

Boston and Bridgeport coal co

Ordered, That the several bills be referred to the committee on private bills.

Ref. to com. on private bills.

The following petitions from aged teachers, respectively asking for free grants of land, in consideration of their services, were severally presented by the under-mentioned members and read, viz. :—

Pets. from aged teachers for free grants of land.

Of Alexander McDonald, of Westchester, by Mr. Donkin ;

Of John Lohmas, of Lunenburg, by Mr. Jost ;

Of Elizabeth VanDine, of Mahone Bay, by Mr. Kaulback.

Ordered, That the petitions be referred to the committee on education.

Ref. to Educat'n Com.

- Pet. from Broad Cove against exaction of duties on fishing vessels. A petition of fishermen of Broad Cove and East Port Medway, was presented by Mr. Slocomb and read, praying the House to interfere, on their behalf, against the exaction by the government of Newfoundland of duties on the outfits of fishing vessels of this province on the coast of Labrador.
- Ref. to fishery com. *Ordered*, That the petition be referred to the committee on the fisheries.
- Pet. against Bridgewater school act. A petition of inhabitants of Bridgewater, was presented by Mr. Slocomb and read, praying the House not to repeal the act passed in 1857, empowering the trustees of the school at the place to sell the lot whereon it stands.
- Ordered*, That the petition do lie on the table.
- Pet. for amendments in license law. A petition of inhabitants of the eastern shore, in the county of Halifax, was presented by Mr. Tobin and read, praying for amendments in the license law, with respect to granting licenses in proclaimed gold districts.
- Ordered*, That the petition do lie on the table.
- Pet. from Cape Breton rel. to crown lands. A petition of inhabitants of Grand Mire, in the county of Cape Breton, was presented by Mr. Bourinot and read, praying to be allowed to pay for their grants of land by labor on the roads in the districts wherein their lands lie.
- Ref. to crown lands com. *Ordered*, That the petition be referred to the committee on crown lands.
- Pet. for repeal of statute labor law. A petition of rate-payers of the township of Granville, was presented by Mr. Longley and read, praying for the repeal of the present statute labor law.
- Ordered*, That the petition do lie on the table.
- Pet. against Dalhousie college act. A petition of inhabitants of Barrington, was presented by the hon. the Attorney General and read, praying for amendments in the act for the regulation and support of Dalhousie College.
- Ordered*, That the petition do lie on the table.
- Adjutant General of Militia report. The hon. the Solicitor General, by command of his Excellency the Administrator of the Government, presented to the House :
The report of the Adjutant General of Militia for the year 1863, with statistical tables annexed ; and the same was read by the Clerk.
- (See Appendix—Militia.)
- Ref. to com. on Militia. *Ordered*, That the report be referred to the committee on militia.
- Com. on education bill. On motion, the House resolved itself into a committee on the bill for the better encouragement of education.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report progress. The chairman reported from the committee that they had made further progress in the consideration of the bill referred to them.
- North Queens election writ and evidence before sheriff. The honorable the Provincial Secretary laid on the table of the House, the election writ for the northern division of the county of Queens, together with the evidence taken before the Sheriff of that county, with reference to the contested election for such northern division.
- Ref. to election com. *Ordered*, That the papers be referred to the committee drawn, struck, and sworn to try the merits of such controverted election.
- Chapters read 3d time. The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. :
Chapter 82, of pilotage, harbors, and harbor masters ;
Chapter 83, of partnerships.
- Passed. *Resolved*, That the chapters do finally pass.
- Sent to Council. *Ordered*, That the Clerk do carry the same to the Council, and desire their concurrence.

Then the House adjourned until to-morrow, at three of the clock.

SATURDAY, 27th FEBRUARY, 1864.

PRAYERS.

Mr. Colin Campbell, chairman of the South Colchester election committee, by direction of the committee, moved that they have leave to adjourn until Tuesday next, at eleven of the clock, which, being seconded and put, was agreed to by the House.

South Colchester elec. com. adjourned.

A petition of rate-payers of St. Paul's Evangelical Lutheran Church, at Bridgewater, was presented by Mr. Robertson and read, praying the House not to pass the act now before the House for incorporating that religious body.

Pet. against bill to incorporate Lutheran church Bridgewater

Ordered, That the petition do lie on the table.

A petition of inhabitants of Lower Granville, was presented by Mr. Longley and read, praying for amendments in the Dalhousie College act.

Ref. against Dalhousie college act.

Ordered, That the petition do lie on the table.

A petition of Joshua Gammon and William Gammon, a committee on behalf of the inhabitants of Lawrencetown, Cole Harbor and Preston, was presented by Mr. Pryor and read, complaining of interference with their rights by the granting of certain lands at Cole Harbor, and praying for investigation by the House.

Pet. of Joshua Gammon and others rel. to grant at Cole harbor.

Ordered, That the petition be referred to the committee on crown lands.

Ref. to com. on crown lands.

A petition of inhabitants of Liverpool and its vicinity, was presented by Mr. Cowie and read, praying for a change in the route, by which the mails are conveyed between Mahone Bay and Mill Village.

Pet. for change in mail routes.

Ordered, That the petition be referred to the committee on the post office.

Ref. to post office com.

A petition of a committee of the Sessions of the county of Richmond, was presented by the hon. the Financial Secretary and read, praying for the passage of an act to legalize the assessment roll of that county for the present year.

Pet. from Session rel. to Richmond assessment roll.

Ordered, That the petition do lie on the table, and that the hon. the Financial Secretary have leave to introduce a bill in accordance with the prayer thereof.

And accordingly,

The hon. the Financial Secretary, pursuant to such leave, presented a bill to legalize the assessment roll of the county of Richmond; and the same was read a first and ordered to be read a second time.

Leave for bill. Richmond assessment

A petition of inhabitants of Milton, in Queens county, was presented by Mr. John Campbell and read, praying the House not to sanction any restrictions upon their occupation as owners of saw mills at that place.

Pet. from millowners at Milton.

Ordered, That the petition do lie on the table.

A petition of Henry Schwartz, of Schubencadie, in the county of Hants, was presented by Mr. Parker and read, praying the House to investigate the circumstances under which the payment of the balance of railway damages awarded to petitioner has been withheld from him.

Pet. of Hy. Schwartz rel. to non-payment of railway damages.

Ordered, That the petition be referred to the committee on railways.

Ref. to railway com.

The hon. the Solicitor General, pursuant to leave given, presented a bill to legalize and confirm the lists of jurors for the county of Antigonishe; and the same was read a first, and ordered to be read a second time.

Antigonishe jury list bill.

The hon. Mr. McFarlane, by command of his Excellency the Administrator of the Government, presented to the House, the report of the Rev. Dr. Forrester, upon the agriculture of the province for the year 1863; and the same was read by the Clerk.

Agricultural Report.

(See Appendix—Agriculture.)

Ordered, That the report be referred to the committee on agriculture.

Ref. to com. on agriculture.

Com. on education
bill.

On motion, the House resolved itself into a committee on the bill for the better encouragement of education.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report progress.

The chairman reported from the committee that they had made further progress in the consideration of the bill referred to them.

Then the House adjourned until Monday next at ten of the clock.

MONDAY, 29th FEBRUARY, 1864.

PRAYERS.

Com. on Revised Sta-
tutes.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report several chap-
ters.

The chairman reported from the committee that they had gone through several chapters of the bill referred to them, which they had directed him to report to the House, viz : chapter 96, of the maintenance of bastard children ; chapter 97, of the preservation of useful birds and animals ; chapter 98, of the destruction of noxious animals ; chapter 99, of the coast and deep sea fisheries ; chapter 102, of trustees of public property ; chapter 103, of public markets ; chapter 104, of fires and firewards ; chapter 105, of the discharge of fire-arms, and fire-works ; chapter 106, of the transportation of gunpowder ; chapter 108, of the conveyance of timber and lumber on rivers, and the removal of obstructions therefrom ; chapter 109, of public exhibitions ; chapter 110, of stray horses and cattle ; chapter 111, of the going at large of infected cattle, dogs, vicious animals, and geese ; chapter 112, of the gathering of sea manure ; chapter 113, of coasting on highways, roads over the ice, and guide boards ; and chapter 114, of the taxation of dogs ; and he delivered the several chapters in at the Clerk's table.

Ordered, That the chapters be engrossed.

Report of Superinten-
dent of Education.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House :—

The report of the Rev. Dr. Forrester, Superintendent of Education, for the year 1863, together with the statistical report of common schools for the same period ; and the Inspector's reports for the counties of Pictou, Colchester, Kings, and Annapolis ; and the same were read by the Clerk.

(See Appendix—Education.)

Ref to education com.

Ordered, That the papers be referred to the committee on education.

Immigrant Agent's
Report.

Also, by the like command, the Immigrant Agent's report of his proceedings for the year 1863 ; and the same was read by the Clerk.

(See Appendix—Immigration.)

Ordered, That the report do lie on the table.

Correspondence rela-
tive to the postage
on agricultural pub-
lications.

Also, correspondence between the department of agriculture at Washington, and the Grand Division of the Sons of Temperance of this Province, relative to the transmission from that department of certain agricultural publications free of postage.

Ref. to com. on agri-
culture.

Ordered, That the correspondence be referred to the committee on agriculture.

Pet. of Jno. Campbell,
aged teacher.

A petition of John Campbell, of the Strait of Canso, an aged teacher, was, by special leave, presented by Mr. Blanchard and read, praying for a free grant of land.

Ref. to educa. com.

Ordered, That the petition be referred to the committee on education.

On motion, the House again resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Com. on Revised Statutes.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered chapter 64 of the bill referred to them, entitled, of highway labor, and had directed him to report to the House certain resolutions which they had arrived at on the subject of the said chapter; and he delivered the chapter and resolutions in at the Clerk's table, where they were again read, and are as follow:—

Report resolutions as to highway labor chapter.

Resolved, That the principle of the present highway labor act, basing the repair of the roads partly on poll tax, partly on the assessment of real and personal property, commends itself to the favorable consideration of the committee.

Principle of act affirmed.

Resolved, That it be recommended to the House to refer this chapter to a select committee, with a view to make arrangements for a more equitable distribution of highway labor.

Recommendation to refer.

And thereupon,

Ordered, That chapter 64 "of highway labor" be referred to a select committee for the purpose mentioned in the last resolution.

Ref. to select com.

Ordered, That Mr. Killam, Mr. E. L. Brown, Mr. James Fraser, Mr. Blackwood, Mr. Miller, Mr. Donkin, Mr. Allison, Mr. Tobin, Mr. Jost, Mr. Blanchard, and Mr. Hamilton, be a committee for such purpose.

A petition of Peter Shey, of Falmouth, an aged teacher, was, by special leave, presented by Mr. E. L. Brown and read, praying for a free grant of crown land.

Pet. of Peter Shey, aged teacher.

Ordered, That the petition be referred to the committee on education.

Ref. to education com.

Then the House adjourned until to-morrow, at three of the clock.

TUESDAY, 1st MARCH, 1864.

PRAYERS.

A petition of inhabitants of Little Glace Bay and its vicinity, was, by special leave, presented by Mr. Bourinot and read, praying that a water lot may be reserved for the use of the public at that locality, under the circumstances detailed in their petition.

Pet. from Little Glace Bay.

Ordered, That the petition be referred to Mr. Bourinot, Mr. Tobin, and Mr. Miller, to examine and report upon.

Ref. to select com.

A petition of inhabitants of Saint Mary's, in the county of Guysborough, was presented by Mr. S. Campbell and read, praying for amendments in the act for the regulation and support of Dalhousie College.

Pet. from St. Mary's against Dalhousie college act.

Ordered, That the petition do lie on the table.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were severally read a third time, viz.:

Chaps. of Revised Statutes read 3d time.

Chapter 89, of the regulation and inspection of provisions, lumber, fuel, and other merchandize;

Chapter 90, of weights and measures;

Chapter 91, of general provisions respecting corporations;

Chapter 92, of agricultural and land corporations.

The usual question being propounded from the chair, that such chapters do finally pass,

Motion to pass.

Mr. Slocomb moved, by way of amendment, that chapter 89 be recommitted for the purpose of amending that part thereof relating to the inspection of lumber; which being seconded, and the House dividing thereon, there appeared for the motion, thirteen; against it, twenty-eight.

Amendment to recommit chapter 89.

So it passed in the negative.

Lost on division.

Resolved, That the several chapters do finally pass.

Chapter passed

Ordered, That the Clerk do carry the chapters to the Council, and desire their concurrence.

- Pet. for investigation of circumstances attending loss of money letter. The hon. Mr. McKinnon, by command, presented to the House, a petition of Robert McDonald, Donald Gillis, David Graham, and William Chisholm, of the county of Antigonishe, which was read, praying the House to investigate the circumstances attending losses of money sustained by them in transmitting the same through the post office during the past year.
- Ref. to post office com. *Ordered*, That the petition be referred to the committee on the post office.
- Pet. against repeal of act concerning township of Chester. A petition of inhabitants of the district of Chester, was presented by Mr. Slocomb and read, praying the House not to repeal the act passed in 1863, concerning the township of Chester.
- Ordered*, That the petition do lie on the table.
- Pet. from New Glasgow for stipendiary magistrate. A petition of inhabitants of New Glasgow was by special leave presented by Mr. McDonald and read, praying for the passage of an act for the appointment of a stipendiary magistrate at that place.
- Leave for bill. *Ordered*, That the petition do lie on the table and that Mr. McDonald have leave to introduce a bill in accordance with the prayer thereof.
- New Glasgow magistrate bill. And accordingly, Mr. McDonald, pursuant to such leave, presented a bill for the appointment of a stipendiary magistrate and police constable in the town of New Glasgow; and the same was read a first, and ordered to be read a second time.
- Adjournment of South Colchester election committee. Mr. Colin Campbell, chairman of the South Colchester election committee, by direction of the committee moved that they have leave to adjourn until Thursday next at half-past ten of the clock, which, being seconded and put, was agreed to by the House.
- Com. on education bill. On motion, the House resolved itself into a committee on the bill for the better encouragement of education.
- Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report progress. The chairman reported from the committee that they had made further progress in the consideration of the bill referred to them.
- Private and local bills reported. The hon. Mr. Shannon, from the committee on private and local bills, reported that they had considered
- House joiners' bill. The bill to incorporate the house joiners union society of Halifax;
- Shipwright's & caulkers' bill. The bill to incorporate the shipwright and caulker's association of Halifax and Dartmouth;
- N. S. Marine ins. co. The bill to amend the act to incorporate the Nova Scotia marine insurance company;
- People's bank, Halifax. The bill to incorporate the people's bank of Halifax;
- And had directed him to report such bills to the House severally without amendment, and he delivered the bills in at the Clerk's table
- Bills committed. *Ordered*, That the bills be severally committed to a committee of the whole House.
- Then the House adjourned until to-morrow at three of the clock.

WEDNESDAY, 2nd MARCH, 1864.

PRAYERS.

- Pet. from Upper Dublin against duties on fishing vessels. A petition of fishermen of Upper and Lower Dublin, was presented by Mr. Kaulback and read, praying for the interference of the House to prevent the exaction by the Government of Newfoundland of duties on outfits of fishing vessels of this Province on the Labrador coast.
- Ref. to fishery com. *Ordered*, That the petition be referred to the committee on the fisheries.
- Cheticamp mining co. bill reported from private bills. The hon. Mr. Shannon, from the committee on private bills, reported that they had considered the bill to incorporate the Cheticamp mining and Smelting Com-

pany, and had directed him to report the same to the House without amendment ; and he delivered the bill in at the Clerk's table.

Ordered, That the bill be committed to a committee of the whole House.

Committed.

Mr. Killam, the chairman of the Guysborough election committee, by direction of the committee, moved that they have leave to adjourn until Saturday next, at eleven of the clock, which, being seconded and put, was agreed to by the House.

Guysboro' election com. adjournment.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, copy of correspondence between the Colonial Secretary and the Governor, on the subject of immigration, from the manufacturing districts in the north of England, together with a Minute of the Executive Council, on the same subject ; and the same were read by the Clerk.

Immigration correspondence laid on table.

(See Appendix—Immigration.)

Ordered, That the correspondence do lie on the table.

Mr. Tobin, pursuant to leave given, presented a bill to amend the chapter of the Revised Statutes, " of licenses for the sale of intoxicating liquors ;" and the same was read a first time, and ordered to be read a second time.

License law amendment bill.

On motion, the House resolved itself into a committee on the bill for the better encouragement of education.

Com. on education bill

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made further progress in the consideration of the bill referred to them.

Report progress.

Then the House adjourned until to-morrow, at three of the clock.

THURSDAY, 3rd MARCH, 1864.

PRAYERS.

A petition of inhabitants of Harborville, in the county of Kings, was, by special leave, presented by Mr. Hamilton and read, praying for the division of polling district No. 5, in Cornwallis, into two polling districts.

Pet. for div. of polling district in Cornwallis.

Ordered, That the petition do lie on the table.

A petition of residents in the upper district of Melford was, by special leave, presented by Mr. S. Campbell and read, praying for the division of the Melford polling district.

Pet. for div. of Melford polling district.

Ordered, That the petition do lie on the table, and that Mr. Campbell have leave to introduce a bill in accordance with the prayer thereof.

Leave for bill.

A petition of inhabitants of Port Mulgrave, was presented by Mr. S. Campbell and read, praying for an amendment of the law respecting lock-up houses.

Pet. for amendment in law respecting lock-up house.

Ordered, That the petition do lie on the table, and that Mr. Campbell have leave to introduce a bill in accordance with the prayer thereof.

Leave for bill.

A petition of Adams G. Archibald and others, was presented by Mr. Archibald and read, praying for the passage of an act to incorporate the Cobequid marine insurance company.

Pet. for incorporation of Cobequid Insurance Company.

Ordered, That the petition do lie on the table, and that Mr. Archibald have leave to introduce a bill in accordance with the prayer thereof.

Leave for bill.

And thereupon,

Mr. Archibald, pursuant to such leave, presented a bill to incorporate the Cobequid marine insurance company ; and the same was read a first time, and ordered to be read a second time.

Cobequid Marine Ins. Co. bill.

A petition of inhabitants of Bear River, in the county of Annapolis, was, by special leave, presented by the hon. the Attorney General, and read, praying the

Pet. against Bear-River bridge.

House not to grant any money to aid in building a bridge across the ferry at Bear River.

Ordered, That the petition do lie on the table.

Pet. from Jos. Late for free grant of land.

A petition of Joseph Late, formerly a corporal in the Nova Scotia Fencibles, was presented by Mr. Longley and read, praying for a free grant of crown lands under the circumstances detailed in his petition.

Ref. to crown land com.

Ordered, That the petition be referred to the committee on crown lands.

On motion, the House resolved itself into a committee on the bill for the better encouragement of education.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report bill.

The chairman reported from the committee that they had gone through the bill referred to them, and had made amendments thereto, which they had directed him to report to the House with the bill; and he delivered the bill with the amendments in at the Clerk's table, where such amendments were read.

Ordered, That the bill be engrossed with the amendments.

Then the House adjourned until to-morrow, at three of the clock.

FRIDAY, 4th MARCH, 1864.

PRAYERS.

South Colchester Election com. adjourn.

Mr. Colin Campbell, chairman of the South Colchester election committee, by direction of the committee, moved that they have leave to adjourn until Wednesday next at eleven of the clock; which being seconded and put, was agreed to by the House.

Albion Mines Savings Bank.

Mr. McDonald, pursuant to leave given, presented a bill to incorporate the Albion Mines savings' bank; and the same was read a first time, and ordered to be read a second time.

Bill read 2nd time.

The following bills were severally read a second time:

Bridgewater Lutheran Church.

A bill to incorporate the Lutheran Church congregation of Saint Paul's Church, Bridgewater;

Liverpool harbor.

A bill to amend the act for improving the harbor of Liverpool;

Fruit Grower's Association.

A bill to incorporate the fruit growers' association and international show society;

New Glasgow Stipendiary Magistrate.

A bill for the appointment of a stipendiary magistrate and police constable in the town of New Glasgow;

Cobequid Marine Ins. company.

A bill to incorporate the Cobequid marine insurance company.

Ref. to private bills com.

Ordered, That the bills be referred to the committee on private bills.

Also,

Commissioners without Province.

A bill to authorize the appointment of commissioners without the province.

Ref. to law amendment com.

Ordered, That the bill be referred to the committee on amendment to the laws.

Pet. from Brookfield against Dalhousie college act.

A petition of inhabitants of Brookfield and Forest Glen, was presented by Mr. Longley and read, praying for amendments in the act for the regulation and support of the Dalhousie College.

Ordered, That the petition do lie on the table.

Education bill read 3rd time.

The engrossed bill for the better encouragement of education, was read a third time; and the usual question being propounded from the chair that such bill do pass,

Amendment moved

Mr. Miller moved, by way of amendment thereto, that such bill be recommitted, for the purpose of amending the second section of the 29th clause, by inserting therein after the word "inhabitants," the words, "who have agreed to support such school;" which amendment being seconded, and the House dividing thereon, there appeared for the amendment ten; against it, thirty-nine.

For the Amendment.

Mr. Parker,
 " Jost,
 " Miller,
 " McDonnell,
 " Locke,
 " C. J. Campbell,
 " Ross,
 " S. Campbell,
 " Robichau,
 " P. Smyth.

Against the Amendment.

| | | |
|------------------|--------------|--------------------|
| Mr. Tobin, | Mr. Donkin, | Mr. Bill, |
| " John Campbell, | " Bourinot, | Hon. Sol. General, |
| " Hatfield, | " King, | " Atty. General, |
| " Brown, | " G. Brown, | " Prov. Sec'y., |
| " Archibald, | " Moore, | " Mr. Shannon, |
| " Jas. Fraser, | " Whitman, | Mr. McLellan, |
| " Allison, | " Pryor, | " Churchill, |
| " Killam, | " D. Fraser, | " Blanchard, |
| " Kaulback, | " McKay, | " Robertson, |
| " Hamilton, | " Longley, | " Lawrence, |
| " Slocomb, | " Hill, | " Heffernan, |
| " Annand, | " Balcom, | " Colin Campbell, |
| " Coffin, | " Cowie, | " McDonald. |

So it passed in the negative.

Resolved, That the bill do pass, and that the title be, chapter 60 of the bill for revising and consolidating the general Statutes of Nova Scotia, entitled, "of public instruction." Bill passed, title changed.

Ordered, That the Clerk do carry the same to the Council, and desire their concurrence. Sent to Council.

Mr. Bourinot reported from the committee to whom was referred the petition of Patrick Cadogan and others, of Little Glace Bay, in the county of Cape Breton, relating to a public landing at that place; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read. Rep. of com. on Pet. from Little Glace Bay.

(See Appendix—Little Glace Bay.)

Ordered, That the report be received and adopted. Report adopted.

Mr. Bourinot also reported from the same committee, a bill to amend the act to incorporate the Glace Bay mining company; and the same was read a first time, and ordered to be read a second time. Bill rep. to amend incorporation act.

Mr. Charles Campbell, pursuant to special leave, presented a bill to alter the time of holding the sessions in the county of Victoria; and the same was read a first time, and ordered to be read a second time. Victoria Sessions bill.

A petition of inhabitants of the township of Shelburne was, by special leave, presented by Mr. Locke and read, praying for an alteration in the postal arrangements. Pet. from Shelburne for change in postal arrangement.

Ordered, That the petition be referred to the committee on the post office. Ref. to post office com.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia. Com. on Revised Statutes.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairmann reported from the committee that they had gone through several chapters of the bill referred to them, which they had directed him to report to the House, viz.: chapter 123, of the law of copyright; chapter 124, of patents for useful inventions; chapter 125, of the prevention of frauds and perjuries; chapter 139, of municipalities; chapter 155, of the protection of Justices of the Peace; chapter 156, of the protection of constables; chapter 160, of treason; chapter 161, of offences relating to the army and navy; chapter 163, of offences against public morals; chapter 164, of offences against the law of marriage; chapter 165, of offences against the public peace; chapter 166, of offences against the administration of justice; chapter 167, of offences against the person; chapter 168, of offences against the habitation; chapter 169, of fraudulent appropriations; chapter 170, of forgery and offences relating to the coin; chapter 171, of malicious injury to property; chapter 172, of the definition of terms of this title; chapter 173, of the administration of criminal justice in the Supreme Court; chapter 174, of the duties of Justices of the Peace in criminal matters. Report several chapters.

And he delivered the chapters at the Clerk's table.

Ordered, That the chapters be engrossed.

Then, on motion of the hon. the Attorney General, the House adjourned until Monday next, at three of the clock.

MONDAY, 7th MARCH, 1864.

PRAYERS.

Petitions for grants to aged Teachers.

The following petitions of aged teachers were severally presented by the under-mentioned members and read, respectively praying for a free grant of land, viz. :
Of James Grant, of the county of Pictou, by Mr. McDonald ;
Of John McLane, of the district of St. Mary's, by Mr. S. Campbell.

Ordered, That the petitions be referred to the committee on education.

Referred to com. on education.

Pet. from St. Mary's for change in mail route.

A petition of inhabitants of St. Mary's, was presented by Mr. Stewart Campbell and read, praying for an alteration in the present mail route ; and

Pet. against extension of mail route.

A petition of Zenas Waterman and others, was presented by Mr. John Campbell and read, praying the House not to extend the mail route from Bridgewater to North Brookfield.

Ref. to post office com.

Ordered, That the petitions be referred to the committee on the post office.

Pet. to change name of Robert Burton.

A petition of the Rev. William Burton, and of Andrew Lockhart, was presented by the hon. the Attorney General and read, praying for a change in the name of Robert Burton, for the reasons detailed in the petition.

Leave for bill.

Ordered, That the petition do lie on the table, and that the hon. the Attorney General have leave to introduce a bill in accordance with the prayer thereof.

And thereupon,

Bill introduced.

The hon. the Attorney General, pursuant to such leave, presented a bill to change the name of Robert Burton ; and the same was read a first time, and ordered to be read a second time.

Pet. for exemption of Co. Richmond from Stat. Labor Act.

A petition of magistrates and others of the county of Richmond, was presented by the hon. the Financial Secretary and read, praying that the county may be exempted from the operations of the present statute labor law.

Ref. to com. on that subject.

Ordered, That the petition be referred to the select committee on the statute labor law.

Petition from Port Hawkesbury.

A petition of inhabitants of Port Hawkesbury, was presented by Mr. Blanchard and read, praying that that town may be named one of the towns for which commissioners of streets are nominated.

Ordered, That the petition do lie on the table.

Returns of colleges, &c

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, returns from the several colleges and academies receiving aid from the Provincial Treasury.

Ref. to educa. com.

Ordered, That the returns be referred to the committee on education.

Survey of Intercolonial railway.

Also, by the like command, despatch from Viscount Monck to the Administrator of the Government, relative to the survey of the Intercolonial Railway, dated 20th February, 1864, together with his Excellency's reply thereto, dated 4th March, instant ; and the same were read by the Clerk.

(See Appendix—Railway, Intercolonial.)

Ordered, That the despatches do lie on the table.

Vesting Bill.

Mr. Pryor, pursuant to leave given, presented a bill to vest the title to certain lands in the Board of Works, and the commissioners of the poor for the city of Halifax ; and the same was read a first time, and ordered to be read a second time.

Regulation of County business bill.

Mr. Hamilton, pursuant to leave given, presented a bill for the better management of county business by the general and special sessions of the peace ; and the same was read a first time, and ordered to be read a second time.

Mr. Killam, chairman of the committee to try the merits of the election of Stewart Campbell, Esquire, for the county of Guysborough, reported finally from such committee; and he read the report in his place, and then delivered it at the Clerk's table, where it was again read, and is as follows, viz. :

Rep. of Guysborough election com.

The committee drawn, struck, and sworn, to try the merits of the petition of John J. Marshall against the election and return of Stewart Campbell, Esquire, sitting member for the County of Guysborough, have agreed to report and do report as follows :

That Stewart Campbell, Esquire, was duly elected and returned a member for the county of Guysborough, and is entitled to retain his seat.

They further report that the petition referred to them was not frivolous or vexatious, nor was the opposition thereto frivolous or vexatious.

THOMAS KILLAM,
Chairman.

Committee Room, 7th March, 1864.

Ordered, That the report do lie on the table, and be entered on the journals.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,

The Council have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, severally without amendment, viz. :

Report chapters without amendment.

- Chapter 48, of jails and other county buildings ;
- 51, of the Church of England ;
- 52, of religious corporations and societies ;
- 53, of assessments for the repairs of meeting houses ;
- 54, of quarantine ;
- 55, of boards of health and infectious diseases ;
- 56, of rabid animals ;
- 57, of nuisances ;
- 58, of regulations concerning the practice of physic and surgery ;
- 59, of Indians ;
- 61, of the laying out and management of certain great roads ;
- 63, of subscriptions to public works ;
- 74, of bridges and public landings ;
- 75, of ferries ;
- 77, of commons ;
- 78, of common fields ;
- 88, of mills and millers ;
- 91, of corporations ;
- 92, of agricultural and land corporations.

They have also agreed to the following chapters of such bill with amendments, to which amendments they desire the concurrence of this honorable House, viz. :

Report chapters with amendments.

- Chapter 43, of coroners ;
- 49, of townships and township officers ;
- 62, of laying out roads other than certain great roads ;
- 76, of commissioners of sewers, and the regulating of dyked and marsh lands ;
- 87, of currency.

And then the messenger withdrew.

The amendments proposed by the Council to chapters 43, 49, 62, 76, and 87, were severally read a first time and ordered to be read a second time.

Amendments read 1st time.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time :—

Engrossed chapters read 3rd time.

- Chapter 102, of trustees of public property ;
- 103, of public works ;
- 114, of the taxation of dogs ;
- 123, of the law of copyright ;
- 124, of patents for useful inventions ;

- Chapter 139, of municipalities ;
 160, of treason ;
 161, of offences relating to the army and navy ;
 163, of offences against public morals ;
 164, of offences against the law of marriage ;
 165, of offences against the public peace ;
 166, of offences against the administration of justice ;
 167, of offences against the person ;
 168, of offences against the habitation ;
 169, of fraudulent appropriations ;
 170, of forgery and offences relating to the coin ;
 171, of malicious injuries to property ;
 172, of the definition of terms in this title ;
 173, of the administration of criminal justice in the Supreme Court ;
 174, of the duties of justices of the peace in criminal matters ;
 105, of the discharge of fire-arms and fire-works ;
 106, of the transportation of gunpowder ;
 108, of the conveying of timber and lumber on rivers, and the removal
 of obstructions therefrom ;
 109, of public exhibitions ;
 110, of stray horses and cattle ;
 111, of the going at large of infected cattle, dogs, vicious animals,
 and geese ;
 112, of the gathering of sea manure.

Passed.
 Sent to Council.

Resolved, That the chapters do finally pass.
Ordered, That the Clerk do carry the several chapters to the Council, and desire their concurrence.

Com on Revised Sta-
 tutes.

On motion, the House resolved itself into a committee on the further consideration of the bill for revising and consolidating the general Statutes of Nova Scotia.
 Mr. Speaker left the chair,
 Mr. Robertson took the chair of the committee,
 Mr. Speaker resumed the chair.

Report progress.

The chairman reported from the committee that they had made further progress in the consideration of the bill referred to them.

Pictou Stipendiary
 Magistrate.

Mr. McDonald, pursuant to special leave, presented a bill to amend the act for the appointment of a stipendiary magistrate and police constable in the town of Pictou ; and the same was read a first time, and ordered to be read a second time.

Then the House adjourned until to-morrow, at three of the clock.

TUESDAY, 8th MARCH, 1864.

PRAYERS.

Pet. of John Shaw,
 aged teacher.

A petition of John Shaw, of Arichat, in the county of Richmond, an aged teacher, was, by special leave, presented by the hon. the Financial Secretary and read, praying for a free grant of land.

Ref to Educat'n Com.

Ordered, That the petition be referred to the committee on education.

Pet. of John Tays.

A petition of John Tays, was, by special leave, presented by the hon. the Provincial Secretary and read, praying that the title of a certain portion of his land in Stewiacke, taken for railway purposes, but not required therefor, may be revested in him.

Ref. to com. on rail-
 ways.

Ordered, That the petition be referred to the committee on railways.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,

Agree to chapters of
 Statutes without
 amendment.

The Council have agreed to chapter 90 of the bill for revising and consolidating the general Statutes of Nova Scotia, of weights and measures, without amendment.

They have agreed to chapter 89 of such chapter, of the regulation and inspection of provisions, lumber, fuel, and other merchandize, with amendments, to which amendments they desire the concurrence of this honorable house. And with amendment.

And then the messenger withdrew.

The amendments proposed by the Council to chapter 89, were read a first time, and ordered to be read a second time. Amendments read 1st time.

The amendments proposed by the Council to the following chapters, viz. :— chapter 43, of coroners ; chapter 62, of laying out roads other than certain great roads ; chapter 79, of commissioners of sewers and the regulating of dyked and marsh lands ; and chapter 87, of currency ; were read a second time, and severally considered by the House. Amendments read 2nd time.

And thereupon,

Resolved, That the respective amendments to such chapters be agreed to. Agreed to.

Ordered, That the Clerk do carry the several chapters and amendments back to the Council, and acquaint them that this House have agreed to such chapters with the respective amendments thereto. Sent back to Council.

The following petitions, respectively praying for amendments in the act for the regulation and support of Dalhousie College, were presented by the undermentioned members and read, viz. : Pets. against Dalhousie college act.

Of inhabitants of the township of Onslow, by the hon. the Attorney General ;

Of inhabitants of Truro ; and of inhabitants of Port Williams and Chute's Cove, by Mr. Longley.

Ordered, That the several petitions do lie on the table.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. : Chapters Revised Statutes read 3d time.

- Chapter 84, of factors and agents ;
- 85, of bills of exchange and promissory notes ;
- 79, of shipping and seamen ;
- 80, of the registry of ships ;
- 104, of fires and firewards.

Resolved, That such chapters do finally pass. Passed.

Ordered, That the Clerk do carry the chapters to the Council, and desire their concurrence. Sent to Council.

The hon. the Attorney General, pursuant to leave given, presented a bill to authorise the construction of a further section of the Provincial Railway ; and the same was read a first time, and ordered to be read a second time. Railway extension bill.

A message from the Council by Mr. Haliburton :

Mr. Speaker,

The Council have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, severally without amendment, viz. : Message.

- Chapter 102, of trustees of public property ;
- 103, of public markets ;
- 105, of the discharge of fire arms and fireworks ;
- 106, of the transportation of gunpowder ;
- 108, of the conveying of timber and lumber on rivers, and the removal of obstructions therefrom ;
- 109, of public exhibitions ;
- 110, of stray horses and cattle ;
- 111, of the going at large of infected cattle, dogs, vicious animals, and geese ;
- 112, of the gathering of sea manure ;
- 114, of the taxation of dogs ;
- 123, of the law of copyright ;
- 124, of patents for useful inventions ;
- 139, of municipalities ;
- 160, of treason ;
- 161, of offences relating to the army and navy ;

Agree to chapt. Revised Statutes without amendments.

Chapter 163, of offences against public morals ;
 164, of offences against the law of marriage ;
 165, of offences against the public peace ;
 166, of offences against the administration of justice ;
 167, of offences against the person ;
 168, of offences against the habitation ;
 169, of fraudulent appropriations ;
 170, of forgery and offences relating to the coin ;
 171, of malicious injuries to property ;
 172, of the definition of terms in this title ;
 173, of the administration of criminal justice in the Supreme Court ;
 174, of the duties of justices of the peace in criminal matters.

Adhere to amendment The Council adhere to the second amendment proposed by them to chapter 4 of the same bill, "of the prevention of corrupt practices at elections"; and then the messenger withdrew.

Council's amendment reconsidered. The second amendment proposed by the Council to chapter 4, "of the prevention of corrupt practices at elections," which was not agreed to by the House, and had been adhered to by the Council, was again read, and reconsidered by the House.

Agreed to. And thereupon, on motion, *resolved*, That such proposed amendment be now agreed to.

Chapter and amend'mt sent to Council. *Ordered*, That the Clerk do carry the chapter and amendments back to the Council, and acquaint them with the foregoing resolution.

Railway extension order of the day. On motion of the hon. the Provincial Secretary, *Ordered*, That this House will, on Friday next, proceed to the consideration of the bill to authorize the construction of a further section of the provincial railway, on the second reading thereof.

Committee on bills. On motion the House resolved itself into a committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report people's bank bill. The chairman reported from the committee that they had gone through the bill to incorporate the people's bank of Halifax, and had directed him to report the same to the House without amendment; and he delivered the bill in at the Clerk's table.

Ordered, That the bill be engrossed.

Then the House adjourned until to-morrow, at three of the clock.

WEDNESDAY, 9th MARCH, 1864.

PRAYERS.

Bills read a 2nd time. The following bills were severally read a second time, viz. :—
 Kings co. polling dist. A bill to alter the bounds of certain polling districts in the county of Kings ;
 Richmond assessment roll. A bill to legalize the assessment roll of the county of Richmond ;
 Albion Mines savings' bank. A bill to incorporate the Albion Mines savings' bank ;
 Victoria sessions. A bill to alter the time of holding the sessions in the county of Victoria ;
 Pictou stipendiary magistrate. A bill to amend the act for the appointment of a stipendiary magistrate and police constable in the town of Pictou.
 Ref. to com. on private bills. *Ordered*, That the bills be severally referred to the committee on private and local bills.

Halifax sewerage bill. Also, a bill to provide an improved system of sewerage in the city of Halifax ;
 Vesting act commissioners of poor. A bill to vest the title to certain lands in the Board of Works and the commissioners of poor for the city of Halifax.

Ref. to Halifax city bills. *Ordered*, That the two last mentioned bills be referred to the committee on city of Halifax bills.

The engrossed bill to incorporate the people's bank of Halifax, was read a third time. People's bank bill
read 3rd time.

Resolved, That the bill do pass, and that the title be, an act to incorporate the people's bank of Halifax. Passed

Ordered, That the Clerk do carry the bill to the Council, and desire their concurrence. Sent to Council.

The amendments proposed by the Council to chapters 49 and 89 of the bill for revising and consolidating the general Statutes of Nova Scotia, were severally read a second time, and considered by the House. Council's amendments
to chap. 49 and 89
read 2nd time.]

And thereupon,

On motion, *resolved*, that the first, third and following amendments to chapter 49, "of township and township officers," be agreed to; and that the second amendment to such chapter be not agreed to. Agreed to in part.

Resolved, That the first and fourth amendments to chapter 89, of the regulation and inspection of provisions, lumber, fuel, and other merchandize, be agreed to; and that the second and third amendments to such chapter be not agreed to.

Ordered, That the Clerk do carry the chapters, with the respective amendments thereto, back to the Council, and acquaint them with the foregoing resolutions. Sent back to Council.

The hon. the Attorney General, pursuant to leave given, presented a bill respecting the solemnization of marriage, and the registration of marriages, births, and deaths; and the same was read a first time, and ordered to be read a second time. Registry of marriages,
births and deaths

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia: Com. on Rev. Statutes

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through chapter 47, "of county assessments," which they had directed him to report to the House; and he delivered the chapter in at the Clerk's table. Report chapter 47.

Ordered, That the chapter be engrossed.

A petition of inhabitants of Five Islands and Parrsboro' was, by special leave, presented by Mr. McLelan and read, praying the House not to sanction the discontinuance of the mail service between Mill Village and Five Islands. Pet. from Five Island
agst. discontinuance
of mail service.

Ordered, That the petition be referred to the committee on the post office. Ref. to Post Office com.

Then the House adjourned until to-morrow, at three of the clock.

THURSDAY, 10th MARCH, 1864.

PRAYERS.

Mr. Colin Campbell, chairman of the South Colchester election committee, by direction of the committee, moved that they have leave to adjourn until Monday, the twenty-first day of March, instant, at eleven of the clock; which being seconded and put, was agreed to by the House. South Colchester elec.
adjournment.

A petition of inhabitants of Western Cornwallis was, by special leave, presented by Mr. Killam and read, praying that the mail through Berwick may be conveyed over the old post road; and Pet. from West Corn-
wallis for change of
post office.

A petition of inhabitants of Glenelg, in the county of Guysboro', was, by special leave, presented by Mr. S. Campbell and read, praying the House not to sanction the removal of the post office from that place. Petition from Glenelg
against removal post

Ordered, That the petitions be respectively referred to the committee on the post office. Ref. to post office com

A petition of inhabitants of the county of Cumberland, was presented by Mr. Donkin and read, praying that that county may be exempted from the operation of the Statute Labor law of 1862. Pet. from Cumberland
for exemption from
Statute labor.

Ordered, That the petition do lie on the table.

- Pet. relative to officers wines.** A petition of merchants and others of the City of Halifax was presented by Mr. Tobin and read, praying that wines, liquors, and beer, may be permitted to be sold in bond for the use of the officers messes, free of duty.
Ordered, That the petition do lie on the table.
- Message.** A message from the Council by Mr. Halliburton :
Mr. Speaker,
- Agree to chaps. with out amendment.** The Council have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, without amendment :
Chapter 79, of shipping and seamen ;
80, of the registry of ships ;
83, of partnerships ;
84, of factors and agents ;
- And to chap. 85 with.** They have agreed to chapter 85 of the same bill, of bills of exchange and promissory notes, with amendments, to which they desire the concurrence of this honorable House.
And then the messenger withdrew.
- Council's amendments read 1st and 2d time** The amendments proposed by the Council to chapter 85, of " bills of exchange and promissory notes," were read a first and, *nem. con.*, a second time, and considered by the House ; and thereupon, on motion,
Resolved, That such amendments be agreed to.
- Agreed to Sent to Council.** *Ordered*, That the Clerk do carry the chapter and amendments back to the Council, and acquaint them that this house have agreed to such amendments.
- Report from select com on statute labor law** Mr. Killam, from the committee to whom was referred chapter 64, " of highway labor," reported that they had considered such chapter, and had made amendments thereto, which they had directed him to report to the House with the chapter ; and he delivered the chapter, with the amendments, in at the Clerk's table, where the amendments were read.
- Chapter recommitted.** *Ordered*, That the chapter and amendments be recommitted to a committee of the whole House.
- Spring Hill mining co. incorporation act.** The hon. the Provincial Secretary, pursuant to leave given, presented a bill to incorporate the Spring Hill mining, manufacturing and transportation company ; and the same was read a first time, and ordered to be read a second time.
- Petty trespasses amendment.** Mr. John Campbell, pursuant to leave given, presented a bill to amend chapter 147 of the Revised Statutes, " of petty offences, trespasses and assaults," and the same was read a first time, and ordered to be read a second time.
- North Queens election com. adjournment** The hon. the Financial Secretary, chairman of the North Queen's election committee, by direction of the committee, moved that they have leave to adjourn until Monday next at eleven of the clock ; which being seconded and put, was agreed to by the House.
- Message.** A message from the Council by Mr. Halliburton :
Mr. Speaker,
- Agree to chapters as amended.** The Council have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, as amended :
Chapter 4, of the prevention of corrupt practices at elections ;
43, of coroners ;
76, of commissioners of sewers and the regulating of dyked and marsh lands ;
85, of bills of exchange and promissory notes ;
62, of laying out roads other than certain great roads ;
87, of currency.
- Do not adhere to amendments 49 and 89.** They do not adhere to those amendments proposed by them to chapters 49 and 89 of such bill to which the House have not agreed, but agree to those chapters respectively as now amended.
And then the messenger withdrew.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. : Chapters read 3d time.

- Chapter 86, of interest ;
 94, of the settlement and support of the poor ;
 95, of poor districts ;
 96, of the maintenance of bastard children.

Thereupon, the usual question being propounded from the chair that such chapters do pass,

Mr. McDonald moved, by way of amendment thereto, that chapter 86 be recommitted, for the purpose of inserting therein the following clause :—Hereafter, in any suit or action for the recovery of money on which more than six per cent. interest has been reserved, no larger sum than the principal money, being the subject matter of the contract, with six per cent. interest, shall be recovered. Motion to recommit chapter 86, of interest.

Which amendment being seconded,

Mr. Archibald moved, by way of amendment thereto, that the House do come to the following resolution : 2d amendment moved.

Resolved, That the general policy of the usury laws is adapted to the present circumstances of this country, and should be retained.

Which second amendment being seconded and put, and the House dividing thereon, there appeared for the amendment, thirty-six ; against it, fifteen. Passed on division.

So it passed in the affirmative.

Mr. Archibald then moved that the House do come to the following resolution : Amendment to add rider.

Resolved, As the opinion of this House, that an innocent endorsee of a promissory note should be excepted from the operation of the usury laws, and that a clause to that effect be added as a rider to such chapter.

Which being seconded and put, and the House dividing thereon, there appeared for the amendment, eighteen ; against it, twenty-six.

So it passed in the negative. Negated on division.

The original question being propounded from the chair was then agreed to by the House.

And accordingly,

Resolved, That such chapters do pass. Chapters passed.

Ordered, That the Clerk do carry the same to the Council and desire their concurrence. Sent to Council.

Then the House adjourned until to-morrow, at three of the clock.

FRIDAY, 11th MARCH, 1864.

PRAYERS.

The hon. the Financial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, fyle of petitions presented to the Government, containing claims in connection with the Provincial railway. Railway petitions presented.

Ordered, That the same be referred to the committee on railways. Ref to railway com.

A petition of Paul Andrew, Paul Christmas, and Michael Christmas, captains of the Mic-mac tribe of Indians in Cape Breton, was presented by the hon. Mr. McKinnon and read, praying to be protected from encroachment on the lands reserved for them in that Island. Pet. from Mic Mac Indians against encroachment on lands.

Ordered, That the petition be referred to the committee on Indian affairs. Ref to Indian com

A petition of inhabitants of LeHave and New Dublin, was, by special leave, presented by Mr. Slocomb and read, praying that the mails may be carried on the new line of road from Mahone Bay to Bridgewater. Pet. from LaHave for change in mail route.

Ordered, That the petition be referred to the committee on the post office. Ref to post office com.

A petition of inhabitants of Bridgewater and its vicinity, was presented by Mr. Slocomb and read, praying the repeal of the highway labor act of 1862, as respects the county of Lunenburg. Pet. from Bridgewater for repeal of statute labor law.

Ordered, That the petition do lie on the table.

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- Message.** A message from the Council by Mr. Halliburton :
Mr. Speaker,—
- Agree to chapters.** The Council have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, without amendment, viz. :
Chapter 95, of poor districts ;
96, of the maintenance of bastard children.
- With amendments.** They have agreed to the following chapters, with amendments, to which they desire the concurrence of this honorable House, viz. :
Chapter 82, of pilotage, harbors, and harbor masters ;
94, of the settlement and support of the poor ;
104, of fires and firewards.
And then the messenger withdrew.
- Council's amendment read 1st time.** The amendments proposed by the Council to chapters 82, 94, and 104, were read a first time, and ordered to be read a second time.
- Order of day, railway construction bill.** The order of the day having been read, the House proceeded to the consideration of the bill to authorize the construction of a further section of the Provincial railway ; and such bill having been read a second time,
- Motion to commit.** The hon. the Attorney General moved that the bill be committed to a committee of the whole House.
- Debate adjourned.** Which being seconded, and a debate arising thereon, after some time spent in such debate, ordered that the debate be further adjourned until to-morrow.
- Then the House adjourned until to-morrow, at eleven of the clock.
-

SATURDAY, 12th MARCH, 1864.

PRAYERS.

- Order of day further adjourned.** On motion of the hon. the Provincial Secretary,
Ordered, That the adjourned debate on the motion to commit the bill to authorize the construction of a further section of the Provincial railway to a committee of the whole House, be further adjourned until Monday next.
- Pet. of Joel Densmore relative to agriculture.** A petition of Joel Densmore was, by special leave, presented by the hon. the Provincial Secretary and read, praying the attention of the House to the present condition of the agricultural interests of this province.
Ordered, That the petition be referred to committee on agriculture.
- Ref. to com. on agriculture.**
- Pet. against alteration in post road.** A petition of inhabitants of Mahone Bay was, by special leave, presented by Mr. Annand and read, praying the House not to sanction the proposed alteration in the post road from Lunenburg to Chester.
Ordered, That the petition do lie on the table.
- Spring Hill mining co. bill read 2nd time** The bill to incorporate the Spring Hill mining, manufacturing, and transportation company, was read a second time.
Ordered, That the bill be referred to the committee on local and private bills.
- Ref. to private bills**
- Pet. of Angus McDonald, aged teacher.** A petition of Angus McDonald, of the county of Antigonish, an aged teacher, was, by special leave, presented by the hon. the Solicitor General and read, praying for a free grant of land.
Ordered, That the petition be referred to the committee on education.
- Ref. to education com.**
- Foreign fire insurance companies.** The bill in relation to fire insurance companies not incorporated within this province, was read a second time.
Ordered, That the bill be referred to Mr. Archibald, Mr. Tobin, Mr. Blanchard, Mr. Pryor, and Mr. Bourinot, to examine and report upon.
- Ref. to select com**
- Albion Mines union association.** Mr. McDonald, pursuant to leave given, presented a bill to incorporate the Albion Mines union association ; and the same was read a first time, and ordered to be read a second time.

The hon. the Attorney General, pursuant to leave given, presented a bill to incorporate the intercolonial coal and railway company ; and the same was read a first time, and ordered to be read a second time.

International coal and railway co.

The hon. the Provincial Secretary, by command of His Excellency the Administrator of the Government, presented to the House,

Return of the real and personal estate held by the governors of Dalhousie College ; and also a return of students attending that institution.

Dalhousie college returns.

Ordered, That the returns do lie on the table.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. :

Chap. Revised Statutes read 3d time.

Chapter 11, of officers of the customs ;

12, of the laws of the customs ;

15, of the exportation of goods, and of drawbacks ;

113, of coasting on highways, roads over the ice, and guide boards.

Resolved, That such chapters do pass.

Passed.

Ordered, That the Clerk do carry the chapters to the Council and desire their concurrence.

Sent to Council.

Then the House adjourned until Monday next, at three of the clock.

MONDAY, 14th MARCH, 1864.

PRAYERS.

A petition of inhabitants of Brookfield, Caledonia, and Kempt, was presented by Mr. Allison and read, praying for amendments in the act for the regulation and support of Dalhousie College.

Pet. from Brookfield against Dalhousie College act.

Ordered, That the petition do lie on the table.

Mr. McDonald, pursuant to special leave given, presented a bill to amend the act to regulate highway labor within the limits of commissioners of streets for the town of Pictou ; and the same was read a first time, and ordered to be read a second time.

Pictou highway labor amendment act.

Mr. Killam, pursuant to special leave given, presented a bill to incorporate the Yarmouth Seminary ; and the same was read a first time, and ordered to be read a second time.

Yarmouth seminary bill.

The bill to repeal the act concerning the township of Chester was read a second time.

Township of Chester act.

Ordered, That the bill, together with the several petitions presented to the House with reference to such bill, be referred to the committee on private and local bills.

Ref. to com. on local bills.

The hon. the Attorney General, pursuant to leave given, presented a bill concerning wrecks and wrecked goods ; and the same was read a first time, and ordered to be read a second time.

Wrecks and wrecked goods.

A petition of Catherine Brehm, of the city of Halifax, an aged teacher, was, by special leave, presented by Mr. Pryor and read, praying for a free grant of land.

Pet. of C. Brehm, aged teacher.

Ordered, That the petition be referred to the committee on education.

Ref. to com. on education.

A petition of merchants and traders of the city of Halifax, dealing in gunpowder, was presented by Mr. Pryor and read, praying the House not to sanction the restrictions sought to be imposed upon dealers in that commodity by the amendments in the city charter.

Petition against restrictions on dealers in gunpowder.

Ordered, That the petition be referred to the committee on the city of Halifax bills.

Ref. to Halifax city bills.

On motion, the House resumed the debate on the motion that the bill to authorize the construction of a further section of the Provincial railway be committed to a

Order of day resumed. Railway extension bill. Motion to commit bill.

committee of the whole House; and after some time spent in such debate; and the usual question having been propounded from the chair, that such bill be committed to a committee of the whole House,

Mr. Locke moved by way of amendment thereto that the House do come to the following resolution:—

Amendment to defer.

Whereas, This province is deeply interested in the construction of an Intercolonial Railway, connecting our country with the railway systems of Canada and the United States, and making Nova Scotia a channel for a large part of the traffic and transit between the old world and the new.

And Whereas, The expense of constructing a railway to Pictou would put it out of the power of the province to entertain that important project, and thus sacrifice a great provincial object to one of a merely local and sectional character.

Resolved therefore, That it would be unwise to embark in any local line until the question of an Intercolonial Railway is definitely and absolutely abandoned;

Lost on division.

Which, being seconded and put, and the House dividing thereon, there appeared for the amendment five; against it, forty-five.

For the Amendment.

Against the Amendment.

Mr. G. Brown,
“ Robertson,
“ Locke,
“ McLellan,
“ Coffin.

| | |
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| Hon. Mr. McFarlane, | Mr. Lawrence, |
| Mr. Pryor, | “ McKay, |
| “ James Fraser, | “ Longley, |
| “ Kaulback, | “ Bourinot, |
| “ Killam, | “ E. L. Brown, |
| “ Whitman, | “ C. Campbell, |
| “ Slocomb, | “ Hatfield, |
| “ Archibald, | “ Ross, |
| “ S. Campbell, | “ Allison, |
| “ Heffernan, | “ Tobin, |
| “ King, | “ Hamilton, |
| “ D. Fraser, | “ Parker, |
| “ McDonnell, | “ Jost, |
| “ Bill, | “ Miller, |
| “ Donkin, | “ McDonald, |

Hon. Fin. Sec'y.,
“ Mr. McKinnon,
“ Atty. General,
“ Prov. Sec'y.,
“ Sol. General,
“ Mr. Shannon,
Mr. Blanchard,
“ Annand,
“ Smith,
“ Balcom,
“ John Campbell,
“ Robichau,
“ Hill,
“ Caldwell,
“ Blackwood.

So it passed in the negative.

2nd amendment.

Mr. McLellan then moved, by way of amendment to the original question, that the House do come to the following resolutions:

Whereas, The Province of Nova Scotia has been for many years deeply impressed with the vast importance of having connection by railway with New Brunswick and Canada and the United States, as well for the security to British America, which would thereby be better guaranteed, as for its future commercial prosperity.

And whereas, There have been numerous delegations to England to promote this object, resulting in 1863 in securing a pledge from the Imperial Government to loan to the Provinces three millions sterling, at a largely reduced rate of interest.

And whereas, This Legislature, at its last session, by accepting this offer and its conditions, completed all necessary legislation on the part of Nova Scotia to carry forward this great Intercolonial work, agreeing to await the action of Canada for the term of two years.

And whereas, His Honor the Administrator of the Government of Nova Scotia, in a despatch to the Lieutenant Governor of New Brunswick, dated 20th October last, speaking of a survey of the proposed route, uses the following language: “Should the survey prove the practicability of such a route, my advisers believe “that the intelligent public sentiment of Canada would not long permit any “administration to leave that great country dependent for five months of the “year upon the fiscal arrangements of an independent, if not rival state, and for “the same period cut off from communication with the parent state by any line of “transit available for war purposes.

And whereas, Events transpiring in the American States strongly tend to show to the people of Canada the vast importance of maintaining an overland connec-

tion during the winter with the Atlantic, and of securing the ready and powerful aid of Great Britain in case of invasion, and it is not more than just to presume that the survey of the proposed railway ordered by the Government of Canada at its own cost is in obedience to that "intelligent public sentiment" awakened by passing events, a public sentiment which may soon become so strong as to induce the Government of Canada to complete the contract with the Imperial Government for the money within the period fixed by the acts passed by this Legislature in 1863;

And whereas, The Provincial Secretary of Nova Scotia having recently, in his place in Parliament, when speaking of the importance of the Intercolonial road to this province, declared that any Government that would not use its utmost efforts to secure the Intercolonial road, would be false to the interests of the people of this Province;

And whereas, The present Government, with a view to connect the present railway at Truro with the waters of the Gulf of St. Lawrence, have laid upon the table of this House a bill authorizing the construction of a railway to Pictou, which was estimated in 1859 by James Laurie, C. E., to cost £520,000, involving an annual charge for interest of \$116,800, to be added to the amount already chargeable upon the revenues of this Province, making the whole annual charge for interest \$366,723;

And whereas, The Government have announced it as their policy to extend the railway from Windsor westward, to compensate western counties for the extension eastward, which would involve such further expenditure as would raise the sum to be drawn from the revenues of this province annually for the interest on railway construction funds to over half a million dollars, and so place it beyond a possibility for this House to give any assistance whatever to the Intercolonial road;

And, whereas, The Government of Prince Edward Island, encouraged by the Government of this Province, is now making large expenditures for steam connection with this Province at Point Brule, midway between the Counties of Pictou and Cumberland, a port admirably suited to command the trade of the whole Gulf, and nearly on the line of the intercolonial route;

Resolved, That any action on the part of this Province, committing it to a policy which would render it impossible for this Province to bear a fair proportionate share of an Intercolonial road, would be unjust to the Province of New Brunswick, which has so heartily co-operated with us in all negotiations on the subject—unjust to the plighted faith of this country—and ungracious to Her Majesty's Government, which feels so deep an interest in protecting these provinces, and has done so much for their prosperity; and therefore any extension of the existing lines, with a view to connect with the waters of the Gulf, should be in harmony with the Intercolonial policy settled at the convention at Quebec in 1862; and, until the period of two years shall have elapsed, as provided in the bill of 1863, or until that policy is formally abandoned by one or more of the contracting parties, and notified to the others, no extension should be made beyond that point of the main line which may serve to connect with the gulf, at Pictou, Point Brule, Tatamagouche, Wallace, or Pagwash, as may then be found on a further survey most advisable.

Which being seconded and put, and the House dividing thereon, there appeared Lost on division.
for the amendment, four; against it, forty-six.

For the Amendment.

Mr. Robertson,
" Locke,
" McLellan,
" Coffin.

Against the Amendment.

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| Mr. G. Brown, | Mr. Lawrence, | Hon. Mr. McFarlane, |
| " Pryor, | " McKay, | " Mr. Shannon, |
| " Jas. Fraser, | " Longley, | " Mr. McKinnon, |
| " Kaulback, | " Bourinot, | " Fin. Sec'y, |
| " Killam, | " E. L. Brown, | " Atty. General, |
| " Whitman, | " Chas. Campbell, | " Sol. General, |
| " Slocomb, | " Hatfield, | " Prov. Sec'y., |
| " Blanchard, | " Archibald, | Mr. Ross, |
| " Annand, | " S. Campbell, | " Allison, |
| " Smyth, | " Heffernan, | " Tobin, |
| " Balcom, | " Hamilton, | " King, |
| " John Campbell, | " D. Fraser, | " Parker, |
| " Robichau, | " McDonnell, | " Jost, |
| " Hill, | " Bill, | " Miller, |
| " Caldwell, | " McDonald, | " Donkin. |
| " Blackwood, | | |

So it passed in the negative.

Motion to commit
carried on division.

The question as originally proposed, being then put, and the House dividing thereon, there appeared for the motion, forty-two; against it, eight.

For the Motion.

Against the Motion.

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| Mr. Pryor, | Mr. Kaulback, | Hon. Mr. McFarlane, | Mr. Killam, |
| " Slocomb, | " D. Fraser, | " Mr. Shannon, | " Hatfield, |
| " Chas. Campbell, | " Whitman, | " Mr. McKinnon, | " G. Brown, |
| " Parker, | " Tobin, | " Fin. Sec'y, | " Robertson, |
| " McKay, | " Ross, | " Prov. Sec'y, | " McLellan, |
| " Allison, | " Jost, | " Atty. General, | " Locke, |
| " Lawrence, | " Bill, | " Sol. General, | " E. Brown, |
| " Miller, | " Hamilton, | Mr. S. Campbell, | " Coffin. |
| " Archibald, | " Donkin, | " McDonnell, | |
| " McDonald, | " Longley, | " Bourinot, | |
| " James Fraser, | " Hill, | " Caldwell, | |
| " Robichau, | " King, | " Heffernan, | |
| " Blackwood, | " John Campbell, | " Blanchard, | |
| " Smyth, | " Balcom, | " Annand. | |

So it passed in the affirmative.

And thereupon,

Ordered, That the bill be committed to a committee of the whole House.

Bill committed.

Change in Railway
com.

Ordered, That Mr. Longley be substituted on the committee on railways in lieu of Mr Killiam, relieved from that duty at his own request.

Then the House adjourned until to-morrow, at three of the clock.

TUESDAY, 15th MARCH, 1864.

PRAYERS.

Halifax funding bill.

Mr. Pryor, pursuant to special leave given, presented a bill to authorize the funding of certain monies due by the city of Halifax; and the same was read a first time, and ordered to be read a second time.

Message.

A message from the Council by Mr. Halliburton:

Mr. Speaker,

Agree to people's bank
bill and chapters of
Revised Statutes.

The Council have agreed to the bill, entitled, an act to incorporate the people's bank of Halifax; and to chapter 15, "of the exportation of goods and drawbacks," and chapter 113, "of coasting on highways, roads over the ice, and guide boards," of the bill for revising and consolidating the general Statutes of Nova Scotia, severally without amendment.

Agree to customs act
with amendments.

They have agreed to chapter 12 of the same bill, "of the laws of the customs," with amendments, to which they desire the concurrence of this honorable house. And then the messenger withdrew.

Amendments agreed to

The amendments proposed by the Council to chapter 12, "of the laws of the customs," were read a first, and *nem. con* a second time; and the amendments proposed to chapter 82, "of pilotage harbors and harbor masters," chapter 94, "of the settlement and support of the poor," and to chapter 104, of "fires and fire-wards," were severally read a second time; and such amendments were respectively considered by the House.

And thereupon,

On motion, *resolved*, that the amendments to such chapters be respectively agreed to.

Sent back to Council.

Ordered, That the Clerk do carry the chapters, with the amendments, back to the Council, and acquaint them that this House have agreed to such amendments respectively.

Report on city Halifax
bill.

Mr. Pryor, from the committee on bills relating to the city of Halifax, reported that they had considered the bill concerning the city of Halifax, and had made amendments thereto, which they had directed him to report to the House with the

bill; and he delivered the bill, with the amendments, in at the Clerks' table, where such amendments were read.

Ordered, That the bill, with the amendments, be committed to a committee of the whole House. Bill with amendment committed.

The hon. the Attorney General, pursuant to leave given, presented a bill to repeal certain acts passed in 1863, for Railway construction; and the same was read a first time, and ordered to be read a second time. Railway construction act repeal bill.

The bill concerning wrecks and wrecked goods, was read a second time.

Ordered, That the bill be committed to a committee of the whole House. Wrecked goods bill read 2nd time. Committed.

A petition of inhabitants of Baddeck, in the county of Victoria, was presented by Mr. Charles Campbell and read, praying for the repeal of the act concerning the congregations of the Presbyterian Church of the lower provinces of British North America, passed in 1862. Pet. from Baddeck for repeal of Presbyterian Church act.

Ordered, That the petition do lie on the table, and that Mr. Campbell have leave to introduce a bill in accordance with the prayer thereof. Leave for bill.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, tabular statement of quantities of coal raised and shipped in this province from the opening of the mines in 1827 to the end of the year 1857. Returns of coals raised from 1827 to 1857.

(See Appendix—Mines and Minerals.)

Ordered, That the return be referred to the committee on mines and minerals. Ref. to mines com.

The bill to amend the chapter of the Revised Statutes, "of licenses for the sale of intoxicating liquors," was read a second time. License law amendment bill

And the usual question having been propounded from the chair, that such bill be committed to a committee of the whole House, Mr. Longley moved, by way of amendment thereto, that such bill be deferred until this day three months, which amendment being seconded and put, and the House dividing thereon, there appeared for the amendment, twenty-nine; against it, nine. Motion to commit bill. Amendment to defer moved. Carried on division.

So it passed in the affirmative.

And accordingly, Bill deferred.

Ordered, That the further consideration of the bill to amend the chapter of the Revised Statutes, "of licenses for the sale of intoxicating liquors," be deferred until this day three months.

Then the House adjourned until to-morrow at three of the clock.

WEDNESDAY, 16th MARCH, 1864.

PRAYERS.

The hon. the Financial Secretary, chairman of the committee to try the merits of the election of Charles Allison, Esquire, for the northern division of the county of Queens, reported finally from such committee; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read, and is as follows: Report of N. Queens election com.

The committee drawn, struck, and sworn, to try the merits of the petitions of Lewis Smith and Wellington Grimes against the election and return of Charles Allison, Esquire, sitting member for the northern division of Queens county, have agreed to report, and do report, as follows:

That Charles Allison, Esquire, was duly elected and returned for the northern division of Queens county, and is entitled to retain his seat.

The committee further report that the petitions referred to them were not frivolous or vexatious, nor was the opposition thereto frivolous or vexatious.

ISAAC LEVESCONTE,

Committee Room, 16th March, 1864.

Chairman,

Ordered, That the report do lie on the table, and be entered on the Journals.

- Bills read 2nd time.
Albion Mines union association.
International coal co.
Yarmouth seminary.
Ref. to com. on private bills.
- The following bills were severally read a second time :
A bill to incorporate the Albion Mines union association ;
A bill to incorporate the international coal and railway company ;
A bill to incorporate the Yarmouth seminary.
Ordered, That the bills be referred to the committee on private and local bills.
- Railway construction repeal com.
- Also*,
A bill to repeal certain acts, passed in 1863, for railway construction.
Ordered, That the bill be committed to a committee of the whole House.
- Annapolis herring fishery.
- Mr. Whitman, pursuant to leave given on a previous day, presented a bill to regulate the herring fishery, in the county of Annapolis ; and the same was read a first time, and ordered to be read a second time.
- Pet. from Sydney for increased mail communication.
Ref. to post office com.
- A petition of inhabitants of Sydney, in Cape Breton, was by special leave presented by Mr. Bourinot and read, praying for increased mail communication.
Ordered, That the petition be referred to the committee on the post office.
- Pet. of A. McDonald, aged teacher.
Ref. to education com.
- A petition of Archibald McDonald, of county of Cape Breton, an aged teacher, was by special leave presented by Mr. Bourinot and read, praying for a free grant of land.
Ordered, That the petition be referred to the committee on education.
- Dalhousie college petr. order of day.
- On motion of Mr. Longley,
Resolved, That it be set down as the order of the day for Wednesday next, the 23rd instant, to consider the petitions relating to Dalhousie College.
Ordered, accordingly.
- Com. on bills.
- On motion, the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report railway extension bills
- The chairman reported from the committee that they had gone through the bill to authorise the construction of a further section of the Provincial Railway, and the bill to repeal certain acts passed in 1863 for railway construction, and had directed him to report the same to the House severally without amendment ; and he delivered the bills in at the Clerk's table.
Ordered, That the bills be engrossed.
- Message.
- A message from the Council by Mr. Halliburton :
Mr. Speaker,—
- Agree to chapters Rev. Statutes.
- The Council have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz. :
Chapter 11, of officers of the customs ;
Chapter 86, of interest ;
With amendments, to which amendments they desire the concurrence of this honorable House.
- Have passed bills.
Yarmouth cemetery.
Yarmouth academy.
- They have passed a bill entitled, an act to amend the act for establishing a public cemetery in the town of Yarmouth, and for other purposes ; and a bill entitled, an act to authorise the sale of the academy lot and building in the town of Yarmouth ; to which bills respectively they desire the concurrence of this honorable House.
And then the messenger withdrew.
- Council's amendments read 1st time.
- The amendments proposed by the Council to chapters 11 and 82, were severally read a first time, and ordered to be read a second time.
- Council's bills read 1st time.
- The Council's engrossed bills, entitled an act to amend the act for establishing a public cemetery in the town of Yarmouth, and for other purposes ; and an act to authorise the sale of the academy lot and building in the town of Yarmouth ; were severally read a first time, and ordered to be read a second time.
- Militia correspondence presented.
- The hon. the Solicitor General, by command of his Excellency the Administrator of the Government, presented to the House, correspondence relating to the

pay of non-commissioned officers employed in drilling the militia in the British North American Colonies; and the same was read by the Clerk.

(See *Appendix—Militia.*)

Ordered, That the correspondence be referred to the committee on the militia Ref. to militia com.

Mr. Pryor, pursuant to special leave given, presented a bill concerning gas inspectors in the city of Halifax; and the same was read a first time, and ordered to be read a second time. Halifax Gas inspection

A petition of Robert Johnson, of Brookfield, an aged teacher, was, by special leave, presented by Mr. Archibald and read, praying for a free grant of crown land. Pet. of R. Johnson, aged teacher.

Ordered, That the petition be referred to the committee on education. Ref. to educa com.

Then the House adjourned until to-morrow, at eleven of the clock.

THURSDAY, 17th MARCH, 1864.

PRAYERS.

The hon. Mr. McKinnon, pursuant to leave given, presented a bill to amend the chapter of the Revised Statutes, "of barristers and attornies"; and the same was read a first time, and ordered to be read a second time. Barristers and attornies bill.

The following bills were severally read a second time, viz. :

A bill to authorise the funding of certain monies due by the city of Halifax;

A bill concerning gas inspectors in the city of Halifax.

Ordered, That the bills be referred to the committee on city of Halifax bills. Bills read 2nd time :
Halifax debt funding bill.
Halifax gas inspection
Ref. to com. on city bills.

On motion, the House resolved itself into a committee on bills: Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through the following bills, which they had directed him to report to the House without amendment, viz. : Report bills.

The bill to incorporate the house joiners union society of Halifax;

House joiners associa.

The bill to amend the act to provide for the erection of a court house in Halifax;

Halifax court house.

The bill to incorporate the shipwrights and caulkers association of Halifax and Dartmouth;

Shipwrights and caulkers.

The bill to amend the act to incorporate the Nova Scotia marine insurance company; and N. S. Marine ins. co.

The bill to incorporate the Cheticamp copper mining and smelting company. Cheticamp copper mining co.

And he delivered the several bills in at the Clerk's table.

Ordered, That the bills be engrossed.

On motion of Mr. Bourinot,

Resolved, That the report of the Record Commissioner, presented to the House on the 25th February, be referred to a select committee. Report of Record commissioner referred to select committee.

Ordered, That the hon. Mr. Shannon, Mr. Archibald, and Mr. Bourinot, do compose such committee.

Ordered, That the hon. the Provincial Secretary be substituted for Mr. Howe on the committee for managing the Legislative Library, appointed 21st March, 1862. Substitution on com. Legislative library.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, Chesapeake despatch.

Copy of despatch dated 22nd February, 1864, from the Colonial Secretary to the Governor, on the subject of the seizure of the steamer Chesapeake in British waters; and the same was read by the Clerk.

(See *Appendix—Chesapeake.*)

Ordered, That the despatch do lie on the table.

Return of gold areas
liable to forfeiture.

Also, by the like command, return of list of areas in the various gold fields liable to forfeiture, but not yet declared forfeited by the Governor in Council.

Ordered, That the return do lie on the table.

Report on Legislative
library

Also, by the like command, report of the joint committee of the Council and House of Assembly appointed to superintend the Legislative Library; and the same was read by the Clerk.

(*See Appendix—Legislative Library.*)

Ordered, That the report do lie on the table.

Pet. rel. to Ox Bow
marsh.

A petition of proprietors of marsh lands on the St. Croix River, was, by special leave, presented by Mr. Hill and read, praying for the passage of an act to authorize a cutting through the Ox Bow Marsh.

Leave for bill.

Ordered, That the petition do lie on the table, and that Mr. Hill have leave to introduce a bill in accordance with the prayer thereof.

And accordingly,

Ox Bow marsh bill.

Mr. Hill, pursuant to such leave, presented a bill relating to the Ox Bow Marsh, in the county of Hants; and the same was read a first time, and ordered to be read a second time.

Bankrupt bill.

Mr. John Campbell, pursuant to leave given, presented a bill relating to bankrupts; and the same was read a first time, and ordered to be read a second time.

Railway construction
repeal act read 3d
time.

An engrossed bill to repeal certain acts passed in 1863 for railway construction, was read a third time.

And thereupon,

The hon. the Provincial Secretary moved that the bill be amended by adding thereto the following preamble, viz.:

Preamble agreed to.

“*Whereas*, Owing to the refusal of the Canadian Government to adopt similar legislation, the acts passed at the last session for the construction of an Inter-colonial Railway are, independently of any judgment upon their expediency, inoperative to carry into effect the long-established policy of this province for the accomplishment of that great work;”

Which amendment being seconded and put, was agreed to by the House.

Amendment to defer
negative on division

The usual question being propounded from the chair that such bill do pass, Mr. Archibald moved, by way of amendment, that the further consideration of such bill be deferred until this day three months; which being seconded and put, and the House dividing thereon, there appeared for the amendment, eleven; against it, twenty-five.

For the Amendment.

Mr. Parker,
“ G. Brown,
“ Robertson,
“ Locke,
“ McLellan,
“ Blanchard,
“ Archibald,
“ Coffin.
“ Heffernan,
“ Ross,
“ Blackwood.

Against the Amendment.

| | |
|------------------|-------------------|
| Mr. Pryor, | Mr. McKay, |
| “ Hatfield, | “ Churchill, |
| “ Allison, | “ Lawrence, |
| “ Moore, | “ Kaulback, |
| “ Bill, | “ Jost, |
| “ Miller, | “ Donkin, |
| “ Longley, | “ Bourinot, |
| “ S. Campbell, | “ Hill, |
| Hon. Sol. Gen. | “ Caldwell, |
| “ Fin. Sec’y. | “ Chas. Campbell, |
| “ Prov. Sec’y. | “ Smyth, |
| “ Mr. McKinnon, | “ John Campbell. |
| “ Mr. McFarlane, | |

So it passed in the negative.

Bill passed.

Resolved, That the bill do pass, and that the title be, an act to repeal certain acts passed in 1863 for railway construction.

Railway extension bill
read 3d time.

An engrossed bill to authorise the construction of a further section of the Provincial railway, was read a third time.

And thereupon,

Amendment moved.

Mr. Killam moved that the House do come to the following resolution, with respect to such bill:

Whereas, About the year 1855 the construction of railroads was undertaken in this province as Government works, and at the same time, the advalorem duties being $6\frac{1}{2}$ and $2\frac{1}{2}$ per cent., the revenue collected on imports and excise amounted to £145,000; about one-third of which (£45,000) was granted for the road and bridge service. In 1857 the duties were raised from $6\frac{1}{2}$ to 10 per cent., and from $2\frac{1}{2}$ to 5 per cent., the revenue was £145,000, the road expenditure £43,000, and interest on railroad, £27,000. *And whereas*, during the succeeding six years, from 1858 to 1864, although the revenue increased from £141,000 to £215,000, the road expenditure decreased, being only £28,000 per annum, and the railroad interest increased to an average of £53,000 per year, being nearly double of the road expenditure, and is now a fixed charge of £61,000 on the general revenue. *And whereas*, The Government, with these facts before them, are now about to pass a bill for the extension of the railroad to Pictou, which will incur an additional large liability, and a further diminution of the road grant, or increased taxation. *And whereas*, There is every reason to conclude that the Legislature of New Brunswick are now prepared to construct their proportion of the European and North American Railroad, and connect with Nova Scotia at the frontier. *And whereas*, The provincial character of that work, its admitted superior paying qualities, and the near prospect of Intercolonial union, entitle it to a preference over any local undertaking such as the Pictou extension, and require that we should reserve our resources for that work whenever the policy of railroad extension in that direction is determined on.

Therefore resolved, That it is unwise and inexpedient for the present to pass this bill.

Which being seconded and put, and the House dividing thereon, there appeared for the motion, eight; against it, twenty-nine. Lost on division.

For the Motion.

Mr. G. Brown,
 " Moore,
 " McLelan,
 " Robertson,
 " Locke,
 " Killam,
 " E. Brown,
 " Coffin.

Mr. Parker,
 " D. Fraser,
 " Bill,
 " McDonnell,
 " Donkin,
 " S. Campbell,
 Hon. Fin. Sec'y.,
 " Pro. Sec'y.,
 " Sol. Gen.,
 " Mr. McKinnon, Hon. Mr. McFarlane,

Against the Motion.

Mr. Pryor,
 " Lawrence,
 " Kaulback,
 " Miller,
 " Longley,
 " Hill,
 " Chas. Campbell,
 " Ross,
 " Heffernan,
 Mr. Allison,
 " McKay,
 " Jost,
 " Bourinot,
 " Blanchard,
 " Caldwell,
 " Smyth,
 " Jno. Campbell,
 " Archibald.

So it passed in the negative.

Mr. Locke then moved that the House do come to the following resolution with respect to such bill: 2nd amendm't moved.

Whereas, There is reason to believe that the Legislature of New Brunswick are about to pass an act for the extension of a railway from St. John to the American frontier, and from Moncton to the borders of Nova Scotia;

Resolved, therefore, That, in the opinion of this House, the Government should not proceed in the construction of any portion of the Pictou line, which is not also a portion of the Intercolonial line, until after the next meeting of the Legislature.

Which, being seconded and put, and the House dividing thereon, there appeared for the motion, seven; against it, thirty. Negatived on division.

For the Motion.

Mr. Killam,
 " G. Brown,
 " Moore,
 " McLelan,
 " Robertson,
 " Locke,
 " Coffin.

Mr. Parker,
 " D. Fraser,
 " J. Fraser,
 " Jost,
 " Bourinot,
 " Longley,
 Hon. Fin. Sec'y.,
 " Pro. Sec'y.,
 " Sol. Gen.,
 " Mr. McFarlane,

Against the Motion.

Mr. Pryor,
 " Lawrence,
 " Bill,
 " Miller,
 " Donkin,
 " S. Campbell,
 " Caldwell,
 " Smyth,
 " Jno. Campbell,
 " Archibald,
 Mr. Allison,
 " McKay,
 " Kaulback,
 " McDonnell,
 " Blanchard,
 " Hill,
 " Chas. Campbell,
 " Ross,
 " Heffernan,
 Hon. Mr. McKinnon.

So it passed in the negative.

3rd amendm't moved.

Mr. E. L. Brown then moved that the House do come to the following resolution with respect to such bill :

Whereas, This House has by a large majority affirmed the policy of extending our present railroads east and west from Truro and Windsor; and whereas the eastern branch, extending from the junction to Truro, is about forty-six miles in length, while the western branch from the junction to Windsor is only about twenty-three miles ;

And whereas, Reasonable doubts are entertained whether the financial state of the province, after the construction of the line to Pictou, will admit of further extension westward; and whereas the funds out of which these railways are constructed are contributed equally by all parts of the province, while the extension east is of comparatively small advantage to the western counties ;

Resolved, therefore, That the extension east and west be made simultaneously, and that an equal sum be expended for railway construction on each line ;

Negatived on division.

Which being seconded and put, and the House dividing thereon, there appeared for the motion, four ; against it, thirty-five.

For the Motion.

Mr. Killam,
" Churchill,
" Moore,
" E. Brown.

Mr. Parker,
" Allison,
" G. Brown,
" Bill,
" Locke,
" McLelan,
" Blanchard,
" Caldwell,
" Heffernan,
Hon. Prov. Sec'y.,
" Fin. Sec'y.,
" Sol. General,

Against the Motion.

Mr. Robertson,
" D. Fraser,
" McKay,
" Kaulback,
" McDonnell,
" Longley,
" Hill,
" J. Campbell,
" Ross,
" Smyth,
" Archibald,
Hon. Mr. McKinnon,

Mr. Pryor,
" Lawrence,
" James Fraser,
" Jost,
" Miller,
" Donkin,
" S. Campbell,
" Chas. Campbell,
" Blackwood,
" Bourinot,
Hon. Mr. McFarlane.

So it passed in the negative.

Bill passed.

Resolved, That the bill do pass, and that the title be an act to authorize the construction of a further section of the Provincial railway.

Sent to Council.

Ordered, That the Clerk do carry the two bills to the Council, and desire their concurrence.

Then the House adjourned until to-morrow, at three of the clock.

FRIDAY, 18th MARCH, 1864.

PRAYERS.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Agree to chapters as amended.

The Council have agreed to chapter 94, of the settlement and support of the poor, and chapter 104, of fires and firewards, of the bill for revising and consolidating the general Statutes of Nova Scotia, as amended.

And then the messenger withdrew.

Amendments to usury laws read 2nd time.

The amendment proposed by the Council to chapter 86, of the bill for revising and consolidating the general Statutes of Nova Scotia, entitled, "of interest," was read a second time, and considered by the House.

And thereupon,

Not agreed to on division.

The hon. the Attorney General moved that such amendment be not agreed to, which being seconded, and the House dividing thereon, there appeared for the motion, twenty-six ; against it, ten.

So it passed in the affirmative.

Ordered, That the Clerk do carry the chapter and amendment back to the Council, and acquaint them that this House do not agree to such amendment.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.

Com. on Revised Statutes.

Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through chapter 64 of the bill referred to them, entitled, "of highway labor," which they had directed him to report to the House; and he delivered the same in at the Clerk's table.

Report Highway Labor chapter.

Ordered, That the chapter be engrossed.

Then, on motion of the hon. the Attorney General, the House adjourned until Monday, the twenty-first day of March, instant, at three of the clock.

MONDAY, 21st MARCH, 1864.

PRAYERS.

A petition of inhabitants of the county of Antigonishe, was by special leave presented by the hon. the Solicitor General and read, praying for a change in the mail route between New Glasgow and Antigonishe.

Pet. for alteration in mail route.

Ordered, That the petition be referred to the committee on the post office.

Ref. to post office com.

An engrossed bill to incorporate the house joiners union society of Halifax, was read a third time.

Bills read 3rd time.

Resolved, That the bill do pass, and that the title be, an act to incorporate the house joiners union society of Halifax.

House joiners union.

An engrossed bill to amend the act to provide for the erection of a court house in Halifax, was read a third time.

Halifax court house amendt.

Resolved, That the bill do pass, and that the title be, an act to amend the act to provide for the erection of a court house in Halifax.

An engrossed bill to amend the act to incorporate the Nova Scotia marine insurance company, was read a third time.

N. S. marine ins. co. amendt.

Resolved, That the bill do pass, and that the title be, an act to amend the act to incorporate the Nova Scotia marine insurance company.

Ordered, That the Clerk do carry the several bills to the Council and desire their concurrence.

Sent to Council.

The hon. Mr. McFarlane, pursuant to leave given, presented a bill to incorporate the Nova Scotia amalgamating and mining company; and the same was read a first time, and ordered to be read a second time.

N. S. amalgamating co.

The hon. the Financial Secretary, by command of his Excellency the Administrator of the government, presented to the House, an estimate of the expenditure and probable revenue of the province for the year 1864; and the same was read by the Clerk.

Estimate presented.

(See Appendix—Estimate.)

Ordered, That the estimate do lie on the table.

On motion of the hon. the Financial Secretary,

Resolved, That a supply be granted to Her Majesty.

Supply granted.

Ordered, That the estimate of revenue and expenditure of the province be referred to the committee of supply.

Estimate referred.

Ordered, That this House do, on Tuesday, the 22nd day of March instant, resolve itself into a committee to consider of the supply granted to Her Majesty.

Order of day for supply.

A petition of inhabitants of Baddeck, in the county of Victoria, was presented by Mr. Charles Campbell and read, praying for the completion of St. Peters canal as a ship canal.

Pet. for completion of St. Peters' canal.

Ordered, That the petition do lie on the table.

- Message. A message from the Council by Mr. Halliburton :
Mr. Speaker,—
- Agreed to chapt. with amendments. The Council have agreed to chapter 60 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of public instruction," with amendments, to which they desire the concurrence of this honorable House.
- Adhere to amendment. They adhere to the amendment proposed by them to chapter 86; "of interest." And then the messenger withdrew.
- Amendments read 1st time. The amendments proposed by the Council to chapter 60 were read a first time, and ordered to be read a second time.
- Pet. of Jas. Keen rel. to patent law. A petition of James Keen, of Digby, watchmaker, was presented by Mr. Longley and read, praying for an alteration in the patent law.
- Leave for bill. *Ordered*, That the petition do lie on the table, and that Mr. Longley have leave to introduce a bill in accordance with the prayer thereof.
And accordingly,
- Patent law amendt. Mr. Longley, pursuant to such leave, presented a bill to amend the chapter of the Revised Statutes, of patents for useful inventions; and the same was read a first time, and ordered to be read a second time.
- Colchester elect. com. adjourn. Mr. Colin Campbell chairman of the South Colchester election committee, by direction of the committee, moved that they have leave to adjourn until Wednesday next, at half-past ten of the clock; which, being seconded and put, was agreed to by the House.
- Pet. rel. to land at railway station. A petition of inhabitants of Lower Stewiacke, in the county of Colchester, was presented by Mr. Parker and read, praying the House not to sanction the granting of certain lands at the railway station there.
- Ref. to com. on railways. *Ordered*, That the petition be referred to the committee on railways.
- Pet. agt. Dalhousie college. A petition of inhabitants of Truro was presented by Mr. Parker and read, praying for amendments in the act for the regulation and support of Dalhousie college.
Ordered, That the petition do lie on the table.
- River fisheries bill. The hon. the Solicitor General, pursuant to leave given, presented a bill for the protection of the river fisheries; and the same was read a first time, and ordered to be read a second time.
- Louisburg railway. The hon. the Attorney General, pursuant to leave given, presented a bill to incorporate the Louisburg railway company; and the same was read a first, and ordered to be read a second time.
- Papers presented. The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, correspondence between the Administrator of the Government and the Governors of New Brunswick and Prince Edward Island, on the subject of the union of the three maritime provinces; and the same was read by the Clerk.
- (See Appendix—Maritime Provinces.)
- Made order of day. *Ordered*, That the correspondence do lie on the table, and that this House will, on Monday next, the 28th day of March instant, take into consideration the subject of the proposed union of the three maritime provinces.
- Sambro light. Also, by the like command, copies of despatches from the Colonial Secretary to the Lieutenant Governor, on the subject of substituting an improved light at Sambro for the one now in use; and the same were read by the Clerk.
- (See Appendix—Navigation Securities.)
- Ref. to nav. sec. com. *Ordered*, That the papers be referred to the committee on navigation securities.

Then the House adjourned until to-morrow, at eleven of the clock.

TUESDAY, 22nd MARCH, 1864.

PRAYERS.

Mr. Robichau, pursuant to leave given on a former day, presented a bill to change the names of Lower Cove and Petite Passage, in the county of Digby; and the same was read a first time, and ordered to be read a second time.

Lower Cove and Petite passage.

The hon. the Attorney General, pursuant to leave given, presented a bill to repeal the act to incorporate the Bridgeport union coal mining company; and the same was read a first time, and ordered to be read a second time.

Bridgeport union coal co.

Mr. John Campbell, from the committee on private and local bills, reported that they had considered,

Rep. from private bills com.

The bill to change the name of William Henry Henderson;

Henderson's name changed.

The bill to incorporate the Pictou steam ferry boat company;

Pictou steam ferry co.

The bill to amend the act to incorporate the Halifax fire insurance company;

Hx. fire ins. amendt.

The bill to amend the act for improving the harbor of Liverpool;

Liverpool harbor improvement.

The bill to incorporate the fruit growers' association and international show society;

Fruit growers association.

The bill to incorporate the Cobequid marine insurance company;

Cobequid mar. ins. co.

The bill to incorporate the Albion Mines saving's bank;

Albion mines savings' bank.

The bill to change the name of Robert Burton;

Robert Burton's name changed.

And had directed him to report such bills to the House severally without amendment;

That they had also considered,

The bill to incorporate the Block House mining company;

Block House min. co.

The bill to incorporate the Sea Coal Bay mining company;

Sea Coal Bay min. co.

The bill to incorporate the Boston and Bridgeport coal mining company;

Boston and Bridgeport coal co.

The bill to amend the act to incorporate the Glace Bay mining company;

Glace Bay mining co.

The bill to incorporate the Spring Hill mining, manufacturing and transportation company;

Spring Hill mining co.

The bill to incorporate the International coal and railway company; and had directed him to recommend to the House that such bills be referred to a select committee to examine and report upon;

International coal co recommended to be referred to sel. com.

And he delivered the several bills in at the Clerk's table.

Ordered, That the bills reported without amendments be committed to a committee of the whole House.

Bills committed.

Ordered, That the bills recommended to be referred to a select committee be referred to the hon. the Attorney General, the hon. the Solicitor General, Mr. Archibald, Mr. Blanchard, and Mr. Bourinot, to examine and report upon.

Bills referred to select com.

The following bills were severally read a second time:

The bill to incorporate the Nova Scotia amalgamating and mining company;

Bills read 2nd time.

The bill to incorporate the Louisburg railway company;

N. S. amalgamating co.

Louisburg railway co.

Ordered, That the bills be referred to the select committee appointed to consider the bills to incorporate mining companies just reported from the committee on private bills.

Referred to select com.

The bill to add an electoral district in the county of Digby, was read a second time.

Digby elect. district.

Ordered, That the bill be referred to the committee on private bills.

Ref. to com. on private bills.

On motion the House resolved itself into a committee on bills.

Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the bill concerning wrecks and wrecked goods, and the bill for the management of marine courts of enquiry; and also chapter 50 of the bill for revising and consolidating the general Statutes of Nova Scotia, of fences, fence viewers, and impounding cattle;

Report bills.

Wrecks and wrecked goods.

Marine courts of enquiry.

Chap. 50 of fences, fence viewers, and impounding of cattle.

and had directed him to report the same to the House ; and he delivered the bills and chapter in at the Clerk's table.

Ordered, That the bills and chapter be engrossed.

Yarmouth jury bill.

Mr. Killam, pursuant to leave given, presented a bill relating to the county of Yarmouth ; and the same was read a first time, and ordered to be read a second time.

Reg. of births, marriages and deaths, read 2nd time and com.

The bill respecting the solemnization of marriage and the registration of marriages, births, and deaths, was read a second time.

Ordered, That the bill be committed to a committee of the whole House.

Pet. for return of duties on railroad iron.

The hon. the Financial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, a petition of Edmund C. Twining, of Halifax, merchant, praying for a return of duties paid by him, as agent for C. J. Campbell, on railroad iron imported.

Ref. to com. on trade.

Ordered, That the petition be referred to the committee on trade and manufactures.

Com. of supply.

On motion of the hon. the Financial Secretary,
The House resolved into the committee of supply, pursuant to the order of the day.

Mr. Speaker left the chair,
Mr. Caldwell took the chair of the committee,
Mr. Speaker resumed the chair.

Report progress.
Resolutions.

The chairman reported from the committee that they had made some progress in the consideration of the supply, and have come to twenty-one resolutions, which they had directed him to report to the House ; and he delivered the resolutions in at the Clerk's table.

Leave to sit again.

The chairman also acquainted the House that he had been directed by the committee to move for leave to sit again on the consideration of the supply, to which the House agreed.

Resolutions reported.
Civil list \$6,140.

The resolutions reported from the committee were then read and are as follow :

1°. *Resolved*, That a sum not exceeding six thousand one hundred and forty dollars, be granted to his Excellency the Administrator of the Government to defray certain charges on the civil list, not authorized by permanent laws, pursuant to the estimate.

Crown land depart.
\$14,000.

2°. *Resolved*, That a sum not exceeding fourteen thousand dollars, be granted to his Excellency the Administrator of the Government to provide for the expense of the Crown Land department, pursuant to the estimate.

Revenue expenses
\$45,560.

3°. *Resolved*, That a sum not exceeding forty-five thousand five hundred and sixty dollars, be granted to his Excellency the Administrator of the Government to defray certain charges for the collection and protection of the revenue, pursuant to the estimate.

Halifax poor Asylum
\$8,100.

4°. *Resolved*, That a sum not exceeding eight thousand one hundred dollars, be granted to his Excellency the Administrator of the Government towards the expense of the Halifax poor's asylum, pursuant to the estimate.

Distressed seamen
\$200.

5°. *Resolved*, That a sum not exceeding two hundred dollars, be granted to his Excellency the Administrator of the Government towards defraying expenses connected with distressed seamen, pursuant to the estimate.

Steamboats, packets
and ferries, \$9,616.

6°. *Resolved*, That a sum not exceeding nine thousand six hundred and sixteen dollars, be granted to his Excellency the Administrator of the Government for steamboats, packets and ferries, pursuant to the estimate.

Militia \$12,000.

7°. *Resolved*, That a sum not exceeding twelve thousand dollars, be granted to his Excellency the Administrator of the Government towards defraying the expense of the military defence of the province, pursuant to the estimate.

Post communication
\$68,750.

8°. *Resolved*, That a sum not exceeding fifty-eight thousand seven hundred

and fifty dollars, be granted to his Excellency the Administrator of the Government to defray the expense of the post communication, pursuant to the estimate.

9°. *Resolved*, That a sum not exceeding eight thousand three hundred and fifteen dollars, be granted to his Excellency the Administrator of the Government for certain educational purposes, pursuant to the estimate. Education \$8,315.

10°. *Resolved*, That a sum not exceeding forty thousand eight hundred and forty-eight dollars, be granted to his Excellency the Administrator of the Government, to provide for the pay of members and officers, and the contingent expenses of the Legislature, pursuant to the estimate. Legislative expenses \$40,848.

11. *Resolved*, That a sum not exceeding one thousand three hundred and eighty dollars, be granted to his Excellency the Administrator of the Government to provide for the relief of Indians, pursuant to the estimate. Indians \$1,380.

12°. *Resolved*, That a sum not exceeding eight thousand dollars, be granted to his Excellency the Administrator of the Government towards defraying the expense of public printing, pursuant to the estimate. Public printing \$8,000.

13°. *Resolved*, That a sum not exceeding twenty thousand dollars, be granted to his Excellency the Administrator of the Government towards defraying the expenses connected with the management of the gold fields, pursuant to the estimate. Gold fields \$20,000.

14°. *Resolved*, That a sum not exceeding five thousand dollars, be granted to his Excellency the Administrator of the Government for the encouragement of agriculture, pursuant to the estimate. Agriculture \$5,000.

15°. *Resolved*, That a sum not exceeding one hundred and twenty thousand dollars, be granted to his Excellency the Administrator of the Government, to provide for the expenses of the provincial railway, pursuant to the estimate. Railway expenses \$120,000.

16°. *Resolved*, That a sum not exceeding five thousand dollars, be granted to his Excellency the Administrator of the Government, to provide for railway construction, pursuant to the estimate. Railway construction \$5,000.

17°. *Resolved*, That a sum not exceeding six thousand eight hundred and sixty-six dollars, be granted to his Excellency the Administrator of the Government, for the relief of transient and lunatic paupers, pursuant to the estimate. Transient and lunatic paupers \$6,866.

18°. *Resolved*, That a sum not exceeding thirty-six thousand and forty dollars, be granted to his Excellency the Administrator of the Government, to provide for certain navigation securities, pursuant to the estimate. Navigation securities \$36,040.

19°. *Resolved*, That a sum not exceeding ninety-six thousand two hundred dollars, be granted to his Excellency the Administrator of the Government, to provide for certain public works, pursuant to the estimate. Pub. works \$96,200.

20°. *Resolved*, That a sum not exceeding eleven thousand dollars, be granted to his Excellency the Administrator of the Government to defray certain miscellaneous expenses, pursuant to the estimate. Miscellaneous expenses \$11,000.

21°. *Resolved*, That a sum not exceeding two hundred and fifty-seven thousand two hundred and twenty dollars, be granted to his Excellency the Administrator of the Government, to provide for the great and bye road and bridge service, pursuant to the estimate. Road and bridge service \$257,220.

The several resolutions being then read a second time, were upon the question being put, agreed to by the House. Resolutions agreed to.

A message from the Council by Mr. Haliburton :

Mr. Speaker,

The Council have agreed to chapter 12 of the bill for revising and consolidating the general Statutes of Nova Scotia, of the laws of the customs, as amended. Agree to chapter.

And then the messenger withdrew.

Then the House adjourned until to-morrow, at eleven of the clock.

PRAYERS.

The following petitions praying for amendments in the law for the regulation and support of Dalhousie College were presented by the undermentioned members and read, viz. :

Of inhabitants of Mahone Bay, by Mr. Jost ;

Of inhabitants of Little River and Leicester, by the hon. the Provincial Secretary ;

Of inhabitants of Western Halifax, by Mr. Tobin.

Ordered, That the petitions do lie on the table.

The bill to regulate the herring fishery in the county of Annapolis was read a second time.

Ordered, That the bill be referred to the committee on private bills.

A petition of Sarah Gesner, of Loran, in the county of Cape Breton, an aged teacher, was, by special leave, presented by Mr. Bourinot and read, praying for a free grant of crown lands.

Ordered, That the petition be referred to the committee on education.

Mr. Pryor, from the committee on city of Halifax bills, reported that they had considered the bill to authorize the funding of certain monies due by the city of Halifax, and had directed him to report the same to the House without any amendment ; and he delivered the bill in at the Clerk's table.

Ordered, That the bill be committed to a committee of the whole House.

Mr. Tobin, pursuant to special leave given, presented a bill to incorporate the Sisters of Charity ; and the same was read a first time, and ordered to be read a second time.

A message from the Council by Mr. Halliburton :

Mr. Speaker,

The Council have agreed to the bill entitled an act to amend the act to incorporate the Nova Scotia marine insurance company, without any amendment.

They have agreed to the bill entitled an act to incorporate the house joiner's union society of Halifax, and the bill entitled an act to provide for the erection of a court house in Halifax, with amendments to such bills respectively, to which amendments they desire the concurrence of this honorable House.

And then the messenger withdrew.

The amendments proposed by the Council to the bills entitled respectively an act to incorporate the house joiners' union society of Halifax, and an act to amend the act to provide for the erection of a court house in Halifax, were severally read a first time, and ordered to be read a second time.

On motion, the House resolved itself into a committee on bills :

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered—

The bill to change the name of William Henry Henderson ;

The bill to change the name of Robert Burton ;

The bill to amend the act to incorporate the Halifax fire insurance company ;

The bill to amend the act for improving the harbor of Liverpool.

And had directed him to report the same to the House without any amendment ;

And that they had gone through the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, which they had directed him to report to the House, viz. :

Chapter 65, of commissioners of streets ;

69, of closing roads ;

115, of deeds of married women ;

Pet. agt. Dalhousie college.

Annapolis herring fish. read 2nd time.

Ref. to prov. bills com.

Pet. of Sarah Gesner, aged teacher.

Ref. to education com.

Reps. from coms. on city bills. Hx. funding bill.

Committed.

Sisters of Charity incorporation.

Message.

Agree to bill without N. S. mar. ins. co. amendt.

Agree with amend'ts. House joiners union so. Halifax.

Court house, Halifax.

Amendts. read 1st time.

House joiners society. Hx. court house.

Com. on bills.

Rep. bills.

Henderson's name.

Burton's name

Hx. fire ins. co.

Liverpool harbor.

Rep. several chpts. of Revised Statutes.

- Chapter 126, of the prevention of frauds on creditors by secret bills of sale ;
 129, of guardians and wards ;
 130, of masters, apprentices, and servants ;
 133, of the court of marriage and divorce ;
 134, of trusts and trustees ;
 135, of escheating lands forfeited to the crown ;
 144, of the writ of dower ;
 145, of the partition of lands ;
 146, of tenancies, and of forcible entry and detainer ;
 147, of suits against absent or absconding debtors ;
 148, of suits against joint debtors ;
 149, of executors, administrators, and trustees ;
 150, of distress for rent and remedy ;
 152, of petty offences, trespasses, and assaults ;
 153, of the writ of certiorari ;
 154, of interpleader.

And he delivered the several bills and chapters in at the Clerk's table.

Ordered, That the several bills and chapters be engrossed.

The order of the day having been read,

Order of day.

The House proceeded to consider the subject matter of the petitions presented to the House, praying for amendments in the Dalhousie College act.

Dalhousie college.

And thereupon,

Mr. Longley moved that the House do come to the following resolution :

Resolution moved.

Whereas, His late Majesty, George the Fourth, did, in or about the year 1820, signify his willingness to allow Governor Dalhousie to appropriate the sum of £9,750, belonging to his Majesty, for the purpose of building and endowing a college in Nova Scotia upon the plan of the University of Edinburgh, for the education of youth in the higher branches of science and literature ; the said college to be governed by a body corporate, as by the act of 1820, under the name and title of the Governors of Dalhousie College, with succession and a common seal, having power and authority to make rules and ordinances concerning the government of said Dalhousie College, the election of president and professors, and in relation to students and the management and control of the funds and revenues thereof, and all matters relating thereto.

And whereas, in addition to the said sum of £9,750, given to the people of Nova Scotia by his late Majesty, George the Fourth, there has also been given by the Legislature, out of the people's money, the sum of £2,000 towards the erection of said building ; and also a further sum of £1000 towards its funds ; and, lastly, this Legislature, in the year 1823, loaned to the Governors of said Dalhousie College, the sum of £5,000, to be returned in five years, and took a lien upon the building and the three per cent annuities, for security, making in all granted by this Legislature, the sum of £8,000, which, in addition to the aforesaid sum given by his late Majesty, amounts to the sum of £17,750.

And whereas, several ineffectual attempts have heretofore been made by the Governors to establish and open Dalhousie College for the benefit of the youth of the province, upon the plan of its original founder.

And whereas, the principle of Denominational Colleges has long since been established in Nova Scotia ; any attempt to alter which would be unwise, and against the expressed opinion of this Legislature, and of the people of this province.

And whereas, an act was passed in this Legislature in the session of 1863, professedly opening Dalhousie College under the title of a Professional University, to all denominations, under certain conditions.

And whereas, neither the Baptists, Methodists, Church of England, nor Catholics, being a large and influential portion of the people of this province, numbering about 250,000, having colleges of their own, can participate in the endowments of said Dalhousie College, under the offer made, without a very great sacrifice of past efforts in building and endowing their own colleges ;

And whereas, the Presbyterian body are largely represented at the Board of Governors of said college, and having vacated their buildings at Truro, are now enjoying the privileges of said provincial institution, and thereby have for

collegiate purposes, a vastly disproportionate amount of public funds, committing upon other bodies a grave injustice, and occasioning wide-spread dissatisfaction in the province, as evidenced by the numerous petitions on this subject presented to this House ;

And whereas, it is highly desirable that the said Dalhousie College be placed upon a basis that will be equitable to all parties, and will remove the present occasion of complaint ;

Therefore Resolved,—

1°. That the act passed at the last session of the Legislature, entitled, “an act for the regulation and support of Dalhousie College,” be repealed : and that the college, with its endowments and funds, be otherwise appropriated.

2°. That there be required from the Governors of Dalhousie College, the payment of the sum of £5,000, loaned from the Provincial Treasury, agreeably to the condition upon which such loan was made ;

Which being seconded,

Amendment moved.

The hon. the Provincial Secretary moved, by way of amendment thereto, that the House resolve itself into a committee, to consider generally the subject of education ;

Which amendment being seconded, and a debate arising thereon, after some time spent in such debate.

Debate on, adjourned.

Ordered, That the debate be adjourned until Tuesday next.

South Colchester Election com. adjourn.

Mr. Colin Campbell, chairman of the South Colchester election committee, by direction of the committee, moved that they have leave to adjourn until Tuesday next, at eleven of the clock, which being seconded and put, was agreed to by the House.

Then the House adjourned until to-morrow, at three of the clock.

THURSDAY, 24th MARCH, 1864.

PRAYERS.

Horton school lands bill.

The hon. the Provincial Secretary, from the committee on education, reported a bill relating to school lands in the township of Horton ; and the same was read a first time, and ordered to be read a second time.

Pet. from Windsor for change in commis. of streets act.

A petition of residents in the township of Windsor, was presented by Mr. Churchill and read, praying for an amendment in the law relating to commissioners of streets.

Leave for bill.

Ordered, That the petition do lie on the table, and that Mr. Churchill have leave to introduce a bill in accordance with the prayer thereof.

Bill introduced.

And accordingly,

Mr. Churchill, pursuant to such leave, presented a bill to amend the chapter of the Revised Statutes, of commissioners of streets ; and the same was read a first time, and ordered to be read a second time.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,

Agree to pilotage bill as amended.

The Council have agreed to chapter 82 of the bill for revising and consolidating the general Statutes of Nova Scotia, of pilotage, harbors, and harbor masters, as amended.

And then the messenger withdrew.

Reports on Cape Breton coal mines.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House the report of W. A. Hendry to the Inspector of Mines on the coal mines of Cape Breton, together with Professor Leslie's report of his surveys at Glace Bay in 1863 ; and the same was read by the Clerk.

(See Appendix—Mines and Minerals.)

Ref. to com. on mines.

Ordered, That the papers be referred to the committee on mines and minerals.

Also, by the like command, copy of correspondence between Vice Admiral Milne and the Lieutenant Governor relative to the propriety of placing a fog horn at the entrance of Halifax harbor ; and the same was read by the Clerk. Fog Horn on Devil's Island.

(See Appendix—Navigation Securities.)

Ordered, That the correspondence be referred to the committee on navigation securities. Ref. to Nav. Securities.

An engrossed bill to change the name of William Henry Henderson, was read a third time. Bills read 3rd time. Henderson's name.

Resolved, That the bill do pass, and that the title be, an act to change the name of William Henry Henderson.

An engrossed bill to amend the act to incorporate the Halifax fire insurance company, was read a third time. Halifax fire insurance-

Resolved, That the bill do pass, and that the title be, an act to amend the act to incorporate the Halifax fire insurance company.

An engrossed bill to change the name of Robert Burton, was read a third time. Burton's name.

Resolved, That the bill do pass, and that the title be, an act to add to the name of Robert Burton.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. : Chap. Rev. Statutes read 3rd time.

- Chapter 50, of fences, fence viewers, and impounding of cattle ;
- 66, of the expenditure of monies on the roads ;
- 69, of closing roads ;
- 97, of the preservation of useful birds and animals ;
- 144, of the writ of dower ;
- 145, of the partition of lands ;
- 147, of suits against absent or absconding debtors ;
- 152, of petty offences, trespasses, and assaults ;
- 153, of the writ of certiorari ;
- 154, of interpleader ;
- 156, of the protection of constables.

An engrossed bill for the establishment of marine courts of enquiry, was read a third time. Marine Court bill.

Resolved, That the bill do pass, and be incorporated with, and form a chapter of the Revised Statutes, to be entitled, "of marine courts of enquiry." Incor. in Revised Statutes.

Resolved, That the chapters do pass.

Ordered, That the Clerk do carry the several bills and chapters to the Council and desire their concurrence. Sent to Council.

On motion, the House resolved itself into the committee of ways and means. Com. on ways and means.

Mr. Speaker left the chair,
Mr. Caldwell took the chair of the committee,
Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through the business referred to them, and had come to three resolutions, which they had directed him to report to the house ; and he delivered the resolutions in at the Clerk's table. Resolutions reported.

The resolutions reported from the committee were then read, and are as follow, viz. :— Resolutions read.

1°. Resolved, That the duties for the support of light houses remain the same for the year ending 1st April, 1865, as they have been during the past year. Light house duties.

2°. Resolved, That the excise duties on certain articles manufactured within this province, remain the same for the year ending 1st April, 1865, as they have been during the past year. Excise duties.

3°. Resolved, That the customs duties remain the same for the year ending 1st April, 1865, as they have been during the past year, with the following exceptions, viz. :— Customs duties.

The duty on hock, constantia, malmsey, catawba, toquay, burgundy, hermitage, moselle and champagne, shall be \$2.50 per dozen, of five bottles to the gallon. On all other wines in bottles, \$1.50 per dozen, of five bottles to the gallon.

On port, sherry, and madeira, in wood, sixty cents per gallon.

On other wines, in wood, costing £24 sterling and upwards per pipe at the port from whence last imported, sixty cents per gallon; and on other wines, in wood, costing less than £24 sterling per pipe at the port from whence last imported, twenty-five cents per gallon.

Crude saltpetre, for manufacturing purposes, and malt, shall be added to the table of exemptions.

Resolutions agreed to.

The resolutions reported from the committee being then read a second time, were, upon the question being put thereon, severally agreed to by the House.

Com. to prepare revenue bills.

Ordered, That the hon. the Financial Secretary, the hon. the Attorney General, and Mr. Archibald, be a committee to prepare and report revenue bills, in accordance with the resolutions reported by the committee on ways and means, and agreed to by the House.

Amen't. to education act read 2nd time.

The amendments proposed by the Legislative Council to chapter 60, of the bill for revising and consolidating the general Statutes of Nova Scotia, of public instruction, were read a second time, and considered by the House.

And thereupon,

Agreed to in part. Last amendment amended.

Resolved, That all the amendments, except the last amendment, be agreed to.

The last of such amendments being again read, is as follows:—

“At the end of the chapter add the following clause:—

“Chapter 60 of the Revised Statutes, of public instruction, and all acts in amendment thereof, shall continue and be in force until the first day of November next.”

And thereupon,

Resolved, That such amendment be amended by inserting at the commencement of such proposed clause the word “this,” and by leaving out all the words thereof after the word “chapter,” and inserting, instead of the words so left out, the following words:—“Shall come into operation on the first day of May next, but existing engagements shall not be interfered with; and all officers shall remain in office until superseded by the operation of this chapter, or under its authority.”

Bill sent back to Council.

Ordered, That the Clerk do carry the bill and amendments back to the Council, and acquaint them with the foregoing resolutions.

Council's amendment to usury law reconsidered.

The amendment proposed by the Council to chapter 86 of the bill for revising and consolidating the general Statutes of Nova Scotia, “of interest, which was not agreed to by the House, and was adhered to by the Council, was read and reconsidered by the House, and is as follows:—

“But no such security shall be void, in the hands of an innocent holder, without notice of the usurious consideration,” it being proposed to add such amendment to the first clause of such chapter.

And thereupon,

Motion to agree to, moved.

The hon. the Provincial Secretary moved that such amendment be agreed to; Which being seconded and put, and the House dividing thereon, there appeared for the motion, fourteen; against it, thirty-seven.

For the Motion.

Against the Motion.

Lost on division.

| | | | |
|-------------------|---------------------|--------------|---------------------|
| Mr. D. Fraser, | Mr. C. J. Campbell, | Mr. McLelan, | Mr. John Campbell, |
| “ Hamilton, | “ Kaulback, | “ Cowie, | “ Allison, |
| “ Bill, | “ Bourinot, | “ Pryor, | “ Parker, |
| “ Archibald, | “ Longley, | “ Whitman, | “ McKay, |
| “ Jas. Fraser, | “ Blanchard, | “ Churchill, | “ Tobin, |
| “ Colin Campbell, | Hon. Sol. General, | “ Donkin, | “ Moore, |
| “ Smyth, | “ Prov. Sec'y. | “ Jost, | “ McDonnell, |
| | | “ Robertson, | “ McDonald, |
| | | “ Heffernan, | “ Coffin, |
| | | “ Ross, | “ Robichau, |
| | | “ Balcom, | Hon. Atty. General, |
| | | “ Caldwell, | “ Fin. Sec'y, |
| | | “ Hill, | “ Mr. McFarlane, |
| | | | “ Mr. McKinnon. |

So it passed in the negative.

And thereupon,

On motion of the hon. the Attorney General,

Resolved, That the resolution of this House, not to agree to such amendment, be adhered to.

Res. not to agree to amendment adhered to.

Ordered, That the Clerk do carry the bill and amendment back to the Council, and acquaint them with the foregoing resolution.

Mr. Pryor, from the committee on city of Halifax bills, reported that they had considered the bill to vest the title to certain lands in the Board of Works and the Commissioners of poor for the city of Halifax, and had made amendments thereto, which they had directed him to report to the House with the bill; and he delivered the bill, with the amendments, in at the Clerk's table, where such amendments were read.

Halifax lands vesting bill reported with amendments.

Ordered, That the bill, with the amendments, be committed to a committee of the whole House.

Committed

Mr. McDonald, pursuant to leave given, presented a bill to amend chapter 82 of the Revised Statutes, of pilotage, harbors, and harbor masters; and the same was read a first time, and ordered to be read a second time.

Pilotage amendment

Ordered, That Mr. McDonald be substituted for the hon. Mr. Shannon, on the committee on private and local bills.

Change in private bills com.

Then, to-morrow being Good Friday, the House adjourned until Saturday, at eleven of the clock.

SATURDAY, 26th MARCH, 1864.

PRAYERS.

The hon. the Financial Secretary reported from the committee appointed to prepare the revenue bills; and thereupon presented to the House,

Revenue bills reported

A bill to continue and amend the law regulating customs duties;

Customs duties.

A bill to continue the act for imposing an excise duty on certain articles manufactured within this Province;

Excise duties.

A bill to continue and amend the laws imposing light house duties.

Light house duties.

And such bills were read a first time and *nem. con.* a second time.

Read 1st and 2nd time.

Ordered, That the bills be committed to a committee of the whole House.

Committed.

On motion the House resolved itself into a committee on bills.

Committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered, The bill to continue and amend the law regulating customs duties; The bill to continue and amend the laws imposing light house duties; and The bill to continue the act for imposing an excise duty on certain articles manufactured within this Province; and had directed him to report the same to the House severally without amendment; and he delivered the bills in at the Clerk's table.

Rep revenue bills.

Ordered, That the bills be engrossed.

The following bills were read a second time, viz.:

Bills read 2nd time.

A bill to amend the act to regulate highway labor within the limits of commissioners of streets for the town of Pictou;

Pictou highway labor.

A bill to change the names of Lower Cove and Petite Passage, in the county of Digby;

Lower Cove and Petite Passage.

A bill to repeal the act to incorporate the Bridgeport union coal mining company;

Bridgeport Coal Co. Yarmouth jury lists.

A bill relating to the county of Yarmouth;

Sisters of Charity.

A bill to incorporate the sisters of charity;

A bill relating to school lands in the township of Horton;

Horton school lands.

Ordered, That the bills be referred to the committee on private and local bills.

Ref to private bills committee.

- Also,
 Petty trespasses amendment. A bill to amend chapter 147 of the Revised Statutes, of petty offences, trespasses and assaults ;
 Patent law amen't. A bill to amend the chapter of the Revised Statutes, " of patents for useful inventions";
 River fisheries. A bill for the protection of the river fisheries ;
 Commissioners of streets. A bill to amend the chapter of the Revised Statutes, of commissioners of streets ;
 Ref. to law amend-ment com. *Ordered*, That the bills be referred to the committee on amendments to the laws.
 Council's bill read 2nd time. The Council's engrossed bills, entitled, respectively—
 Yarmouth cemetery. An act to amend the act for establishing a public cemetery in the town of Yarmouth, and for other purposes ;
 Yarmouth Academy. An act to authorise the sale of the academy lot and building in the town of Yarmouth ;
 Were severally read a second time, and considered by the House.
 And thereupon,
 Agreed to. On motion, *resolved*, That such bills be agreed to.
 Sent back to Council. *Ordered*, That the Clerk do carry the bills back to the Council, and acquaint them that this House have agreed to such bills respectively.
 Bills read 3rd time. Customs duties. An engrossed bill to continue and amend the law regulating customs duties, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to continue and amend the law regulating customs duties.
 Excise duties. An engrossed bill to continue the act for imposing an excise duty on certain articles manufactured within this province, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to continue the act for imposing an excise duty on certain articles manufactured within this province.
 Light house duties. An engrossed bill to continue and amend the laws imposing light house duties, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to continue and amend the laws imposing light house duties.
Ordered, That the Clerk do carry the three bills to the Council and desire their concurrence.
 Bills sent to Council.
 Des. rel. to survey of Intercolonial railway. The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House,
 Copy of despatch, dated 15th March, instant, from Viscount Monck to the Administrator of the Government, with copy of the instructions given by the Government of Canada to Mr. Sandford Flemming, for the survey of the line of Intercolonial Railway ; and the same was read by the Clerk.
 (*See Appendix—Railway, Intercolonial.*)
Ordered, That the papers do lie on the table.
 Com. on bills. On motion, the House resolved itself into a committee on bills :
 Mr. Speaker left the chair,
 Mr. Robertson took the chair of the committee,
 Mr. Speaker resumed the chair.
 Report bills. The chairman reported from the committee that they had considered the bill to incorporate the fruit growers' association and international show society ; the bill to incorporate the Albion Mines savings' bank, and the bill to authorise the funding of certain monies due by the city of Halifax ; and had directed him to report such bills to the House, respectively, without amendment.
 Fruit Grower's Association. That they had considered the bill to incorporate the Pictou steam ferry boat company ; and had made amendments thereto, which they had directed him to report to the House with the bill.
 Albion Mines savings bank. Also, that they had considered the bill relating to the new county jail at Halifax ; and had directed him to recommend to the House that such bill be referred to the committee on amendments to the laws.
 Halifax city funding debt.
 Pictou steam ferry incorporation.
 Halifax county jail.

And he delivered the bills, together with amendments to the Pictou steam ferry incorporation bill, in at the Clerk's table, where such amendments were read.

Ordered, That the bills reported without amendment be engrossed.

Ordered That the bill reported with amendments be engrossed with such amendments.

Ordered, That the bill relating to the new county jail at Halifax be referred to the committee on amendment of the laws.

Ref. to law amendment com

Then the House adjourned until Monday next, at eleven of the clock.

MONDAY, 28th MARCH, 1864.

PRAYERS.

An engrossed bill to incorporate the fruit growers' association and international show society, was read a third time.

Bills read 3rd time.
Fruit grower's association.

Resolved, That the bill do pass, and that the title be, an act to incorporate the fruit growers' association and international show society.

An engrossed bill to authorize the funding of certain monies due by the city of Halifax, was read a third time.

Halifax debt funding bill.

Resolved, That the bill do pass, and that the title be, an act to authorize the funding of certain monies due by the city of Halifax.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. :

Chap. of Rev. Statutes read 3rd time.

- Chapter 65, of commissioners of streets ;
- 98, of the destruction of noxious animals ;
- 99, of the coast and deep sea fisheries ;
- 107, of burning woods and marshes ;
- 115, of deeds by married women ;
- 125, of the prevention of frauds and perjuries ;
- 126, of the prevention of frauds on creditors by secret bills of sale ;
- 129, of guardians and wards ;
- 130, of masters, apprentices, and servants ;
- 133, of the court of marriage and divorce ;
- 134, of trusts and trustees ;
- 135, of escheating lands forfeited to the crown ;
- 146, of tenancies, and of forcible entry and detainer ;
- 150, of distress for rent and remedy ;

Resolved, That the chapters do pass.

Passed.

Ordered, That the Clerk do carry the bills and chapters to the Council, and desire their concurrence.

Sent to Council.

The hon. the Attorney General, pursuant to leave given, presented a bill to incorporate the Presbyterian church congregation of Cape North ; and a bill to amend the law of the exportation of goods and of drawbacks ; and such bills were severally read a first time, and ordered to be read a second time.

Cape North Presbyterian church.
Exportation of goods and drawbacks.

The amendments proposed by the Council to the bill, entitled, an act to incorporate the house joiners union society of Halifax, and to the bill to amend the act to provide for the erection of a court house in Halifax, were read a second time, and considered by the House.

Amendments read 2nd time.
House joiners' union.
Halifax Court house.

And thereupon,

On motion, *resolved*, That such amendments be respectively agreed to.

Agreed to.

Ordered, That the Clerk do carry the bills, with the amendments, back to the Council, and acquaint them that this House have agreed to the amendments to such bills respectively.

Sent back to Council.

Com. on bill for registration of marriages, births, and deaths.

On motion, the House resolved itself into a committee on the bill respecting the solemnization of marriage, and the registration of marriages, births and deaths.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report progress.

The chairman reported from the committee that they made some progress in the consideration of the bill committed.

Pictou steam ferry company.

Bill read 3rd time.

Passed.

An engrossed bill to incorporate the Pictou steam ferry boat company, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to incorporate the Pictou steam ferry boat company.

Sent to Council.

Ordered, That the Clerk do carry the bill to the Council, and desire their concurrence.

Pet. of John Robertson, aged teacher.

A petition of John Robertson, of Annapolis, an aged teacher, was, by special leave, presented by the hon. the Attorney General and read, praying for a free grant of crown land.

Ordered, That the petition be referred to the committee on education.

Halifax gas inspection bill reported with amendments.

Mr. Pryor, from the committee on city of Halifax bills, reported that they had considered the bill concerning gas inspectors in the city of Halifax, and had made amendments thereto, which they had directed him to report to the House with the bill; and he delivered the bill, with the amendments, in at the Clerk's table, where such amendments were read.

Committed.

Ordered, That the bill, with the amendments, be committed to a committee of the whole House.

The hon. the Financial Secretary moved that the House do come to the following resolutions:

Division of road monies.

Resolved, That the sum of one hundred and sixty thousand dollars granted for the road and bridge service, be applied as follows:

| | |
|--------------------|--------------|
| County of Halifax, | \$11,770 00 |
| Pictou, | 11,520 00 |
| Inverness, | 10,560 00 |
| Lunenburg, | 9,600 00 |
| Hants, | 9,587 00 |
| Colchester, | 9,344 00 |
| Cumberland, | 9,344 00 |
| Cape Breton, | 9,095 00 |
| Kings, | 8,640 00 |
| Annapolis, | 8,320 00 |
| Yarmouth, | 7,808 00 |
| Shelburne, | 7,808 00 |
| Digby, | 7,808 00 |
| Antigonishe, | 7,807 00 |
| Richmond, | 7,808 00 |
| Victoria, | 7,808 00 |
| Guysborough, | 7,808 00 |
| Queens, | 7,565 00 |
| | <hr/> |
| | \$160,000 00 |

Undrawn road monies.

Resolved, That the following sums granted for the service of roads and bridges in previous years, in the counties hereafter mentioned, and remaining undrawn, shall be added to the sums granted in the present year for the road and bridge

service in those counties respectively, and appropriated on the road scales, viz. :

| | |
|----------------------|------------|
| County of Annapolis, | \$519 88 |
| Antigonishe, | 435 70 |
| Cape Breton, | 35 88 |
| Colchester, | 152 22 |
| Cumberland, | 1,464 81 |
| Digby, | 531 95 |
| Guysborough, | 121 60 |
| Halifax, | 129 47 |
| Hants, | 249 88 |
| Inverness, | 368 54 |
| Kings, | 581 28 |
| Lunenburg, | 201 58 |
| Pictou, | 397 26 |
| Queens, | 126 01 |
| Richmond, | 46 61 |
| Shelburne, | 21 40 |
| Victoria, | 121 59 |
| Yarmouth, | 46 71 |
| | \$5,552 47 |

Which resolutions being seconded and put, were agreed to by the House.

Resolutions agreed to.
Road scales ordered.

Ordered, That the members for the several counties do prepare, and present to the House, on or before Saturday, the ninth day of April next, scales of subdivision of the road monies appropriated to the several counties under the foregoing resolutions.

The order of the day being read,

The House proceeded to the consideration of the proposed union of the three Provinces of Nova Scotia, New Brunswick, and Prince Edward Island.

Union of Maritime Provinces.

And thereupon,

The hon. the Provincial Secretary moved that the House do come to the following resolution :

Resolved, That an humble address be presented to his Excellency the Administrator of the Government, requesting him to appoint delegates (not to exceed five) to confer with delegates who may be appointed by the Governments of New Brunswick and Prince Edward Island, for the purpose of considering the subject of the union of the three Provinces under one Government and Legislature ; such union to take effect when confirmed by the Legislative enactments of the various Provinces interested, and approved by her Majesty the Queen.

Resolution moved.

Which being seconded and put, after a debate arising thereon, was agreed to by the House.

Debated.

Then the House adjourned until to-morrow, at eleven of the clock.

TUESDAY, 29th MARCH, 1864.

PRAYERS.

Mr. Charles Campbell, pursuant to leave given on a previous day, presented a bill to amend the act concerning the congregations of the Presbyterian Church of the Lower Provinces ; and the same was read a first time, and ordered to be read a second time.

Presbyterian church bill.

The bill to amend the law of the exportation of goods and of drawbacks, was read a second time.

Exportation of goods bill read 2nd time,

Ordered, That the bill be committed to a committee of the whole House.

and committed.

- Com. on bills. On motion, the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Rep. exportation and drawback bill, with amendments. The chairman reported from the committee that they had considered the bill to amend the law, of the exportation of goods and drawbacks, and had made amendments thereto, which they had directed him to report to the House with the bill; and he delivered the bill with the amendments in at the Clerk's table, where such amendments were read.
Ordered, That that the bill be engrossed with the amendments.
- Rep. from com. on private bills. Mr. McDonald, from the committee on private and local bills, reported that they had considered,
Digby electoral district. The bill to add an electoral district in the county of Digby;
Albion Mines association. The bill to incorporate the Albion Mines union association;
Pictou streets labor amendment. The bill to amend the act to regulate highway labor within the limits of commissioners of streets for the town of Pictou;
Yarmouth Seminary. The bill to incorporate the Yarmouth seminary;
Lower Cove and Petite passage. The bill to change the names of Lower Cove and Petite Passage in the county of Digby;
Bridgeport union coal company. The bill to repeal the act to incorporate the Bridgeport union coal mining company;
Sisters of Charity incorporation. The bill to incorporate the sisters of charity.
Committed. *Ordered*, That the bills be committed to a committee of the whole House.
- Pictou harbor masters and pilotage. A bill to amend chapter S2 of the Revised Statutes, "of pilotage, harbors, and harbor masters," was read a second time.
Bill read 2nd time. *Ordered*, That the bill be committed to a committee of the whole House.
Committed.
- Trade com. report. Mr. Tobin reported from the committee on trade and manufactures; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.
(See Appendix—Trade and Manufactures.)
- Received and adopted. *Ordered*, That the report be received and adopted.
- Leave of absence. *Ordered*, That Mr. G. Brown have leave of absence after the 31st instant, on urgent private business.
- Message. A message from the Council by Mr. Halliburton:
Mr. Speaker,
The Council have agreed to chapter 42 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of sheriffs," with amendments, to which they desire the concurrence of this honorable house.
And then the messenger withdrew.
- Amendments read 1st time. The amendments proposed by the Council to the chapter 12, of sheriffs, were read a first time, and ordered to be read a second time.
- Order of day. The order of the day being read,
Dalhousie college pet. The House proceeded to the further consideration of the resolution relating to the petitions presented to the House, praying for amendments in the act for the regulation and support of Dalhousie College, and of the amendment moved by the hon. the Provincial Secretary thereto;
And the question being propounded from the chair that such amendment be agreed to by the House,
Second amendment moved. Mr. Hamilton moved, by way of further amendment, that this House do come to the following resolution:
Whereas, the leading denominations of this province, comprising the Church of England, Baptists, Presbyterians, Catholics, and Methodists, have, by their respective action, which has been sustained and endorsed by the Legislature, erected and endowed separate institutions of learning, which, to a large extent, are in efficient operation, imparting instruction in the higher branches of education to a large number of young men; fitting them for the various professions in life,

as well as for other occupations, as by reference to the returns presented to the House will appear.

And whereas, any attempt at this time to establish one University for the Province of Nova Scotia, and invite the several religious denominations now having colleges to appoint one or more professors, and to contribute an endowment for them, would be opposed to the well understood wishes of the people, and injurious to the efficiency of existing colleges.

And whereas, the Legislature, at its last session, did pass an act to revive Dalhousie College as a Provincial University, in which action neither the Church of England, Methodists, Baptists, nor Catholics, were consulted.

And whereas, the building known as Dalhousie College, with its invested funds, &c., belongs to the whole people of this Province.

And whereas, but one religious body in this Province, viz., the Presbyterians, have agreed to the conditions of the act of last session, and are now enjoying all the benefits arising from said building and funds, being represented at the Board of Governors by six out of nine, and in the professorships, by four out of five; and all the students belong to that denomination.

And whereas, it is desirable that this question should be finally settled to the satisfaction of the people of Nova Scotia.

Therefore resolved, That the building known as Dalhousie College, with its appurtenances, be given, and transferred to the Presbyterians in Nova Scotia forever, for an institution of learning, and that the funds now in the hands of the Governors of said Dalhousie College, amounting to the sum of \$51,590, be divided equally between the institutions of learning now established and supported by the Church of England, Presbyterians, Methodists, Baptists, and Catholics of Nova Scotia.

Which last amendment being seconded, and a debate arising thereon, after some time spent in such debate,

Mr. Hamilton moved that he have leave to withdraw such amendment, which being seconded and put, was agreed to by the House. Withdrawn on motion.

And accordingly,

Ordered, That such amendment be withdrawn.

Mr. E. L. Brown then moved that the House do come to the following resolution, by way of amendment to the first amendment moved by the hon. the Provincial Secretary, viz. :— Amendment moved.

Resolved, That the sum of five thousand pounds currency, loaned to Dalhousie College in the year 1823, be withdrawn from that institution and paid into the Provincial Treasury.

Which being seconded and put, and the House dividing thereon, there appeared for the resolution, fourteen; against it, thirty. Negatived on division.

For the Resolution.

Against the Resolution.

| | | | |
|-------------------|----------------------|-----------------|---------------------|
| Mr. Pryor, | Mr. Hatfield, | Mr. Killam, | Mr. Balcom, |
| " Bill, | " McKay, | " Miller, | Hon. Mr. McFarlane, |
| " King, | " Whitman, | " McLelan, | " Mr. McKinnon, |
| " Donkin, | " Tobin, | " Blackwood, | Mr. Archibald. |
| " Hill, | " Slocomb, | " Caldwell, | |
| " E. Brown, | " McDonald, | " Coffin, | |
| " Kaulback, | " Locke, | " Blanchard, | |
| " Allison, | Hon. Fin. Secretary, | " Ross, | |
| " Churchill, | " Pro. Secretary, | " James Fraser, | |
| " Moore, | " Atty. General, | " Lawrence, | |
| " Longley, | Mr. D. Fraser, | " Parker, | |
| " Hamilton, | " Chas. Campbell, | " Jost, | |
| " Robichau, | " G. Brown, | " Robertson, | |
| " Colin Campbell. | | | |

So it passed in the negative.

The amendment moved by the hon. the Provincial Secretary on the 23rd instant Amend. agreed to

being then put, and the House dividing thereon, there appeared for the amendment, thirty; against it, fourteen.

So it passed in the affirmative.

Com. on subject of education.

And thereupon, the House resolved itself into a committee to consider the subject of education.

Mr. Speaker left the chair,

Mr. Caldwell took the chair of the committee,

Mr. Speaker resumed the chair.

Report progress.

The chairman reported from the committee that they had made some progress in the consideration of the subject referred to them.

Then the House adjourned until to-morrow, at three of the clock.

WEDNESDAY, 30th MARCH, 1864.

PRAYERS.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Agree to revenue bills.

The Council have agreed to the following bills, entitled severally,

Customs duties.

An act to continue and amend the law regulating customs duties ;

Light house duties.

An act to continue and amend the laws imposing light house duties ;

Excise duties.

An act to continue the act for imposing an excise duty on certain articles manufactured within this Province ;

Severally without amendment.

They have agreed to the bills entitled respectively,

House joiners' society.

An act to incorporate the house joiner's union society of Halifax ;

Halifax court house.

An act to amend the act to provide for the erection of a court house in Halifax ;

Severally as amended.

Agree to chapters of Rev. Statutes.

They have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz. :

Chapter 66, of the expenditure of monies on the roads ;

69, of closing roads ;

Severally without amendment.

They have also agreed to the following chapters of such bill, viz. :

Chapter 50, of fences and fence viewers, and impounding of cattle ;

97, of the preservation of useful birds and animals ;

147, of suits against absent or absconding debtors ;

With amendments to such chapters respectively, to which amendments they desire the concurrence of this honorable House.

And then the messenger withdrew.

Amendments read 1st time.

The amendments proposed by the Council to chapters 50, 97, and 147, were severally read a first time, and ordered to be read a second time.

Petition read monies bill.

Mr. McDonald, pursuant to special leave given, presented a bill to amend and continue chapter 52 of the acts of 1860, and the act in amendment thereof; and the same was read a first time, and ordered to be read a second time.

Rep. from com. on public accounts.

Mr. Jost reported from the joint committee appointed to examine the public accounts; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.

(See Appendix—Public Accounts.)

Ordered, That the report be received and adopted.

Despatch relative to Chesapeake.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, copy of despatch, dated 12th March, 1864, from Colonial Secretary to Major General Doyle, approving of his proceedings in relation to the steamer "Chesapeake;" and the same was read by the Clerk.

(See Appendix—Chesapeake.)

Ordered, That the despatch do lie on the table.

Also, by the like command,
Copies of despatches from the Colonial Secretary to the Administrator of the Government, relating to the construction of a railway from Truro to the Bend; and the same were read by the Clerk.

Corres. rel. to line of railway, Truro to the Bend.

(See Appendix—Railway, Intercolonial.)

Ordered, That the despatches do lie on the table.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time :

Chap. of Rev. Statutes read 3rd time.

- Chapter 67, of the preservation of roads ;
- 68, of supervisors of public ground ;
- 126, of the prevention of frauds on creditors by secret bills of sale.

Resolved, That the chapters do finally pass.

Passed.

Ordered, That the Clerk do carry the chapters to the Council and desire their concurrence.

Sent to Council.

On motion, the House resolved itself into a committee on bills.

Committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered,
The bill to incorporate the Cobequid marine insurance company ;
The bill to incorporate the Albion Mines union society ;
The bill to amend the act to regulate highway labor within the limits of commissioners of streets for the town of Pictou ;

Report bills.
Cobequid marine insurance company.
Albion Mines union society.
Pictou highway labor.

The bill to change the names of Lower Cove and Petite Passage, in the county of Digby ;

Lower Cove and Petite Passage.

The bill to repeal the act to incorporate the Bridgeport union coal mining company ;

Bridgeport Coal Co.

And had directed him to report such bills to the House, severally without amendment; and he delivered the bills in at the Clerk's table.

Ordered, That the bills be engrossed.

Mr. Donald Fraser, pursuant to special leave, presented to the House a bill to authorize the inhabitants of the town of Pictou to assess themselves for a town clock; and the same was read a first time, and ordered to be read a second time.

Pictou town clock.

Then the House adjourned until to-morrow, at half-past two of the clock.

THURSDAY, 31st MARCH, 1864.

PRAYERS.

A petition of Edward C. Cowling, Secretary and on behalf of the commissioners of the Town Marsh, at Annapolis, was, by special leave, presented by Mr. Whitman and read, praying for an amendment in the laws regulating such Town Marsh.

Pet. for amendment in Town Marsh, Annapolis, bill.

Ordered, That the petition do lie on the table, and that Mr. Whitman have leave to introduce a bill in accordance with the prayer thereof.

Leave for bill.

And accordingly,

Mr. Whitman, pursuant to such leave, presented a bill to amend the act for the better regulation of the Town Marsh at Annapolis; and the same was read a first time, and ordered to be read a second time.

Annapolis Town Marsh bill.

The hon. the Financial Secretary, by command of His Excellency the Administrator of the Government, presented to the House,

Pet. N. S. Horticultural society.

Petition of the president and directors of the Nova Scotia horticultural society, presented to the Government, praying for a grant of money to enable them to continue to hold floral and other exhibitions.

Ordered, That the petition do lie on the table.

Message from Governor.

A messenger from his Excellency the Administrator of the Government by the Gentleman Usher of the Black Rod.

Mr. Speaker,

His Excellency the Administrator of the Government commands the immediate attendance of this honorable House in the Council Chamber.

House attend.

Accordingly,

Mr. Speaker, with the House, attended his Excellency in the Council Chamber,

And being returned,

Bills assented to.

Mr. Speaker reported that the House had attended his Excellency in the Council Chamber, when his Excellency was pleased to give his assent to ten bills, passed in the present session, entitled as follows :

An act to vest in the Board of Works certain public property ;

An act to incorporate the house joiners' union society of Halifax ;

An act to amend the act to provide for the erection of a court house in Halifax ;

An act to amend the act to incorporate the Nova Scotia marine insurance company ;

An act to incorporate the people's bank of Halifax ;

An act to amend the act for establishing a public cemetery in the town of Yarmouth, and for other purposes ;

An act to authorize the sale of the academy lot and building in the town of Yarmouth ;

An act to continue and amend the law imposing customs duties ;

An act to continue the act for imposing an excise duty on certain articles manufactured within this province ;

An act to continue and amend the law imposing light house duties.

Papers rel. to Chesapeake presented.

The hon. the Attorney General, by command of his Excellency the Administrator of the Government, presented to the house, copy of a despatch from the British Minister at Washington to Major-General Doyle, dated 29th February last, transmitting copy of despatch from the Secretary of State of the United States to the United States Consul at Halifax, approving of the conduct of Major General Doyle in relation to the steamer Chesapeake ; and the same was read by the Clerk ;

(See Appendix—Chesapeake.)

Ordered, That the despatch do lie on the table.

And thereupon,

On motion of the honorable the Attorney General,

Address moved to General Doyle.

Resolved *unanimously*, That the following address be adopted by this House, to be presented to his Excellency Major-General Charles Hastings Doyle, Administrator of the Government.

To His Excellency Major-General CHARLES HASTINGS DOYLE,
Administrator of the Government and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia,
and its dependencies, &c., &c., &c.

THE HUMBLE ADDRESS OF THE HOUSE OF ASSEMBLY IN SESSION CONVENED.

May it please your Excellency,—

The House of Assembly, in General Assembly convened, have learned with the highest satisfaction that the action of your Excellency in relation to the trying and important questions connected with the American Steamship *Chesapeake*, has obtained the warm approval of the Imperial Government, as manifested in the despatch of his Grace the Colonial Secretary yesterday laid on the table of this House.

We desire to express our gratification that at a crisis so important, the duty of representing her Gracious Majesty should have devolved upon an officer who, while maintaining the dignity of the Crown and the rights of her Majesty's subjects, has not lost sight of the just claims of a friendly Government, and whose conduct has secured the expression of the favorable consideration not only of the Imperial Government, but of that of the United States; and to whose prudence and firmness so much has been due in preserving friendly relations with a neighbouring State, which could not be disturbed without the most disastrous consequences.

Injustice would be done to your Excellency and to ourselves, were our silence to give occasion to the supposition that the important transactions alluded to were alone the ground on which your Excellency was entitled to the respect and confidence of this House and the country.

We are happy to assure your Excellency that the interest you have manifested in the welfare of the Province, the earnestness with which you have promoted whatever seemed calculated to advance its most important interests, and the most essential advantage which the Volunteer and Militia service has derived from the assiduous attention and ability of your Excellency, and the earnestness you have exhibited in the improvement of our provincial defences, united with the urbanity which has distinguished your personal intercourse with every class of the people, have secured to your Excellency universal esteem and respect; and this House fulfils a most pleasing duty in making this acknowledgment and in assuring your Excellency that this House will be highly gratified by any event which may promote your interest or advance your happiness.

Resolved, That the hon. the Attorney General and Mr. Archibald be a committee to present the foregoing address. Com. to present.

A message from the Council by Mr. Haliburton. Message.

Mr. Speaker,

The Council have agreed to the bill entitled an act to incorporate the Pictou steam ferry boat company; and Agree to Pictou steam ferry bill.

The bill entitled an act to amend the act to incorporate the Halifax fire insurance company; Halifax fire insurance amendment.

Severally without amendment.

They have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz.: Agree to chapters of Rev. Statutes.

- Chapter 65, of commissioners of streets;
- 98, of the destruction of noxious animals;
- 99, of the coast and deep sea fisheries;
- 107, of burning woods and marshes;
- 115, of deeds by married women;
- 125, of the prevention of frauds and perjuries;
- 129, of guardians and wards;
- 130, of masters, apprentices, and servants;
- 133, of the court of marriage and divorce;
- 134, of trusts and trustees;
- 135, of escheating lands forfeited to the crown;
- 144, of the writ of dower;
- 145, of the partition of lands;
- 150, of distress for rent and remedy;
- 152, of petty offences, trespasses, and assaults;
- 154, of interpleader;
- 155, of the protection of justices of the peace;
- 156, of the protection of constables;

Severally without amendment.

They have agreed to chapter 146, of tenancies and of forcible entry and detainer, and to chapter 153, of the writ of certiorari, with amendments to those chapters respectively, to which amendments they desire the concurrence of this honorable House. Agree with amendments.

They have agreed to the amendment proposed by this honorable House to the last amendment proposed by the Council to chapter 60 of the same bill, of public instruction. Agree to amendment.

And then the messenger withdrew.

The amendments proposed by the Council to chapters 146 and 153 were read a first time, and ordered to be read a second time. Amendments read 1st time.

On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia. Com. on Rev. Statutes.

Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.

Report chapters.

The chairman reported from the committee that they had gone through the following chapters of the bill referred to them, which they had directed him to report to the House, viz. :

Chapter 71, of railroads ;

72, of railroads other than Provincial Government railroads.

And he delivered the chapters in at the Clerk's table.

Ordered, That the chapters be engrossed.

Chap. 60 returned to Council.

Ordered, That the Clerk do carry chapter 60, of public instruction, back to the Council, and acquaint them that this House agree thereto, as now amended.

Reply to address reported.

The hon. the Attorney General, from the committee appointed this day to present the address to his Excellency the Administrator of the Government, reported that they had presented the address, and that his Excellency had been pleased to make the following reply thereto :

Government House, Halifax, 31st March, 1864.

TO THE COMMITTEE OF THE HOUSE OF ASSEMBLY APPOINTED TO PRESENT THE ADDRESS :

Gentlemen,—

I receive with the utmost gratification the flattering address, passed unanimously, by the representatives of the people, just presented to me, for which I request you will be so good as to convey to them my cordial thanks.

It will, I assure you, at all times be a source of pride, to feel that the honor of administering the Government of this fine Province has devolved upon me on two separate occasions, and with the aid of my responsible advisers, that I have performed the duties of the high office entrusted to me in such a manner as to gain the confidence of the representatives of the people of this loyal Province.

I am aware that this feeling has been produced towards me, not from any individual merits of my own, but from my having humbly attempted to follow, as far as my abilities have permitted, the noble example set by our beloved Queen, in strictly abiding by the principles of the British Constitution.

The House of Assembly have rightly judged my feelings in ascribing to me the desire to advance by every means in my power the welfare of this Colony ; and they will ever find me ready to co-operate in any measure calculated to promote its prosperity.

I beg, in conclusion, to assure you, that this highly-prized tribute of esteem of the House of Assembly will be an additional incentive to the faithful discharge of the important and responsible duties with which I have been entrusted.

HASTINGS DOYLE,

Major-General and Administrator.

Ordered, That the reply be entered on the Journals.

Pet. of McDonald and McNeil rel. to coal area.

A petition of Donald McDonald and James McNeill, of Glace Bay, in the county of Cape Breton, was presented by Mr. McDonald and read, complaining that a lease had passed in 1862 to G. F. A. Lecain, of a coal area at Glace Bay, which had previously been applied for by petitioners, and the fees for license paid by them, and praying for investigation by a committee of this House.

And thereupon,

Motion to refer to sel. committee.

Mr. McDonald moved that the petition be referred to a select committee to examine and report upon : which being seconded,

Amendment moved,

The hon. Mr. McFarlane moved, by way of amendment, that this House do now adjourn ;

and carried.

Which being seconded and put, and the House dividing thereon, passed in the affirmative.

And accordingly,

The House adjourned until to-morrow, at eleven of the clock.

FRIDAY, 1st APRIL, 1864.

PRAYERS.

On motion, the House resolved itself into a committee on bills :

Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.

Com. on bills.

The chairman reported from the committee that they had considered—

The bill to add an electoral district in the county of Digby ;

The bill to incorporate the Yarmouth seminary ;

The bill to incorporate the Sisters of Charity ;

The bill to amend the chapter of the Revised Statutes, of pilotage, harbors, and harbor masters.

Bills reported.
Digby electoral district.
Yarmouth seminary.
Sisters of Charity.
Pilotage amendment

And had directed him to report such bills to the House severally without amendment.

Also, that they had considered the bill respecting the solemnization of marriage, and the registration of marriages, births and deaths, and had made amendments thereto, which they had directed him to report to the House with the bill ; and he delivered the bills, together with the amendments to the last mentioned bill, in at the Clerk's table, where such amendments were read.

Registry of marriages, births, and deaths.

Ordered, That the bills reported without amendment be engrossed.

Ordered, That the bill reported with amendments be engrossed together with the amendments.

Mr. McDonald, from the committee on private and local bills, reported that they had considered—

Rep. from private bills.

The bill to repeal the act concerning the township of Chester ;

The bill to incorporate the Lutheran congregation of St. Paul's church, Bridgewater ;

The bill to alter the bounds of certain polling districts in the county of Kings ;

The bill to legalize the assessment roll of the county of Richmond ;

The bill to regulate the herring fishery in the county of Annapolis ;

The bill relating to the county of Yarmouth ;

The bill relating to school lands in the township of Horton ;

And had directed him to report such bills to the House severally without amendment ; and he delivered the bills in at the Clerk's table.

Township of Chester.
Lutheran Church, Bridgewater.
Kings county polling district.
Richmond assessment.
Annapolis herring fishery.
Yarmouth jury lists.
Horton school lands.

Ordered, That the bills be committed to a committee of the whole House.

Mr. Colin Campbell, chairman of the committee to try the merits of the election of Adams G. Archibald and Francis R. Parker, Esquires, for the southern electoral division of the county of Colchester, reported finally from such committee ; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read, and is as follows :

Report from South Colchester election committee.

The committee drawn, struck, and sworn, to try the merits of the petitions of Samuel Rettie and John D. Nash, and of Alexander Davidson and others, against the election and return of Adams G. Archibald and Francis R. Parker, Esquires, sitting members for the southern electoral division of the county of Colchester, have agreed to report and do report as follows :

That Adams G. Archibald and Francis R. Parker, Esquires, were duly elected and returned for the southern electoral division of the county of Colchester, and are entitled to retain their seats.

The committee further report that the petitions referred to them were not frivolous or vexatious, nor was the opposition thereto frivolous or vexatious.

COLIN CAMPBELL,

Committee Room, 1st April, 1864.

Chairman.

Ordered, That the report do lie on the table, and be entered on the Journals.

An engrossed bill to incorporate the Cobequid marine insurance company, was read a third time.

Bills read 3rd time.
Cobequid marine ins. company.

Resolved, That the bill do pass, and that the title be, an act to incorporate the Cobequid marine insurance company.

- Albion Mines savings' bank. An engrossed bill to incorporate the Albion Mines savings' bank, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the Albion Mines savings' bank.
- Albion Mines union association. An engrossed bill to incorporate the Albion Mines union association, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the Albion Mines union association.
- Pictou highway labor amendment. An engrossed bill to amend the act to regulate highway labor within the limits of commissioners of streets for the town of Pictou, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to regulate highway labor within the limits of commissioners of streets for the town of Pictou.
- Lower Cove and Petite Passage. An engrossed bill to change the names of Lower Cove and Petite Passage, in the county of Digby, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to change the names of Lower Cove and Petite Passage, in the county of Digby.
- Bridgeport coal co. An engrossed bill to repeal the act to incorporate the Bridgeport union coal mining company, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to repeal the act to incorporate the Bridgeport union coal mining company.
- Bills sent to Council. *Ordered*, That the Clerk do carry the several bills to the Council, and desire their concurrence.
- Message. A message from the Council by Mr. Halliburton :
Mr. Speaker,
- Agree to school act as amended. The Council have agreed to chapter 60 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of public instruction," as now amended.
- Com. on Rev. Statutes. On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report statutes labor chapter. The chairman reported from the committee that they had gone through chapter 64 of the bill referred to them, "of highway labor," and had directed him to report the same to the House; and he delivered the chapter in at the Clerk's table.
And thereupon,
- Motion to re-commit. The hon. Mr. McFarlane moved that the chapter be recommitted, for the purpose of striking out the clause exempting from its operation the counties of Cape Breton, Digby, Halifax, Lunenburg, Inverness, Kings, Queens, Richmond, and Victoria ;
- Lost on division. Which being seconded and put, and the House dividing thereon, there appeared for the motion, twenty-two ; against it, twenty-five.

For the motion.

| | |
|--------------------|---------------------|
| Mr. Hatfield, | Mr. Allison, |
| " McKay, | " D. Fraser, |
| " Killam, | " S. Campbell, |
| " Heffernan, | " Whitman, |
| " McLelan, | " Blackwood, |
| " Locke, | " Donkin, |
| " McDonald, | " Archibald, |
| " Longley, | " Robertson, |
| " Jas. Fraser, | " Parker, |
| " Coffin, | " E. L. Brown, |
| Hon. Sol. General, | Hon. Mr. McFarlane. |

Against the motion.

| | |
|-------------------|------------------|
| Mr. McDonnell, | Mr. Kaulback, |
| " Churchill, | " Bill, |
| " Tobin, | Hon. Fin. Sec'y, |
| " Hamilton, | " Prov. Sec'y, |
| " Moore, | " Atty. General, |
| " Slocomb, | " Mr. Shannon, |
| " Jost, | Mr. Miller, |
| " Bourinot, | " Blanchard, |
| " Balcom, | " Smyth, |
| " Ross, | " Robichau, |
| " Caldwell, | " King, |
| " Cowie, | " John Campbell. |
| " Colin Campbell, | |

So it passed in the negative.

And thereupon,

Ordered, That the chapter be engrossed.

A petition of Charles J. Campbell, of Baddeck, in the county of Victoria, was, by special leave, presented by Mr. Blanchard and read, complaining of the action of the Crown Land department with reference to his application for a right to search for minerals at Little Glace Bay, under the circumstances detailed in his petition.

Pet. of Charles J. Campbell.

Ordered, That the petition be referred to Mr. Miller, Mr. S. Campbell, Mr. Slocomb, Mr. McDonald, and Mr. McKay, to examine and report upon.

Ref. to select com.

The hon. the Attorney General, from the select committee on the bills for incorporating certain mining companies, reported that they had considered,

Rep. from select com. on mining bills.

The bill to incorporate the Sea Coal Bay mining company ;

Sea Coal Bay mining company.

The bill to incorporate the Block House mining company ;

Block House mining co.

The bill to incorporate the Boston and Bridgeport coal mining company ;

Bridgeport coal min'g company.

The bill to amend the act to incorporate the Glace Bay mining company ;

Glace Bay mining co.

The bill to incorporate the Spring Hill mining, manufacturing, and transportation company ;

Spring Hill mining co.

The bill to incorporate the International coal and railway company ;

International coal mining co.

The bill to incorporate the Nova Scotia amalgamating and mining company ;

N.S. amalgamating co.

And had directed him to report such bills to the House severally without amendment ; and he delivered the several bills in at the Clerk's table.

Ordered, That the bills be committed to a committee of the whole House.

The amendments proposed by the Council to the chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a second time, and considered by the House ; and thereupon, on motion,

Amendts. considered.

Resolved, That the amendments to the following chapters be agreed to, viz. :

Agreed to.

Chapter 50, of fences, fence viewers, and impounding of cattle ;

146, of tenancies, and of forcible entry and detainer ;

153, of the writ of certiorari.

Resolved, That the amendments proposed to the following chapters be not agreed to, viz. :

Amendments not agreed to.

Chapter 42, of sheriffs ;

97, of the preservation of useful birds and animals ;

147, of suits against absent or absconding debtors ;

Ordered, That the Clerk do carry the chapters to the Council, and acquaint them with the foregoing resolutions.

On motion, the House resolved itself into a committee on bills.

Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made some progress in the consideration of the bills committed.

Report progress.

Then the House adjourned until to-morrow, at ten of the clock.

SATURDAY, 2nd APRIL, 1864.

PRAYERS.

Mr. Lawrence, pursuant to leave given on a former day, presented a bill to repeal in part the act concerning the county of Hants ; and the same was read a first time, and ordered to be read a second time.

Hants co. repeal bill.

An engrossed bill to add an electoral district in the county of Digby, was read a third time.

Bills read 3rd time:

Resolved, That the bill do pass, and that the title be, an act to add an electoral district in the county of Digby.

Digby electoral district

An engrossed bill to amend the act for improving the harbor of Liverpool, was read a third time.

Liverpool harbor improvement.

Resolved, That the bill do pass, and that the title be, an act to amend the act for improving the harbor of Liverpool.

Yarmouth seminary
incorporation.

An engrossed bill to incorporate the Yarmouth seminary, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the Yarmouth seminary.

Sisters of Charity inc.

An engrossed bill to incorporate the Sisters of Charity, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the Sisters of Charity.

Pictou harbor master.

An engrossed bill to amend the chapter of the Revised Statutes, of pilotage, harbors, and harbor masters, was read a third time.
Resolved, That the bill do pass, and that the title be, an act relating to the harbor master at Pictou.

Sent to Council.

Ordered, That the Clerk do carry the bills to the Council, and desire their concurrence.

Then the House adjourned until Monday next, at eleven of the clock.

MONDAY, 4th APRIL, 1864.

PRAYERS.

Comrs. without pro-
vince.

Mr. Archibald, from the committee on amendments to the laws, reported that they had considered the bill to authorize the appointment of commissioners without the province; and had directed him to report the same to the House without amendment; and he delivered the bill in at the Clerk's table.

Bill reported and com.

Ordered, That the bill be committed to the committee of the whole House.

Cumberland poor dist.

The hon. Mr. McFarlane, pursuant to special leave given, presented a bill to amend the act relating to poor districts, in the county of Cumberland; and the same was read a first time, and ordered to be read a second time.

Nappan River bridge.

Mr. Donkin, pursuant to leave given, presented a bill to provide for building a bridge across Nappan River, in the county of Cumberland; and the same was read a first time, and ordered to be read a second time.

Immigrant act.

The hon. the Attorney General, pursuant to leave given, presented a bill concerning immigrants; and the same was read a first time, and ordered to be read a second time.

Officers of customs bill
read 1st and 2nd time
and committed.

The hon. the Financial Secretary, pursuant to leave given, presented a bill of the appointment and duties of officers of the customs; and the same was read a first, and, *nem. con.*, a second time.

Ordered, That the bill be committed to a committee of the whole House.

Pets. relative to crown
lands, Digby and
River Philip.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House,

The petition of George H. Dunbar, of Weymouth, in the county of Digby, relative to grants of crown lands on Sissiboo river; and

The petition of Rufus S. Black, and other inhabitants of River Philip, relative to ungranted crown lands near River Philip.

Ref. to crown land com.

Ordered, That the petitions be referred to the committee on crown lands.

Message.

A message from the Council by Mr. Halliburton:

Mr. Speaker,

Agree to chapters.

The Council have agreed to chapter 50, "of fences, fence viewers and impounding of cattle," chapter 146, "of tenancies, and of forcible entry and detainer," and chapter 153, "of the writ of certiorari," as now amended.

Railway extension bill

They have agreed to the bill entitled an act to authorize the construction of a further section of the Provincial railway, with an amendment, to which they desire the concurrence of this honorable House.

And then the messenger withdrew.

| | |
|---|--|
| The amendment proposed by the Council to the bill entitled an act to authorize the construction of a further section of the Provincial railway, was read a first, and, <i>nem. con.</i> , a second time, and considered by the House. | Amend'mt to railway bill Considered. |
| And thereupon, on motion, <i>Resolved</i> , That such amendment be agreed to. | Agreed to |
| <i>Ordered</i> , That the Clerk do carry the bill and amendment back to the Council, and acquaint them that this House have agreed to such amendment. | Sent back to Council |
| An engrossed bill respecting the solemnization of marriage and the registration of marriages, births, and deaths, was read a third time. | Registration of marriages, births and deaths, read 3d time Inc. in Rev. Statutes. |
| <i>Resolved</i> , That the bill do pass, and be incorporated with the Revised Statutes, to be entitled a chapter "of the solemnization of marriage and the registration of marriages, births, and deaths." | |
| The following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time : | Chaps. read 3d time. |
| Chapter 47, of county assessments ; 64, of highway labor. | |
| <i>Resolved</i> , That the chapters do finally pass. | |
| <i>Ordered</i> , That the Clerk do carry the chapters to the Council, and desire their concurrence. | Sent to Council. |
| On motion, the House resolved itself into a committee on bills. | Com. on bills. |
| Mr. Speaker left the chair, Mr. Robertson took the chair of the committee, Mr. Speaker resumed the chair. | |
| The chairman reported from the committee that they had made some progress in the consideration of bills committed. | Report progress. |
| Then the House adjourned until to-morrow, at eleven of the clock. | |

TUESDAY, 5th APRIL, 1864.

PRAYERS.

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| The following bills were severally read a second time : | Bills read 2nd time. |
| A bill further to amend the act of the custody and estates of lunatics ; | Lunatic's custody. |
| A bill concernaing immigrants ; | Immigrant. |
| A bill to provide for building a bridge across Nappan River, in the county of Cumberland. | Nappan river bridge. |
| <i>Ordered</i> , That the bills be committed to a committee of the whole House. | Committed. |
| Also, | |
| A bill to amend the act to incorporate the Presbyterian church congregation of Cape North ; | Cape North church congregation. |
| A bill to amend the act concerning the congregations of the Presbyterian church of the Lower Provinces ; | Presbyterian church Lower Provinces. |
| A bill to amend and continue chapter 52 of the acts of 1860, and the act in amendment thereof ; | Pictou loan extension. |
| A bill to authorize the inhabitants of the town of Pictou to assess themselves for a town clock ; | Pictou town clock. |
| A bill to repeal in part the act concerning the county of Hants ; | Co. of Hants act. |
| A bill to amend the act relating to poor disticts in the county of Cumberland ; | Cumberland poor dist. |
| <i>Ordered</i> , That the bills be referred to the committee on private and local bills. | Ref. to private bills com. |
| An engrossed bill concerning wrecks and wrecked goods, was read a third time. | Bills read 3rd time. Wrecks and wrecked goods. |
| <i>Ordered</i> , That the bill do pass, and be substituted in the Revised Statutes for the present chapter of the Revised Statutes, "of wrecks and wrecked goods." | |
| An engrossed bill to incorporate the shipwrights and caulkers' association of Halifax and Dartmouth, was read a third time. | Shipwrights and caulkers. |
| <i>Resolved</i> , That the bill do pass, and that the title be, an act to incorporate the shipwrights and caulkers' association of Halifax and Dartmouth. | |

Joint stock companies. Chapter 93 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of the incorporation and winding up of joint stock companies," was read a third time.

Resolved, That the chapter do pass.

Sent to Council

Ordered, That the Clerk do carry the bills and chapter to the Council, and desire their concurrence.

Halifax police force.

The hon. the Attorney General, pursuant to special leave, presented a bill concerning the police force of the city of Halifax; and the same was read a first time, and ordered to be read a second time.

Rep. from com. on private bills.

Mr. McDonald, from the committee on private and local bills, reported that they had considered,

Pictou loan extension.

The bill to continue and amend chapter 52 of the acts of 1860, and the acts in amendment thereof;

Pictou town clock.

The bill to authorize the inhabitants of the town of Pictou to assess themselves for a town clock;

Hants county act.

The bill to repeal in part the act concerning the county of Hants;

Cumberland poor districts.

The bill to amend the act relating to poor districts in the county of Cumberland; and had directed him to report such bills to the House severally without amendment; and he delivered the bills in at the Clerk's table.

Committed.

Ordered, That the bills be committed to a committee of the whole House.

Drawbacks bill read 3rd time.

An engrossed bill to amend the law of the exportation of goods and of drawbacks, was read a third time.

And thereupon,

Amendment moved.

Mr. Longley moved that such bill be amended by striking out therefrom the twenty-first clause of such bill, viz.:

" 21. Wines may be delivered from warehouse in the original package for the use of officers of the army in the regimental messes in Halifax, in the manner, and subject to the returns, restrictions, and regulations, in the preceding sections, relating to articles delivered from warehouse for the use of the army; and the duties deposited shall be returned, or the bonds cancelled, on the certificate of the proper officer that the wines have been actually used by the officers in their regimental messes, and only as respects so much of the said wines as have been so used."

Negatived on division.

Which being seconded and put, and the House dividing thereon, there appeared for the motion, seven; against it, thirty-four.

For the motion.

Against the motion.

Mr. Hamilton,
" McLelan,
" Parker,
" Blanchard,
" Donkin,
" Longley,
" Coffin.

| | | |
|---------------------|-------------------|----------------|
| Hon. Atty. General, | Mr. James Fraser, | Mr. Killam, |
| " Fin. Secretary, | " Lawrence, | " Moore, |
| " Pro. Secretary, | " Allison, | " Bill, |
| " Sol. General, | " McKay, | " Pryor, |
| " Mr. McKinnon, | " Whitman, | " Tobin, |
| Mr. Slocomb, | " Miller, | " Jost, |
| " Bourinot, | " Robertson, | " S. Campbell, |
| " Heffernan, | " Balcom, | " McDonald, |
| " Robichau, | " Annand, | " Ross, |
| " Locke, | " Colin Campbell, | " Hill, |
| " Caldwell, | " E. Brown, | " Smyth. |
| " Archibald, | | |

So it passed in the negative.

Passed and incorporated in Rev. Statutes.

Resolved, That the bill do pass, and be substituted for chapter 15 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of the exportation of goods and of drawbacks."

Sent to Council.

Ordered, That the Clerk do carry the chapter to the Council, and desire their concurrence.

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| A message from the Council by Mr. Halliburton. | Message. |
| Mr. Speaker, | |
| The Council have agreed to the bills entitled as follows, viz. : | Agree to bills. |
| An act to authorize the construction of a further section of the Provincial railway, as amended. | Railway construction. |
| They have agreed to the following bills : | |
| An act to amend the act to regulate highway labor within the limits of commissioners of streets for the town of Pictou ; | Pictou highway labor. |
| An act to repeal the act to incorporate the Bridgeport union coal mining company ; | Bridgeport coal co. repeal. |
| Severally without amendment. | |
| They have agreed to chapter 67, "of the preservation of roads," without any amendment ; and have agreed to chapter 68, "of supervisors of public grounds," and to chapter 126, "of the prevention of frauds on creditors by secret bills of sale," with amendments, to which they desire the concurrence of this honorable House. | Agree to chapters. |
| They adhere to the amendments proposed by them to chapter 42, "of sheriffs," but do not adhere to the amendment to chapter 97, "of the preservation of useful birds and animals," and agree to such chapter as originally sent up. | Adhere to amendment to chapter. |
| And then the messenger withdrew. | |
| The amendments proposed by the Council to chapters 68 and 126 were severally read a first and second time, and considered by the House. | Do not adhere to amendments. |
| And thereupon, | |
| <i>Resolved</i> , That such amendments be agreed to. | Amendments agreed to. |
| <i>Ordered</i> , That the Clerk do carry the chapters and amendments back to the Council, and acquaint them that this House have agreed to the amendments to such chapters respectively. | |
| On motion the House resolved itself into a committee on bills. | Com. on bills. |
| Mr. Speaker left the chair, | |
| Mr. Robertson took the chair of the committee, | |
| Mr. Speaker resumed the chair. | |
| The chairman reported from the committee that they had considered the bill "of the appointment and duties of officers of the customs"; and had made amendments thereto, which they had directed him to report to the House with the bill ; and he delivered the bill and amendments in at the Clerk's table, where the amendments were read. | Report customs officers bill. |
| <i>Ordered</i> , That the bill be engrossed with the amendments. | |
| Then the House adjourned until to-morrow, at eleven of the clock. | |

WEDNESDAY, 6th APRIL, 1864.

PRAYERS.

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| A bill concerning the police force of the city of Halifax, was read a second time. | Halifax police bill read 2nd time and |
| <i>Ordered</i> , That the bill be committed to a committee of the whole House. | committed. |
| On motion the House resolved itself into a committee on bills. | Com. on bills. |
| Mr. Speaker left the chair, | |
| Mr. Robertson took the chair of the committee, | |
| Mr. Speaker resumed the chair. | |
| The chairman reported from the committee that they had considered, | Report bills. |
| The bill to authorize the appointment of commissioners without the province ; | Commissioners without Province. |
| The bill to incorporate the Lutheran congregation of St. Paul's church, Bridgewater ; | St. Paul's Church, Bridgewater. |
| The bill to legalize the assessment roll of the county of Richmond ; | Richmond assessment roll. |
| The bill to regulate the herring fishery in the county of Annapolis ; | Annapolis herring fishery. |
| The bill concerning gas inspection in the city of Halifax ; | Halifax gas inspec ⁿ tu. |

- Yarmouth jury lists. The bill relating to the county of Yarmouth ;
- Horton school lands. The bill relating to school lands in the township of Horton ;
- Pictou loan extension. The bill to amend and continue chapter 52 of the acts of 1860, and the act in amendment thereof ;
- Pictou town clock. The bill to authorize the inhabitants of the town of Pictou to assess themselves for a town clock ;
- Cumberland poor districts. The bill to amend the act relating to poor districts in the county of Cumberland ;
- Nappan river bridge. The bill to provide for building a bridge across Nappan River, in the county of Cumberland ;
- And had directed him to report such bills to the House severally without amendment ; and he delivered the bills in at the Clerk's table.
- Ordered*, That the bills be engrossed.
- Militia bill read 1st and 2nd time. The hon. the Solicitor General, pursuant to leave given, presented a bill in reference to the militia ; and the same was read a first, and *nem. con.*, a second time.
- Ref. to Militia com. *Ordered*, That the bill be referred to the committee on the militia.
- Message. A message from the Council by Mr. Halliburton :
Mr. Speaker,—
- Agree to bills. The Council have agreed to the bills entitled as follows, severally without amendment, viz. :
- Albion Mines association. An act to incorporate the Albion Mines union association ;
- Pictou harbor master. An act relating to the harbor master at Pictou.
- They have agreed to the bills severally entitled as follows, viz. :
- Cobequid mar. ins. co. An act to incorporate the Cobequid marine insurance company ;
- Albion Mines savings' bank. An act to incorporate the Albion Mines savings' bank ;
- Sisters of Charity incorporation. An act to incorporate the Sisters of Charity.
- With amendments to those bills respectively—to which amendments they desire the concurrence of this honorable House.
- Agree to chapters as amended. They have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz. :
Chapter 68, of supervisors of public grounds ;
126, of the prevention of frauds on creditors by secret bills of sale, as now amended.
- And then the messenger withdrew.
- Amendments considered. The amendments proposed by the Council to the following bills, viz. :
A bill entitled an act to incorporate the Cobequid marine insurance company ;
A bill entitled an act to incorporate the Albion Mines savings' bank ;
A bill entitled an act to incorporate the Sisters of Charity ;
Were read a first time, and *nem. con.*, a second time, and considered by the House.
- Agreed to. And thereupon,
Resolved, That the amendments to such bills be severally agreed to by the House.
- Sent back to Council. *Ordered*, That the Clerk do carry the bills and amendments back to the Council, and inform them that this House have agreed to the amendments to such bills respectively.
- Com. on Rev. Statutes. On motion, the House resolved itself into a committee on the bill for revising and consolidating the general Statutes of Nova Scotia.
- Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report progress. The chairman reported from the committee that they had made some progress in the consideration of the bill committed to them.
- Truro cemetery bill. Mr. Archibald, pursuant to special leave, presented a bill to incorporate the Truro cemetery company ; and the same was read a first time, and ordered to be read a second time.

Mr. McDonald, pursuant to leave given, presented a bill for the appointment of stipendiary or police magistrates; and the same was read a first time, and ordered to be read a second time. Stipendiary magistrates bill.

Then the House adjourned until to-morrow, at eleven of the clock.

THURSDAY, 7th APRIL, 1864.

PRAYERS.

An engrossed bill to legalise the assessment roll of the county of Richmond, was read a third time. Bills read 3rd time.
Richmond assessment.

Resolved, That the bill do pass, and that the title be, an act to legalize the assessment roll of the county of Richmond.

An engrossed bill to regulate the herring fishery in the county of Annapolis, was read a third time. Annapolis herring fishery.

Resolved, That the bill do pass, and that the title be, an act to regulate the herring fishery in the county of Annapolis.

An engrossed bill relating to school lands in the township of Horton, was read a third time. Horton school lands.

Resolved, That the bill do pass, and that the title be, an act relating to school lands in the township of Horton.

Ordered, That the Clerk do carry the bills to the Council, and desire their concurrence. Sent to Council.

A petition of Michael Keenan, an aged teacher, was, by special leave, presented by the hon. the Attorney General and read, praying for a free grant of land. Pet. of M. Keenan.

Ordered, That the petition be referred to the committee on education. Ref. to Educa. com.

The following bills were severally read a second time :

A bill to amend the act for the better regulation of the Town Marsh at Annapolis ; Bills read 2nd time.
Annapolis town marsh

A bill to incorporate the Truro cemetery company ; Truro cemetery.

Ordered, That the bills be referred to the committee on private and local bills. Ref. to priv. bills com.

A bill for the appointment of a stipendiary or police magistrates. Stipen. magistrates.

Ordered, That the bill be committed to a committee of the whole House. Committed.

The hon. the Financial Secretary, pursuant to leave given on a previous day, presented a bill to change the name of Little River, in the county of Richmond; and the same was read a first, and, *nem. con.*, a second time. Little river bill.

Ordered, That the bill be referred to the committee on private and local bills. Ref. to priv. bills com.

The hon. the Attorney General, pursuant to leave given, presented a bill relating to crown lands; and the same was read a first time and ordered to be read a second time. Crown lands bill:

On motion of the hon. the Provincial Secretary,

Resolved, That the resolution which passed this House on the 28th day of March last, on the subject of the proposed union of the three maritime provinces, be sent to the Council for concurrence. Res. on union of maritime provinces sent to Council.

An engrossed bill to authorize the appointment of Commissioners without the Province, was read a third time. Bills read 3rd time.
Commissioners without province.

Resolved, That the bill do pass, and that the title be, an act to authorize the appointment of commissioners without the province.

An engrossed bill of the appointment and duties of officers of the customs, was read a third time. Customs officers duties

Resolved, That the bill do pass, and be incorporated in the Revised Statutes as a chapter, "of the appointment and duties of officers of the customs." Incorporated in Rev. Statutes.

Lutheran Church,
Bridgewater.

An engrossed bill to incorporate the Lutheran congregation of St. Paul's Church, Bridgewater, was read a third time ;

And thereupon,

Motion to defer.

Mr. Robertson moved that such bill be deferred for three months, which being seconded, and the House dividing thereon, there appeared for the motion, twenty ; against it, thirty-one.

For the motion.

| | |
|----------------|----------------|
| Mr. Archibald, | Mr. Parker, |
| “ Heffernan, | “ McLellan, |
| “ McDonnell, | “ Miller, |
| “ Longley, | “ Donkin, |
| “ Robertson, | “ Hill, |
| “ Blanchard, | “ Locke, |
| “ Blackwood, | “ S. Campbell, |
| “ Coffin, | “ C. Campbell, |
| “ Balcom, | “ Caldwell, |
| “ Annand, | “ Ross. |

Against the motion.

| | |
|---------------------|------------------|
| Mr. Hatfield, | Mr. E. Brown, |
| “ J. Campbell, | “ D. Fraser, |
| “ Pryor, | “ Moore, |
| “ Jas. Fraser, | “ Bill, |
| “ Allison, | “ Killam, |
| “ Whitman, | “ Churchill, |
| “ King, | “ McKay, |
| “ Hamilton, | “ Tobin, |
| “ Kaulback, | Hon. Fin. Sec'y, |
| “ Jost, | “ Prov. Sec'y, |
| “ Slocomb, | “ Atty. General, |
| “ Bourinot, | “ Sol. Gen. |
| “ McDonald, | “ Mr. McKinnon, |
| “ Colin Campbell, | Mr. Robichau, |
| “ Cowie, | “ P. Smyth. |
| Hon. Mr. McFarlane, | |

Negatived on division.

So it passed in the negative.

Amendment moved.

Mr. Blanchard then moved that such bill be amended by adding thereto a clause, by which private rights should not be interfered with or affected by the provisions of such bill ; which being seconded and put, was agreed to by the House.

Agreed to.

Bill passed.

Resolved, That the bill, as amended, do pass, and that the title be, an act to incorporate the Lutheran congregation of St. Paul's Church, Bridgewater.

Ordered, That the Clerk do carry the bills to the Council, and desire their concurrence.

Bills for religious and
benevolent objects
not to be subject to
payment of fee.

On motion of the hon. the Provincial Secretary,
Resolved, That bills introduced for the purpose of promoting religious and benevolent objects shall be exempt from the payment of the sum of twenty dollars, required for other bills of a private nature, under the resolution of the 29th April, 1863 ; which being seconded and put, was agreed to by the House.

Mutual Bank of N. S.

The hon. the Solicitor General, pursuant to leave given, presented

A bill to incorporate the mutual bank of Nova Scotia ; and

Mines and minerals.

A bill relating to mines and minerals.

And the same were severally read a first time, and ordered to be read a second time.

Then the House adjourned until to-morrow, at ten of the clock.

FRIDAY, 8th APRIL, 1864.

PRAYERS.

Bills read 2nd time.

The following bills were severally read a second time, viz. :

Barristers and attor-
nies.

A bill to amend the chapter of the Revised Statutes “ of barristers and attornies” ;

Crown lands.

A bill relating to crown lands ;

Mines and Minerals.

A bill relating to mines and minerals ;

Mutual bank of N. S.

A bill to incorporate the mutual bank of Nova Scotia.

Ordered, That the bills be committed to a committee of the whole House.

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| On motion, the House resolved itself into a committee on bills : | Com. on bills. |
| Mr. Speaker left the chair, | |
| Mr. Robertson took the chair of the committee, | |
| Mr. Speaker resumed the chair. | |
| The chairman reported from the committee that they had considered— | Report bills |
| The bill to incorporate the Block House mining company ; | Block House mining company. |
| The bill to incorporate the Sea Coal Bay mining company ; | Sea Coal Bay mining company. |
| The bill concerning the city of Halifax ; | Halifax charter. |
| The bill to incorporate the Boston and Bridgeport coal mining company ; | Boston and Bridgeport coal co. |
| The bill to amend the act to incorporate the Glace Bay mining company ; | Glace Bay mining co. |
| The bill to incorporate the Spring Hill mining, manufacturing, and transportation company ; | Spring Hill mining co. |
| The bill to incorporate the intercolonial coal and railway company ; | Intercolonial co. |
| The bill to incorporate the Nova Scotia amalgamating and mining company ; | N.S. amalgamating co. |
| The bill to incorporate the Louisburg railway company ; | Louisburg railway co. |
| The bill concerning immigrants ; | Immigrants. |
| The bill concerning the police force of the city of Halifax ; | Halifax police force. |
| The bill relating to Crown Lands ; | Crown lands. |
| And had directed him to report that they had made amendments to such bills respectively ; and he delivered the several bills and amendments in at the Clerk's table, where such amendments were read. | |
| <i>Ordered</i> , That the bills reported with amendments be engrossed together with their respective amendments. | Ordered to be engrossed. |
| A bill relating to the Ox Bow marsh, in the county of Hants, was read a second time. | Ox Bow marsh bill read 2nd time. |
| <i>Ordered</i> , That the bill be referred to the committee on private and local bills. | Ref. to com. on private bills. |
| Mr. McDonald, from the committee on private and local bills, reported that they had considered— | Rep. from com. on Private bills. 1 |
| The bill to amend the act for the better regulation of the town marsh at Annapolis ; | Annapolis town marsh |
| The bill to incorporate the Truro cemetery company ; | Truro cemetery co. |
| The bill to change the name of Little River, in the county of Richmond ; | Little River name. |
| And had directed him to report such bills to the House severally without amendment ; and he delivered the bills in at the Clerk's table. | |
| <i>Ordered</i> , That the bills be committed to a committee of the whole House. | Committed. |
| An engrossed bill to incorporate the Block House mining company, was read a third time. | Bills read 3rd time. Block House mining company. |
| <i>Resolved</i> , That the bill do pass, and that the title be, an act to incorporate the Block House mining company. | |
| An engrossed bill to incorporate the Sea Coal Bay mining company, was read a third time. | Sea Coal Bay co. |
| <i>Resolved</i> , That the bill do pass, and that the title be, an act to incorporate the Sea Coal Bay mining company. | |
| An engrossed bill to incorporate the Cheticamp copper mining and smelting company, was read a third time. | Cheticamp copper co. |
| <i>Resolved</i> , That the bill do pass, and that the title be, an act to incorporate the Cheticamp copper mining and smelting company. | |
| An engrossed bill to incorporate the Boston and Bridgeport coal mining company, was read a third time. | Boston and Bridgeport co. |
| <i>Resolved</i> , That the bill do pass, and that the title be, an act to incorporate the Boston and Bridgeport coal mining company. | |
| An engrossed bill to amend the act to incorporate the Glace Bay mining company, was read a third time. | Glace Bay coal mining co. |
| <i>Resolved</i> , That the bill do pass, and that the title be, an act to amend the act to incorporate the Glace Bay mining company. | |

- Spring Hill mining co. An engrossed bill to incorporate the Spring Hill mining, manufacturing, and transportation company, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the Spring Hill mining, manufacturing, and transportation company.
- International coal co. An engrossed bill to incorporate the International coal and mining company, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the International coal and mining company.
- Halifax gas inspection An engrossed bill concerning gas inspection in the city of Halifax, was read a third time.
Resolved, That the bill do pass, and that the title be, an act relating to the inspection of gas in the city of Halifax.
- N.S. amalgamating co. An engrossed bill to incorporate the Nova Scotia amalgamating and mining company, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the Nova Scotia amalgamating and mining company.
- Louisburg railway co. An engrossed bill to incorporate the Louisburg railway company, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the Louisburg railway company.
- Cumberland poor dist. An engrossed bill to amend the act relating to poor districts in the county of Cumberland, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to amend the act relating to poor districts in the county of Cumberland.
- Nappan river. An engrossed bill to provide for building a bridge across Nappan River, in the county of Cumberland, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to provide for building a bridge across Nappan River, in the county of Cumberland.
- Sent to Council. *Ordered*, That the Clerk do carry the several bills to the Council and desire their concurrence.
- Message. A message from the Council by Mr. Haliburton :
Mr. Speaker,
- Agree to bills. The Council have agreed to—
- Cobequid marine ins. co. The bill entitled an act to incorporate the Cobequid marine insurance company ;
- Albion Mines savings' bank. The bill entitled an act to incorporate the Albion Mines savings' bank, as now amended.
- Robt. Burton's name. They have agreed to the bill, entitled an act to add to the name of Robert Burton, without amendment ;
They have agreed to the bills severally entitled as follows, viz. :
- Digby elect. district. An act to add an electoral district in the county of Digby ;
- Yarmouth seminary, An act to incorporate the Yarmouth seminary ;
- Hx. debt funding act. An act to authorize the funding of certain monies due by the city of Halifax ;
- Lower Cove. An act to change the names of Lower Cove and Petite Passage, in the county of Digby ; and to the—
- Marine courts enquiry. Chapter of the Revised Statutes, "of marine courts of enquiry,"
With amendments to such bills and chapter respectively, to which they desire the concurrence of this honorable House.
And then the messenger withdrew.
- Amendt. to Halifax debt bill. The amendment proposed by the Council to the bill entitled an act to authorize the funding of certain monies due by the city of Halifax, was read a first time, and ordered to be read a second time.
- Amendts. Digby elec. district. The amendments proposed by the Council to the bills severally entitled,
An act to add an electoral district in the county of Digby ;
- Lower Cove,—not agreed to. An act to change the name of Lower Cove and Petite Passage, in the county of Digby ;

An act to incorporate the Yarmouth seminary company ;
Were read a first time and, *nem. con.*, a second time, and considered by the House ;

Yarmouth seminary
Amendts. agreed to.

And thereupon,

Resolved, That the amendments to the two first mentioned bills be not agreed to.

Resolved, That the amendment to the last mentioned bill be agreed to.

The amendments proposed by the Council to the chapter of the Revised Statutes, " of marine courts of enquiry," were read a first and second time, and considered by the House ;

Marine courts of enquiry amendments agreed to.

And thereupon,

Resolved, That such amendments be agreed to.

Ordered, That the Clerk do carry the chapter and bills back to the Council, and acquaint them with the foregoing resolutions.

Sent to Council.

The hon. the Provincial Secretary, by command of His Excellency the Administrator of the Government, presented to the House,

Reply to joint addresses of congratulation.

Copy of despatch dated 16th March, 1864, from the Colonial Secretary to the Administrator of the Government, acknowledging receipt of the joint addresses of the Legislative Council and House of Assembly, passed on the 11th February last ; and the same was read by the Clerk.

(See Appendix—Addresses of Congratulation.)

Ordered, That the despatch do lie on the table.

An engrossed chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, entitled, " of railroads," was read a third time ;

Cap. of railroads read 3d time.

And the usual question having been propounded from the chair, that such chapter do pass,

Motion to pass.

Mr. Killam moved by way of amendment thereto that the House do come to the following resolutions with respect to such chapter, viz. :

Amendment moved.

1°. *Resolved*, That no contract shall be entered into for the construction of the Pictou or of the European and North American Railroad, nor shall construction be commenced on the same, until the time has elapsed, named in the Intercolonial bill, passed in 1863, allowed for the provinces of Canada and New Brunswick to perfect the necessary legislation.

2°. *Resolved*, That no tender made for constructing the Pictou, or the European and North American Railway to the borders of New Brunswick, shall be accepted before being submitted to the Legislature for approval,

Which resolutions being seconded and a debate arising thereon, after some time spent in such debate.

Ordered, That the debate be adjourned until Monday next.

Debate adjourned.

Then, on motion of the hon. the Attorney General,

The House adjourned until Monday next, at ten of the clock.

MONDAY, 11th APRIL, 1864.

PRAYERS.

Mr. Pryor, from the committee on city of Halifax bills, reported that they had considered the bill to provide an improved system of sewerage in the city of Halifax ; and had directed him to report that bill to the House without amendment ; and he delivered the bill in at the Clerk's table.

Report from city bills com.
Halifax Sewerage bill.

Ordered, That the bill be committed to a committee of the whole House.

Mr. Heffernan, pursuant to leave given, presented a bill to provide for building a bridge over Steep Creek, in the county of Guysborough ; and the same was read a first time, and, *nem. con.*, a second time.

Steep Creek bridge bill.

Ordered, That the bill be committed to a committee of the whole House.

Committed.

Agricultural bill reported.

The hon. Mr. McFarlane, from the committee on agriculture, reported a bill for the encouragement of agriculture; and the same was read a first, and, *nem. con.*, a second time.

Committed.

Ordered, That the bill be committed to a committee of the whole House.

Bills read 3rd time. Halifax police force.

An engrossed bill concerning the police force of the city of Halifax, was read a third time.

Resolved, That the bill do pass and that the title be, an act concerning the police force of the city of Halifax.

Pictou town clock.

An engrossed bill to authorize the inhabitants of the town of Pictou to assess themselves for a town clock, was read a third time.

Resolved, That the bill do pass and that the title be, an act to authorize the inhabitants of the town of Pictou to assess themselves for a town clock.

Immigrants bill.

An engrossed bill concerning immigrants was read a third time.

Inc. in Rev. Statutes.

Resolved, That the bill do pass, and be incorporated in the Revised Statutes as a chapter entitled, "of immigrants."

Crown land bill.

An engrossed bill relating to crown lands, was read a third time.

Inc. in Rev. Statutes.

Resolved, That the bill do pass, and be incorporated in the Revised Statutes as a chapter entitled, "of crown lands."

Sent to Council.

Ordered, That the Clerk do carry the bills and chapters to the Council and desire their concurrence.

Baptist cemetery pet.

A petition of the Baptist Church and congregation of the town of Digby, was by special leave, presented by Mr. Colin Campbell and read, praying for the passage of an act to provide a cemetery for that denomination.

Leave for bill.

Ordered, That the petition do lie on the table, and that Mr. Campbell have leave to introduce a bill in accordance with the prayer thereof.

Digby Baptist cemetery bill.

And thereupon, Mr. Colin Campbell, pursuant to such leave, presented a bill to provide a cemetery for the congregation of the Baptist Church at Digby; and the same was read a first time, and ordered to be read a second time.

Rep. from com. on fisheries.

The hon. the Financial Secretary reported from the committee on the fisheries; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.

(See Appendix—Fisheries.)

Received and adopted.

Ordered, That the report be received and adopted.

Railway construction resolution.

The hon. the Provincial Secretary moved that the House do come to the following resolution:

Resolved, That the Executive Government be authorized to secure the construction of the Railway from Truro, or from the point of Junction with the main line to the border of New Brunswick, through the agency of any responsible company; provided no greater liability is incurred than four per cent per annum upon a capital of ten thousand pounds currency per mile for a period not to exceed twenty years; and provided connection is thereby secured with the railway from St. John to Shediac; and that the government be authorized to procure the construction of the line west of Windsor in the same manner, to the same extent of four per cent. on a capital of six thousand pounds per mile.

Which resolution being seconded,

Mr. Miller moved, by way of amendment thereto, that the House do come to the following resolution:

Whereas, The revenue of this province is now burthened with a liability of about £60,000 annually for interest on the money invested in our existing line of railways. *And whereas*, the act of this session, providing for the construction of the line to Pictou, will entail a further charge of at least £25,000 annually;

Therefore resolved, That it is unwise, at the present time, to pledge the public credit to the extent required by the resolution before the House.

Negatived on division

Which amendment being seconded and put, and the House dividing thereon, there appeared for the amendment, sixteen; against it, twenty-nine.

For the amendment.

Against the amendment.

| | | | |
|---------------|----------------|---------------------|---------------------|
| Mr. Hatfield, | Mr. Allison, | Mr. Pryor, | Mr. Slocomb, |
| " Parker, | " Killam, | " Donkin, | " King, |
| " Miller, | " Robertson, | " McKay, | " McDonald, |
| " Locke, | " Blanchard, | " D. Fraser, | " Hill, |
| " Annand, | " Blackwood, | " Tobin, | " Smyth, |
| " E. Brown, | " Ross, | Hon. Atty. General, | " McDonnell, |
| " Balcom, | " S. Campbell, | " Pro. Secretary, | " James Fraser, |
| " Kaulback, | " Coffin. | " Fin. Secretary, | " John Campbell, |
| | | " Sol. General, | " Whitman, |
| | | " Mr. Shannon, | " Jost, |
| | | Mr. Bill, | " Bourinot, |
| | | " Lawrence, | Hon. Mr. McFarlane, |
| | | " Moore, | " Mr. McKinnon, |
| | | " Churchill, | Mr. Colin Campbell. |
| | | " Longley, | |

So it passed in the negative.

Mr. Killam then moved by way of amendment to the original resolution, that the House do come to the following resolution : Second amendment moved.

Resolved, That no tenders made for constructing the Pictou, or the European and North American railway to the borders of New Brunswick, shall be accepted before being submitted to the Legislature for approval.

Which being seconded and put, and the House dividing thereon, there appeared for the amendment, seven ; against it, thirty-six. Negatived on division.

For the amendment.

Against the amendment.

| | | | |
|----------------|---------------------|----------------|------------------|
| Mr. Hatfield, | Hon. Atty. General, | Mr. Donkin, | Mr. Longley, |
| " Locke, | " Sol. General, | " Allison, | " King, |
| " Robertson, | " Prov. Sec'y, | " McKay, | " Blackwood, |
| " Killam, | " Fin. Sec'y, | " Tobin, | " Kaulback, |
| " E. L. Brown, | " Mr. Shannon, | " McDonald, | " Jas. Fraser, |
| " Balcom, | " Mr. McKinnon, | " S. Campbell, | " Bourinot, |
| " Coffin. | " Mr. McFarlane, | " D. Fraser, | " Lawrence, |
| | Mr. Slocomb, | " Pryor, | " John Campbell, |
| | " Colin Campbell, | " Moore, | " Churchill, |
| | " Ross, | " Hill, | " Jost, |
| | " Miller, | " Parker, | " Smyth, |
| | " Bill, | " Whitman, | " Blanchard. |

So it passed in the negative.

The original resolution being then put, and the House dividing thereon, there appeared for the motion, twenty-eight ; against it, seven. Original resolution moved.
Agreed to on division.

For the Resolution.

Against the Resolution.

| | | | |
|---------------------|-----------|-------------------|----------------|
| Hon. Atty. General, | Mr. Hill, | Mr. Bourinot, | Mr. Parker, |
| " Sol. General, | " Pryor, | " Whitman, | " Ross, |
| " Prov. Sec'y, | " Jost, | " Slocomb, | " Allison, |
| " Fin. Sec'y, | " Bill, | " Colin Campbell, | " Killam, |
| " Mr. McFarlane, | " Tobin, | " D. Fraser, | " Blackwood, |
| " Mr. McKinnon, | " McKay, | " Churchill, | " Blanchard, |
| " Mr. Shannon, | " Moore, | " Lawrence, | " S. Campbell. |
| Mr. John Campbell, | " Donkin, | " Longley, | |
| " Jas. Fraser, | " King, | " Smyth. | |
| " McDonald, | | | |

So it passed in the affirmative.

Ordered, That the Clerk do carry the resolution to the Council and desire their concurrence. Sent to Council.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Agree to Yarmouth
seminary and Sisters
of Charity inc.

The Council have agreed to the bill entitled, an act to incorporated the Yarmouth seminary ; and to the bill, entitled, an act to incorporate the Sisters of Charity, severally as now amended.

Adhere to amendm^{ts}.
to Digby electoral
district and Lower
Cove and Petite
Passage bills.

They adhere to the amendments proposed by them to the bills, entitled,
An act to add an electoral district in the county of Digby ;
An act to change the names of Lower Cove and Petite Passage, in the county of Digby ;
And then the messenger withdrew.

Then the House adjourned until to-morrow, at three of the clock.

TUESDAY, 12th APRIL, 1864.

PRAYERS.

Report from Peniten-
tiary com.

Mr. Hill reported from the committee on the Penitentiary ; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.

(See Appendix—Penitentiary.)

Adopted.

Ordered, That the report be received and adopted.

Steam Navigation bill.

The hon. the Solicitor General, pursuant to leave given, presented a bill relating to steam navigation.

Liverpool harbor
commissioners.

Mr. Cowie, pursuant to leave given, presented a bill to enable the commissioners for deepening the harbor of Liverpool, to raise additional funds.

N. S. Historical society

The hon. Mr. Shannon, pursuant to leave given, presented a bill to incorporate the historical society of Nova Scotia ;

And such three bills were severally read a first, and, *nem. con.*, a second time.

Committed.

Ordered, That the bills be respectively committed to a committee of the whole House.

Digby cemetery bill
read 2nd time.

A bill to provide a cemetery for the congregation of the Baptist Church at Digby, was read a second time.

Committed.

Ordered, That the bill be committed to a committee of the whole House.

Papers presented.

Corres. relating to
Judge Bliss' resig-
nation.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, copy of correspondence between his Honor Mr. Justice Bliss and the Administrator of the Government, relative to the proposed retirement of Judge Bliss from the bench of the Supreme Court ; and the same was read by the Clerk.

(See Appendix—Judicial Resignation.)

Prothonotaries returns
of causes and argu-
ments.

Also, by the like command, returns from the Prothonotaries, in the various counties, of the causes ready for trial at the fall sittings, 1863, together with those tried, and those undisposed of for want of time ; and also an abstract of such returns and of causes ready for argument at Halifax, in Michaelmas term, 1863, and postponed for want of time ; and such abstract was read by the Clerk.

Ordered, That the correspondence and returns do lie on the table.

Equity Judge bill.

The hon. the Provincial Secretary, pursuant to leave given, presented a bill to provide for the appointment of an Equity Judge ; and the same was read a first time, and ordered to be read a second time.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Agree to bills, viz. :
Shipwrights and
caulkers.

The Council have agreed to the bills, entitled respectively as follows, viz. :
An act to incorporate the shipwrights and caulkers' association of Halifax and Dartmouth ;

Commissioners with-
out province.

An act to authorize the appointment of Commissioners without the Province ;

| | |
|---|--|
| An act to legalize the assessment roll of the county of Richmond ; | Richmond assessment. |
| An act to regulate the herring fishery in the Basin of Annapolis ; | Annapolis herring fishery. |
| An act to provide for building a bridge across Nappan River, in the county of Cumberland, | Nappan River bridge |
| Severally without amendment. | |
| They have agreed to the chapter of a bill for revising and consolidating the general Statutes of Nova Scotia, "of marine courts of enquiry," as amended. | Marine courts of enquiry. |
| And then the messenger withdrew. | |
| On motion, the House resolved itself into a committee on bills. | Com. on bills. |
| Mr. Speaker left the chair, | |
| Mr. Robertson took the chair of the committee, | |
| Mr. Speaker resumed the chair. | |
| The chairman reported from the committee that they had considered— | Report bills, viz. : Annapolis town marsh. |
| The bill to amend the act for the regulation of the town marsh at Annapolis ; | |
| A bill to change the name of Little River, in the county of Richmond ; | Richmond Little River. |
| A bill to provide for building a bridge over Steep Creek, in the county of Guysborough ; | Steep Creek bridge. |
| A bill to provide a cemetery for the congregation of the Baptist Church at Digby ; | Digby Baptist cemetery. |
| A bill to enable the commissioners for deepening the harbor of Liverpool to raise additional funds ; | Liverpool River commissioners. |
| A bill to incorporate the mutual bank of Nova Scotia ; | Mutual bank of Nova Scotia. |
| And had directed him to report such bills to the House severally without amendment ; | |
| And that they had gone through chapter 137 of the bill for revising and consolidating the general Statutes of Nova Scotia, entitled "of the jurisdiction of Justices of the Peace in civil cases," which they had directed him to report to the House ; | Jurisdiction of Justices of Peace. |
| And he delivered the bills and chapter in at the Clerk's table. | |
| Ordered, That the same be engrossed. | |
| Then the House adjourned until to-morrow, at eleven of the clock. | |

WEDNESDAY, 13th APRIL, 1864.

PRAYERS.

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| The hon. the Solicitor General, pursuant to special leave, presented a bill to change the name of Little River, in the county of Antigonishe ; and the same was read a first, and, <i>nem. con.</i> , a second time. | Little River, Antigonishe. Bill read 1st and 2nd time, and committed. |
| Ordered, That the bill be committed to a committee of the whole House. | |
| An engrossed bill relating to the county of Yarmouth, was read a third time. | Bills read 3rd time. |
| Resolved, That the bill do pass, and that the title be, an act relating to the county of Yarmouth. | Yarmouth jury lists. |
| An engrossed bill to amend and continue chapter 52 of the acts of 1860, and the act in amendment thereof, was read a third time. | Pictou loan extension. |
| Resolved, That the bill do pass, and that the title be, an act to extend the period for the repayment of a loan by the county of Pictou. | Title altered. |
| An engrossed bill to amend the act for the better regulation of the Town Marsh at Annapolis was read a third time. | Annapolis town marsh. |
| Resolved, That the bill do pass, and that the title be, an act for the better regulation of the Town Marsh at Annapolis. | |
| An engrossed bill to change the name of Little River, in the county of Richmond, was read a third time. | Little River, Richmond. |
| Resolved, That the bill do pass, and that the title be, an act to change the name of Little River, in the county of Richmond. | |

- Steep Creek Bridge. An engrossed bill to provide for building a bridge over Steep Creek, in the county of Guysborough, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to provide for building a bridge over Steep Creek, in the county of Guysborough.
- Digby Baptist cemetery. An engrossed bill to provide a cemetery for the congregation of the Baptist church at Digby, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to provide a cemetery for the congregation of the Baptist church at Digby.
- Deepening Liverpool harbor. An engrossed bill to enable the commissioners for deepening the harbor of Liverpool to raise additional funds, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to enable the commissioners for deepening the harbor of Liverpool to raise additional funds.
- Sent to Council. *Ordered*, That the Clerk do carry the several bills to the Council and desire their concurrence.
- Com. on bills. On motion the House resolved itself into a committee on bills.
 Mr. Speaker left the chair,
 Mr. Robertson took the chair of the committee,
 Mr. Speaker resumed the chair.
- Report bills. The chairman reported from the committee that they had considered the following bills, which they had directed him to report to the House severally without amendment, viz. :
 A bill to repeal the act concerning the township of Chester ;
 A bill relating to steam navigation ;
 A bill to incorporate the historical society of Nova Scotia ;
 And he delivered the bills in at the Clerk's table.
Ordered, That the bills be engrossed.
- Message. A message from the Council by Mr. Halliburton :
 Mr. Speaker,—
 The Council have agreed to the bill, entitled an act to amend the act relating to poor districts in the county of Cumberland, and to the chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, entitled—
 “ Of the exportation of goods and of drawbacks ;”
 “ Of the appointment and duties of officers of the customs,”
 Severally without amendment.
- Agree to county assessment. They have agreed to chapter 47, “ of county assessments,” and to chapter 64, “ of highway labor,” with amendments to such chapters respectively, to which amendments they desire the concurrence of this honorable House.
 And then the messenger withdrew.
- Highway labor chap. with amendments.
- County assessment amendment 1st time. The amendments proposed to chapter 47, were read a first time, and ordered to be read a second time.
- 1st amendment to highway labor cap. agreed to. The amendments proposed by the Council to chapter 64, “ of highway labor,” were read a first, and, *nem. con.*, a second time, and considered by the House.
 And thereupon,
 On motion, *resolved*, That the first of such amendments be agreed to.
- Motion not to agree to 2nd amendment. Mr. Bourinot then moved that the second of such amendments be not agreed to ; such second amendment being, that the last clause of such chapter, exempting several counties from the operation of the chapter, be struck out of such chapter ;
 Which being seconded and put, and the House dividing thereon, there appeared for the motion, twenty ; against it, twenty-eight.
- Negatived on division.

For the motion.

Against the motion.

| | | | |
|----------------|----------------------|---------------|-------------------|
| Mr. Blanchard, | Mr. Hamilton, | Mr. Hatfield, | Mr. McKay, |
| " Moore, | " Bill, | " Killam, | " D. Fraser, |
| " Miller, | " Jost, | " Blackwood, | " Whitman, |
| " Bourinot, | " McDonnell, | " Pryor, | " Tobin, |
| " Robichau, | " Col. Campbell, | " Donkin, | " Allison, |
| " Annand, | " Ross, | " Longley, | " Parker, |
| " Balcom, | " John Campbell, | " McDonald, | " McLelan, |
| " King, | " Slocomb, | " Locke, | " S. Campbell, |
| " Kaulback, | Hon. Fin. Secretary, | " Heffernan, | " Robertson, |
| " Smyth, | " Atty. General. | " E. Brown, | Hon. Mr. Shannon, |
| | | " Cowie, | " Mr. McFarlane, |
| | | " Coffin, | " Mr. McKinnon, |
| | | " Hill, | " Prov. Sec'y., |
| | | " Archibald, | " Sol. General. |

So it passed in the negative.

The second amendment was then, upon the question being put thereon, agreed to by the House. 2nd amendm't. agreed to.

Mr. Miller, pursuant to special leave given, presented a bill to incorporate the Charitable Irish Society, of Halifax; and the same was read a first, and, *nem. con.*, a second time. Ch. Irish Society bill.

Ordered, That the bill be committed to a committee of the whole House.

A petition of John McEachern, of Whycocomagh, in the county of Inverness, an aged teacher, was presented by Mr. Smyth and read, praying for a free grant of land. Pet. John McEachern, aged teacher.

Ordered, That the petition be referred to the committee on education. Ref. to com. education.

On motion the House again resolved itself into a committee on bills. Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the bill to incorporate the Truro cemetery company; the bill for the appointment of stipendiary and police magistrates; and had directed him to report such bills to the House severally without amendment; and he delivered the bills in at the Clerk's table. Report bills.
Truro cemetery.
Stipendiary and police magistrates.

Ordered, That the bills be engrossed.

Then the House adjourned until to-morrow, at ten of the clock.

THURSDAY, 14th APRIL, 1864.

PRAYERS.

Mr. Kaulback moved that the resolution of yesterday, for agreeing to the second amendment proposed by the Legislative Council to the highway labor law, be rescinded; which being seconded and put, and the House dividing thereon, there appeared for the motion, twenty-one; against it, twenty-one. Motion to rescind resolution as to amendt. to statute labor law.

For the motion.

Against the motion.

| | | | |
|---------------------|------------------|----------------|-------------------|
| Mr. Hamilton, | Mr. Kaulback, | Mr. Killam, | Hon. Mr. Shannon, |
| " Chas. Campbell, | " King, | " Pryor, | " Mr. McFarlane, |
| " Lawrence, | " Churchill, | " Hatfield, | " Mr. McKinnon, |
| " Miller, | " Moore, | " Parker, | Mr. Whitman, |
| " Bill, | " McDonnell, | " Allison, | " Longley, |
| " Slocomb, | " Jost, | " Tobin, | " Donkin, |
| " Bourinot, | " Robichau, | " Jas. Fraser, | " McLelan, |
| " Balcom, | " J. Campbell, | " Blackwood, | " S. Campbell, |
| " Ross, | " P. Smyth. | " Robertson, | " Archibald, |
| " Colin Campbell, | Hon. Fin. Sec'y. | " Locke, | " E. Brown. |
| Hon. Atty. General, | | " Heffernan, | |

Whereupon,
 Casting vote Mr. Speaker gave his casting vote for the motion.
 Agreed to. So it passed in the affirmative.
 And accordingly,
Ordered, That such resolution be rescinded.

Motion not to agree to second amendt. Mr. Bourinot then moved that the second amendent proposed by the Council to Chapter 64, "of highway labor," be not agreed to; which being seconded and
 Agreed to on division. put, and the House dividing thereon, there appeared for the motion twenty-two; against it, eighteen.

*For the motion.**Against the motion.*

| | | | |
|---------------|---------------------|---------------------|--------------------|
| Mr. Kaulback, | Mr. Churchill, | Mr. Heffernan, | Mr. Killam, |
| " Hamilton, | " Chas. Campbell, | " Hatfield, | " Parker, |
| " Lawrence, | " King, | " Whitman, | " Allison, |
| " Bill, | " Moore, | " Longley, | " Tobin, |
| " Miller, | " McDonnell, | " Donkin, | " Jas. Fraser, |
| " Jost, | " Slocomb, | " McLelan, | " Blackwood, |
| " Bourinot, | " J. Campbell, | " S. Campbell, | " Robertson, |
| " Smyth, | " Robichau, | " Coffin, | " Archibald, |
| " Balcom, | " Colin Campbell, | Hon. Mr. McFarlane, | Hon. Mr. McKinnon. |
| " Ross, | Hon. Atty. General, | | |
| " Annaud, | " Fin. Secretary. | | |

So it passed in the affirmative.

And accordingly,

Resolved, That such amendment be not agreed to.

Ordered, That the Clerk do carry the chapter and amendments back to the Council, and acquaint them with the resolutions of this House with respect thereto.

Sent to Council.

Bills read 1st and 2nd time.

Jury lists and panels.

Mr. Robertson, pursuant to leave given, presented a bill to legalize jury lists and panels for the present year;

Supreme Court meetings.

The honorable the Attorney General, pursuant to leave given, presented a bill to postpone the Spring meeting of the Supreme Court in certain counties; and

Halifax county jail.

Mr. Pryor, pursuant to special leave given, presented a bill to amend the act to authorize a loan for the erection of a county jail in Halifax;

And such bills were read a first, and *nem. con.*, a second time.

Committed.

Ordered, That the bills be respectively committed to a committee of the whole House.

Militia bill reported with amendments.

Mr. Pryor, from the committee on the militia, reported that they had considered the bill relative to the militia; and had made amendments thereto, which they had directed him to report to the House with the bill; and he delivered the bill and amendments in at the Clerk's table, where such amendments were read.

Committed.

Ordered, That the bill, with the amendments, be committed to a committee of the whole House.

Halifax charter read 3rd time.

An engrossed bill concerning the city of Halifax, was read a third time.

Amendment moved.

And thereupon,

The hon. the Attorney General moved that such bill be amended by adding to the 180th section thereof the following words, viz.:—"The City Council shall have power to make rules for regulating and restricting the sale by retail of intoxicating liquors within the city, under such penalties as they may think right, not to exceed the amount prescribed by law";

Agreed to on division.

Which being seconded and put, and the House dividing thereon, passed in the affirmative.

Bill passed as amended.

Resolved, That the bill as amended do pass, and that the title be, an act concerning the city of Halifax.

Steam navigation bill read 3rd time.

An engrossed bill relating to steam navigation, was read a third time.

Resolved, That the bill do pass, and that the title be, an act relating to steam navigation.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time: Caps. of Rev. Statutes.

Chapter 148, of suits against joint debtors.

149, of suits against executors, administrators and trustees.

Resolved, That the chapters do pass.

Ordered, That the Clerk do carry the bills and chapters to the Council, and desire their concurrence. Sent to Council.

Mr. Longley reported from the committee on railways; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read. Rep. from railway com.

(*See Appendix—Railway, Provincial.*)

Ordered, That the report be received and adopted. Adopted.

Ordered, That Mr. Killam have leave of absence after to-morrow, on urgent private business. Leave of absence.

On motion, the House resolved itself into a committee on bills. Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the bill to postpone the spring meeting of the Supreme Court in certain counties; Report bills.
 A bill to change the name of Little River, in the county of Antigonishe; Supreme Court meet-
 A bill to incorporate the Charitable Irish Society of Halifax; ing certain counties.
 A bill to legalize jury lists and panels for the present year; Little River, Antigo-
 A bill to amend the act to authorize a loan for the erection of a county jail in nishe.
 Halifax. Ch. Irish Society.
Jury lists legalized.

And had directed him to report such bills to the House severally without amendment; and he delivered the bills in at the Clerk's table.

Ordered, That the bills be engrossed.

Then the House adjourned until to-morrow, at eleven of the clock.

FRIDAY, 15th APRIL, 1864.

PRAYERS.

Mr. Locke, pursuant to special leave given, presented a bill relating to the assessment rolls of the district of Shelburne; and the same was read a first, and, *nem. con.*, a second time. Assessment rolls.
Shelburne.

Ordered, That the bill be committed to a committee of the whole House. Committed.

Mr. McDonald, from the committee on private and local bills, reported that they had considered a bill to amend the act to incorporate the Presbyterian church congregation of Cape North, and had directed him to report the same to the House without amendment; and he delivered the bill in at the Clerk's table. Rep. from private bill,
Cape North Presby-
terian church con-
gregation.

Ordered, That the bill be committed to a committee of the whole House. Committed.

An engrossed bill to incorporate the Truro cemetery company was read a third time. Bills read 3rd time.
Truro cemetery comp.

Resolved, That the bill do pass, and that the title be, an act to incorporate the Truro cemetery company.

An engrossed bill to legalize jury lists and panels for the present year, was read a third time. Jury lists legalized.

Resolved, That the bill do pass, and that the title be, an act to legalize jury lists and panels for the present year.

An engrossed bill to postpone the spring meeting of the Supreme Court in certain counties, was read a third time. Supreme court meet-
ing.

- Resolved*, That the bill do pass, and that the title be, an act to postpone the spring meeting of the Supreme Court in certain counties.
- Sent to Council. *Ordered*, That the Clerk do carry the several bills to the Council, and desire their concurrence.
- Com. on road scale, co. of Victoria. On motion of Mr. Ross,
Resolved, That a select committee be appointed to prepare and submit to the House a scale of subdivision of road monies for the county of Victoria.
Ordered, That Mr. Longley, the hon. the Solicitor General, and Mr. Blanchard, be a committee for that purpose.
- Message. A message from the Council by Mr. Halliburton.
Mr. Speaker,
The Council have unanimously agreed to the resolution of this honorable House relative to the appointment of delegates to consider the subject of the proposed union of the maritime provinces.
- Unanimously agree to res. as to union of maritime province. They do not adhere to the second amendment proposed by them to chapter 64 of the Revised Statutes, "of highway labor"; but agree to such chapter as now amended.
- Do not adhere to amd. to statute labor law. They have agreed to chapter 81 of such bill, "of wrecks and wrecked goods"; and to the bill entitled an act to authorize the inhabitants of the town of Pictou to assess themselves for a town clock; and to the bill entitled act to postpone the ensuing spring meeting of the Supreme Court in certain counties; severally without amendment.
- Agree to chapters of Rev. Statutes. Pictou town clock. And then the messenger withdrew.
- Supreme court meeting. The amendments proposed by the Council to chapter 47, "of county assessments," were read a second time, and considered by the House.
And thereupon,
Resolved, That such amendments be agreed to.
Ordered, That the Clerk do carry the chapter and amendments back to the Council and acquaint them with the foregoing resolution.
- Amend. considered. On motion, the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Agreed to. *Resolved*, That such amendments be agreed to.
Ordered, That the Clerk do carry the chapter and amendments back to the Council and acquaint them with the foregoing resolution.
- Com. on bills. The chairman reported from the committee that they had gone through the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, which they had directed him to report to the House, viz. :
Chapter 116, of estates tail ;
119, of the descent of real and personal estate ;
120, of joint tenancy and tenancy in common ;
And he delivered the chapters in at the Clerk's table.
Ordered, That the chapters be engrossed.
- Report caps. Revised Statutes. Then the House adjourned until to-morrow, at eleven of the clock.

SATURDAY, 16th APRIL, 1864.

PRAYERS.

- Bills read 3rd time: N. S. historical society. An engrossed bill to incorporate the historical society of Nova Scotia, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the historical society of Nova Scotia.
- N. S. mutual bank. An engrossed bill to incorporate the mutual bank of Nova Scotia, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the mutual bank of Nova Scotia.

An engrossed bill to change the name of Little River, in the county of Antigonishe, was read a third time. Little River, Antigonishe.

Resolved, That the bill do pass, and that the title be, an act to change the name of Little River, in the county of Antigonishe.

An engrossed bill to incorporate the Charitable Irish Society of Halifax, was read a third time. Charitable Irish Society.

Resolved, That the bill do pass, and that the title be, an act to incorporate the Charitable Irish Society of Halifax.

An engrossed bill to amend the act to authorize a loan for the erection of a county jail in Halifax, was read a third time. Halifax county jail loan.

Resolved, That the bill do pass, and that the title be, an act to amend the act to authorize a loan for the erection of a county jail in Halifax.

Ordered, That the Clerk do carry the bills to the Council, and desire their concurrence. Sent to Council.

A bill to provide for the appointment of an Equity Judge, was read a second time. Equity Judge bill read 2nd time.

And thereupon,

The hon. the Provincial Secretary moved that such bill be committed to a committee of the whole House ; Motion to commit.

Which being seconded and put, and a debate arising thereon, after some time spent in such debate, ordered that the debate be adjourned until Monday next. Debate adjourned.

Then the House adjourned until Monday next at eleven of the clock.

MONDAY, 18th APRIL, 1864.

PRAYERS.

On motion of the hon. the Solicitor General,

Resolved, That a select committee be appointed to consider the subject of procuring county and general maps of the Province by detailed surveys. Res. for select com. on county and general maps.

Ordered, That the hon. Mr. McFarlane, Mr. Archibald, and Mr. S. Campbell, be a committee for that purpose.

Mr. Archibald reported from the select committee on the bill in relation to fire insurance companies not incorporated within this Province ; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read. Report from sel. com. on Foreign fire ins. co. bill.

(See Appendix.—Fire Insurance Companies.)

Ordered, That the report be received and adopted. Adopted.

And thereupon,

Ordered, That the bill in relation to fire insurance companies not incorporated within this Province be deferred until the next session. Bill deferred.

A message from His Excellency the Administrator of the Government by the Gentleman Usher of the Black Rod. Message from Administrator.

Mr. Speaker,

His Excellency the Administrator of the Government commands the immediate attendance of this honorable House in the Council Chamber.

Accordingly,

Mr. Speaker with the House attended his Excellency in the Council Chamber ; House attend.

And being returned,

Mr. Speaker reported that the House had attended his Excellency in the Council Chamber, when his Excellency was pleased to give his assent to twenty bills, passed in the present session, entitled as follows, viz. : 20 Bills assented to.

An act to incorporate the shipwrights and caulkers' association of Halifax and Dartmouth ;

An act to incorporate the Pictou steam ferry boat company ;

- An act to amend the act to incorporate the Halifax fire insurance company ;
 An act to authorize the appointment of commissioners without the Province ;
 An act to legalize the assessment roll of the county of Richmond ;
 An act to incorporate the Cobequid marine insurance company ;
 An act to incorporate the Albion Mines savings bank ;
 An act to add to the name of Robert Barton ;
 An act to authorize the construction of a further section of the Provincial Railway ;
 An act to incorporate the Albion Mines union association ;
 An act to amend the act to regulate highway labor within the limits of commissioners of streets for the town of Pictou ;
 An act to incorporate the Yarmouth seminary ;
 An act to regulate the herring fishery in the basin of Annapolis ;
 An act to repeal the act to incorporate the Bridgeport union coal mining company ;
 An act to incorporate the Sisters of Charity ;
 An act relating to the harbor master at Pictou ;
 An act to authorize the inhabitants of the town of Pictou to assess themselves for a town clock ;
 An act to amend the act relating to poor districts, in the county of Cumberland ;
 An act to provide for building a bridge across Nappan river, in the county of Cumberland ;
 An act to postpone the spring meeting of the Supreme Court in certain counties.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Agree to county assessment chapter as amended.

The Council have agreed to chapter 47 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of county assessments," as amended ;

Halifax gas inspection.

And to the bill, entitled, an act relating to the inspection of gas in the city of Halifax ; with an amendment, to which they desire the concurrence of this honorable House.

And then the messenger withdrew.

Amend. to Hx. gas inspection read 1st and 2nd time, and considered.

The amendment proposed by the Council to the bill, entitled, an act relating to the inspection of gas in the city of Halifax, was read a first, and, *nem. con.*, a second time, and considered by the House.

And thereupon,

Agreed to.

On motion, *resolved*, That such amendment be agreed to.

Ordered, That the Clerk do carry the bill and amendment back to the Council, and acquaint them that this House have agreed to such amendment

Adjourned debate on Equity Judge bill.

On motion, the House resumed the adjourned debate on the motion that the bill to provide for the appointment of an Equity Judge be committed to a committee of the whole House ; and after some time spent in such debate, the question having been propounded from the chair that such bill be so committed, and the House dividing thereon, there appeared for the motion, thirty-five ; against it, thirteen.

Agreed to on division.

For the motion.

Mr. John Campbell, Mr. Pryor,
 " Whitman, " D. Fraser,
 " Allison, " Lawrence,
 " Hamilton, " Tobin,
 " McDonnell, " Donkin,
 " Miller, " Longley,
 " Bourinot, " James Fraser,
 " Moore, " Hill,
 " Robichau, " Cowie,
 " Col. Campbell, " Smyth,
 " Chas. Campbell, " Caldwell,
 " Hatfield,

Against the motion.

Mr. Kaulback,
 " McKay,
 " Jost,
 " King,
 " Bill,
 " Slocomb,
 Hon. Sol. General,
 " Pro. Secretary,
 " Fin. Secretary,
 " Mr. Shannon,
 " Mr. McFarlane,
 Hon. Mr. McKinnon.

Mr. Heffernan,
 " Blackwood,
 " S. Campbell,
 " Robertson,
 " Coffin,
 " Archibald,
 " Killam,
 " Parker,
 " McLelan,
 " Locke,
 " Blanchard,
 " Balcom,
 " Ross.

So it passed in the affirmative.

And accordingly,

Ordered, That the bill be committed to a committee of the whole House.

Bill committed.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,—

The Council have agreed to the bill entitled, an act relating to the inspection of gas in the city of Halifax, as amended.

Agreed to gas inspection bill.

They have agreed to the resolution of this honorable House, passed on the eleventh of April, instant, relative to railway extension.

Railway extension resolution.

And then the messenger withdrew.

Then the House adjourned until to-morrow, at three of the clock.

TUESDAY, 19th APRIL, 1864.

PRAYERS.

A petition of residents of Sherbrooke and Goldenville, was, by special leave, presented by Mr. Archibald and read, praying the House not to sanction certain proposed amendments in the gold act.

Pet. against amendt. in gold act.

Ordered, That the petition do lie on the table.

Mr. Archibald, from the committee on amendments to the laws, reported that they had considered,

Report from com. on law amendments.

A bill to amend the chapter of the Revised Statutes, "of commissioners of streets;" and directed him to report such bill to the House without amendment. Also, that they had considered—

Commis. of Streets amendment.

A bill to amend chapter 147 of the Revised Statutes, "of petty offences, trespasses, and assaults;" and had directed him to recommend that the further consideration of such bill be deferred until next Session; and he delivered the bills in at the Clerk's table.

Petty trespasses amendment.

And thereupon,

Ordered, That the bill to amend the commissioners of streets' act be committed to a committee of the whole House.

Commis. Streets bill committed.

Mr. Archibald then moved that the bill to amend the chapter "of petty offences, trespasses, and assaults," be deferred until the next Session; which being seconded and put, and the House dividing thereon, there appeared for the motion, eighteen; against it, twelve.

Petty offences bill deferred on division.

So it passed in the affirmative.

And accordingly,

Ordered, That the further consideration of such bill be deferred until the next Session.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House,

Despatches relating to scheme for recruiting Federal army.

Copy of despatch, dated 8th April, from Lord Lyons to the Administrator of the Government, enclosing despatch from British Consul at Boston, relating to an alleged scheme for recruiting the United States army in Canada and Nova Scotia; and the same was read by the Clerk.

(See Appendix—Recruiting for U. S. Army.)

Ordered, That the papers do lie on the table.

An engrossed bill to repeal the act concerning the township of Chester, was read a third time.

Chester township repeal act read 3rd time.

Resolved, That the bill do pass, and that the title be, an act to repeal the act concerning the township of Chester.

Passed.

Ordered, That the Clerk do carry the bill to the Council, and desire their concurrence.

Com. on bills.

- Com. on bills. On motion, the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report
Equity Judge bill. The chairman reported from the committee that they had considered—
Mines and minerals bill. A bill to provide for the appointment of an Equity Judge; and
A bill relating to mines and minerals.
And had made amendments to those bills, which they had directed him to report to the House with the bills.
- Shelburne assessment bill. Also, that they had considered a bill relating to the assessment rolls of the district of Shelburne, and had directed him to report the same to the House without amendment.
And he delivered the bills, together with the amendments to the two first mentioned bills, in at the Clerk's table, where the amendments were read.
Ordered, That the bill reported without amendment be engrossed.
Ordered, That the bills reported with amendments be engrossed with the amendments.

Then the House adjourned until to-morrow, at eleven of the clock.

WEDNESDAY, 20th APRIL, 1864.

PRAYERS.

- Report as to Sambro light. The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House,
Report of Inspector of Light Houses to the Chairman of the Board of Works, on the necessity of a new light at Sambro; and the same was read by the Clerk.
(See *Appendix—Navigation Securities.*)
- Ref. to nav. sec. com. *Ordered*, That the report be referred to the committee on navigation securities.
- Return of joint stock companies. Also, by like command, returns of joint stock, banking, and insurance companies, whose declarations and returns have been filed in the Provincial Secretary's office.
Ordered, That the return do lie on the table.
- Bills read 3rd time. Mines and Minerals incor. in Revised Statutes. An engrossed bill relating to mines and minerals was read a third time.
Resolved, That the bill do pass, and be incorporated in the Revised Statutes as a chapter, "of mines and minerals."
- Equity Judge bill. An engrossed bill to provide for the appointment of an Equity Judge, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to provide for the appointment of an Equity Judge.
- Chapters Rev. Statutes. The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time:
Chapter 116, of estates tail;
119, of the descent of real and personal estate;
120, of joint tenancy and tenancy in common.
Resolved, That such chapters do pass.
- Sent to Council. *Ordered*, That the Clerk do carry the bills and chapters to the Council and desire their concurrence.
- Chap. 70, of railroads. On the question that chapter 70 of the bill for revising and consolidating the general Statutes of Nova Scotia, entitled "of railroads," on its third reading do finally pass,
The hon. the Provincial Secretary moved that such chapter be re-committed for the purpose of making certain amendments thereto;

Which being seconded was agreed to by the House.

And accordingly,

Ordered, That such chapter be re-committed.

On motion, the House resolved itself into a committee on bills.

Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, which they had directed him to report to the House, viz. :

Report several caps. Revised Statutes.

Chapter 13, of the importation of goods ;

14, of the warehousing of goods ;

16, of the prevention of smuggling ;

17, of the prevention of the distillation of intoxicating liquors ;

21, of the post office ;

25, of public records ;

28, of trespasses to crown property ;

31, of billeting the troops and militia ;

32, of public fortifications ;

33, of naval property ;

34, of an electric telegraph for military purposes ;

70, of railroads.

Resolved, That the chapters be engrossed.

A message from the Council by Mr. Haliburton :

Message.

Mr. Speaker,—

The Council have agreed to the bills severally entitled as follows, viz. :—

An act to amend the act to incorporate the Glace Bay mining company ;

Agree to bills, viz ,
Glace Bay Mining co.

An act relating to the county of Yarmouth ;

Yarmouth jury lists.

An act to extend the period for the repayment of a loan by the county of Pictou ;

Pictou loan extension

An act to amend the act for the better regulation of the town marsh at Annapolis ;

Annapolis town marsh.

An act to incorporate the Truro cemetery company ;

Truro cemetery co.

An act to change the name of Little River in the county of Richmond ;

Richmond, Little Riv.

An act to provide for building a bridge over Steep Creek in the county of Guysboro' ;

Guysboro Steep Creek.

An act to provide a cemetery for the congregation of the Baptist church at Digby ;

Digby Bapt. cemetery-

An act to incorporate the historical society of Nova Scotia ;

N S. historical society.

An act to change the name of Little River in the county of Antigonishe ;

Antigonish Little Riv.

An act to incorporate the Charitable Irish Society of Halifax ;

Charit. Irish society.

An act to legalize jury lists and panels for the present year ;

Jury lists legalized.

An act to amend the act to authorise a loan for the erection of a county jail in Halifax.

Halifax jail loan.

Also, to chapter 148, "of suits against joint debtors," and to chapter 149, "of suits against executors, administrators, and trustees."

Severally without amendment.

Without amendment.

They have agreed to the bills severally entitled as follows, viz. :—

Agree to bills.

An act to incorporate the block house mining company ;

Block House mine.

An act to incorporate the Sea Coal Bay mining company ;

Sea Coal Bay mine.

An act to incorporate the Cheticamp copper mining and smelting company ;

Cheticamp cop. mine.

An act to incorporate the Boston and Bridgeport coal mining company ;

Boston and Bridgeport
mine.

An act to incorporate the Spring Hill mining, manufacturing, and transportation company ;

Spring Hill mine.

An act to incorporate the International coal and railway company ;

International coal and
railway.

An act to incorporate the Louisburg Railway company ;

Louisburg railway.

An act to incorporate the Nova Scotia amalgamating and mining company ;

N. S. amalgamating
company.

And had made amendments to those bills respectively, to which amendments they desire the concurrence of this honorable House.

with amendments.

They have passed a bill to incorporate the Broad Cove mining company, to which bill they desire the concurrence of this honorable House; and then the messenger withdrew.

Broad Cove mining co

Amendts. to mining
bills read 3d time.

The amendments proposed by the Council to the several bills for the incorporation of mining and railway companies, were read a first time, and ordered to be read a second time.

Broad Cove bill read
1st time.

The Council's engrossed bill to incorporate the Broad Cove mining company, was read a first time, and ordered to be read a second time.

Then the House adjourned until to-morrow, at three of the clock.

THURSDAY, 21st APRIL, 1864.

PRAYERS.

St. Mary's assessment
read 1st and 2d time
and committed.

Mr. S. Campbell, pursuant to special leave given, presented a bill relating to assessments in the district of St. Mary's; and the same was read a first, and, *nem. con.*, a second time.

Ordered, That the bill be committed to a committee of the whole House.

Rep from law amendt
com.

Mr. Archibald, from the committee on amendments to the laws, reported that they had considered—

Patent law amendt.

A bill to amend the chapter of the Revised Statutes, "of patents for useful inventions;" and had directed him to report the same to the House without amendment; and that they had considered—

Halifax new county
jail.

A bill relating to the new county jail at Halifax; and had directed him to recommend that such bill be deferred until the next Session: and he delivered the bills in at the Clerk's table.

Patent bill committed.

Ordered, That the first of such bills be committed to a committee of the whole House.

New jail bill deferred.

Ordered, That the further consideration of the bill relating to the new county jail at Halifax be deferred until the next session.

Bills read 3d time.
Stipendiary magis-
trates.

An engrossed bill for the appointment of stipendiary or police magistrates, was read a third time.

Resolved, That the bill do pass; and that the title be, an act for the appointment of stipendiary or police magistrates.

Shelburne assessment
roll.

An engrossed bill relating to the assessment rolls of the district of Shelburne, was read a third time.

Resolved, That the bill do pass, and that the title be, an act relating to the assessment rolls of the district of Shelburne.

Chap. Rev. Statutes.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz.:

- Chapter 21, of the post office;
- 25, of public records;
- 28, of trespasses to crown property;
- 31, of billeting the troops and militia;
- 32, of public fortifications;
- 33, of naval property;
- 34, of an electric telegraph for military purposes;
- 70, of railroads.

Resolved, That the chapters do pass.

Sent to Council.

Ordered, That the Clerk do carry the bills and chapters to the Council and desire their concurrence.

Message.

A message from the Council by Mr. Halliburton:

Mr. Speaker,—

Mutual bank of N. S.
Steam navigation with
amendments.

The Council have agreed to a bill to incorporate the mutual bank of Nova Scotia, and to a bill relating to steam navigation, with amendments to those bills, to which they desire the concurrence of this honorable House.

And then the messenger withdrew.

The amendments proposed by the Council to the bill to incorporate the mutual bank of Nova Scotia, and to the bill relating to steam navigation, were read a first, and *nem. con.*, a second time, and considered by the House.

Amendmts. to Mutual bank and steam navigation bill.

And thereupon, on motion,

Resolved, That such amendments be agreed to

Agreed to.

The amendments proposed by the Council to the bill to incorporate the International coal and mining company, were read a second time and considered by the House.

Amendts. to international coal co. bill considered.

And thereupon, on motion,

Resolved, That the second amendment to the first clause, and the last amendment to such bill, be not agreed to; and that all the other amendments be agreed to.

Agreed to in part.

The amendments proposed by the Council to the following bills, were severally read a second time, and considered by the House, viz., to

Amendts. considered.

A bill to incorporate the Block House mining company;

Block House mining co
Boston & Bridgeport coal co.

A bill to incorporate the Boston and Bridgeport coal mining company;

Louisburg railway co.

A bill to incorporate the Louisburg railway company;

Cheticamp copper co.

A bill to incorporate the Cheticamp copper mining and smelting company;

Spring Hill mining co.

A bill to incorporate the Spring Hill mining, manufacturing, and transportation company;

A bill to incorporate the Sea Coal Bay mining company.

Sea Coal Bay mining co.

And thereupon, on motion,

Resolved, That all the amendments to such bills be agreed to, with the exception of the last clause proposed to be added to such bills; and

Amendts. agreed to except last clause.

Resolved, That such last amendment be not agreed to.

The amendments proposed by the Council to the bill to incorporate the Nova Scotia amalgamating and mining company, were read a second time, and considered by the House.

Amendts. to N.S. amalgamating co. bill agreed to.

And thereupon, on motion,

Resolved, That such amendments be agreed to.

The amendment proposed by the Council to the bill to authorize the funding of certain monies due by the city of Halifax, was read a second time, and considered by the House.

Amendts. to city debt bill.

And thereupon, on motion,

Resolved, That such amendment be amended by limiting the personal liability of the members of the City Council to a period of twelve months from the incurring of the debt, or the authorizing of the expenditure in such amendment mentioned.

Amended.

Ordered, That the Clerk do carry the several bills with the respective amendments back to the Council, and acquaint them with the foregoing resolutions.

Sent to Council.

Ordered, That Mr. Donkin be substituted for the hon. the Solicitor General on the select committee on the Victoria road scale.

Substitution on road scale com.

The Council's engrossed bill to incorporate the Broad Cove mining company, was read a second time and considered by the House.

Broad Cove mining bill

And thereupon, on motion,

Resolved, That such bill be amended by adding to the second clause thereof the following words: "but the company shall not go into operation until twenty-five per cent of the capital stock is actually paid up", and by leaving out the last clause of such bill.

Amended.

Ordered, That the Clerk do carry the bill and amendments to the Council, and acquaint them that this House have agreed to such bill with amendments.

Sent to Council.

On motion, the House resolved itself into a committee on bills.

Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered,

Report bills.

A bill to vest the title to certain lands in the commissioners of the poor for the city of Halifax;

H.x. poor commission ers.

- Wind-ore-street comm'rs. A bill to amend the chapter of the Revised Statutes, "of commissioners of streets";
- Cape North Presby-
terian church. A bill to amend the act to incorporate the Presbyterian church congregation at Cape North;
- Agriculture. A bill for the encouragement of agriculture;
- Lunatics custody
amendment. And had directed him to report such bills to the House severally without amendment.
- Deferred until next
sessions. And that they had considered the bill further to amend the act of the custody and estates of lunatics; and had directed him to recommend to the House to defer the bill until the next session.
- Probate court bill. Also that they had gone through chapter 136 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of the probate court;" and had directed him to report the same to the House; and he delivered the bills and chapter in at the Clerk's table.
- Lunatics bill deferred. *Ordered*, That the chapter and bills reported without amendment be engrossed.
- Ordered*, That the further consideration of the bill to amend the act, "of the custody and estates of lunatics," be deferred until the next session.

Then the House adjourned until to-morrow, at three of the clock.

FRIDAY, 22nd APRIL, 1864.

PRAYERS.

- Rep. from militia com. Mr. Pryor reported from the committee on the militia; and he read the report in his place, and delivered it in at the Clerk's table, where it was again read.
- (*See Appendix—Militia.*)
- Ordered*, That the report be received, and do lie on the table.
- Rep. from com. on
Indian affairs. The hon. Mr. McKinnon reported from the committee on Indian affairs; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.
- (*See Appendix—Indian Affairs.*)
- Ordered*, That the report be received and do lie on the table.
- Rep. from navigation
securities com. Mr. Robichau reported from the committee on navigation securities, and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.
- (*See Appendix—Navigation Securities.*)
- Adopted. *Ordered*, That the report be received and adopted.
- Appropriation act. The hon. the Financial Secretary, pursuant to leave given, presented a bill to provide for defraying certain expenses of the civil government of this province; and the same was read a first, and *nem. con.*, a second time.
- Committed. *Ordered*, That the bill be committed to a committee of the whole House.
- Contingency com.
changed. *Ordered*, That Mr. Longley be substituted on the committee on contingencies for Mr. Hatfield, absent on leave.
- Leave of absence. *Ordered*, That Mr. Coffin have leave to return home on urgent private business after Monday next.
- Bills read 3rd time.
Commiss'rs. of streets
amendment—title
altered. An engrossed bill to amend the chapter of the Revised Statutes, "of commissioners of streets," was read a third time.
- Resolved*, That the bill do pass, and that the title be, an act relating to commissioners of streets for the town of Windsor.
- Cape North Presby-
terian church cong'n. An engrossed bill to amend the act to incorporate the Presbyterian church congregation at Cape North, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to amend the act to incorporate the Presbyterian church congregation of Cape North.

Ordered, That the Clerk do carry the bills to the Council and desire their concurrence. Sent to Council.

On motion the House resolved itself into a committee on bills. Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered,

A bill to provide for an improved system of sewerage in the city of Halifax;

A bill in reference to the militia. Report.

And had made amendments thereto, which they had directed him to report to the House with the bills; and he delivered the bills and amendments in at the Clerk's table, where the amendments were read. Sewerage bill, Halifax.
Militia bill.

Ordered, That the bills be engrossed with the amendments.

The hon. the Provincial Secretary, pursuant to special leave given, presented

A bill to change the name of Portertown, in the county of Cumberland; and Porter town bill.

A bill to incorporate the South Joggins freestone and grindstone quarrying company; Joggins quarrying co. bill.

And such bills were severally read a first time, and, *nem. con.*, a second time.

Ordered, That the bills be committed to a committee of the whole House. Committed.

The hon. Mr. Shannon reported from the select committee on the Record commission; and he read the report in his place and then delivered it in at the Clerk's table, where it was again read. Rep. from select com. on record commission.

(See Appendix—Record Commission.)

Ordered, That the report be received and adopted.

A message from the Council by Mr. Halliburton. Message.

Mr. Speaker,

The Council have agreed to the bills severally entitled as follows, viz.:

An act to incorporate the Nova Scotia amalgamating and mining company; Agree to bills as amended.

An act to incorporate the mutual bank of Nova Scotia; N. S. amalgamating company

An act relating to steam navigation; Mutual bank of N. S.

As now amended. Steam navigation.

And then the messenger withdrew.

Then the House adjourned until to-morrow, at eleven of the clock.

SATURDAY, 23rd APRIL, 1864.

PRAYERS.

An engrossed bill to vest the title to certain lands in the Board of Works and the Commissioners of the Poor for the city of Halifax, was read a third time. Bills read 3rd time. Halifax vesting bill.

Resolved, that the bill do pass, and that the title be, an act to vest the title to certain lands in the Commissioners of the Poor for the city of Halifax. Title altered.

An engrossed chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, entitled "of the Probate Court," was read a third time. Probate Court act.

Resolved, That the chapter do pass.

Ordered, That the Clerk do carry the bill and chapter to the Council and desire their concurrence. Sent to Council.

The hon. the Financial Secretary moved that the House do come to the following resolution: Res. as to termination of financial year.

Whereas, in consequence of the financial year ending on the 31st December, it has been found necessary to postpone the calling together of the Legislature until the month of February;

Be it therefore resolved, That the financial year shall hereafter end on the 30th September in each year, and that the public accounts shall be made up accordingly.

Agreed to.

Which being seconded and put, was agreed to by the House.

Com. on bills.

On motion, the House resolved itself into a committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report bills.

Appropriation act.

Porter Town name.

South Joggins freestone company.

The chairman reported from the committee that they had considered the bill to provide for defraying certain expenses of the civil government of this province; the bill to change the name of Porter town, in the county of Cumberland; and the bill to incorporate the South Joggins freestone and grindstone quarrying company; and had directed him to report such bills to the House severally without amendment.

Report chapters Rev Statutes.

Also, that they had gone through the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, which they had directed him to report to the House, viz. :

Chapter 117, of the registry of deeds and incumbrances affecting lands ;

121, of the sale of lands under foreclosure of mortgages ;

122, of the sale of lands to satisfy execution debts ;

162, of offences against religion ;

And he delivered the bills and chapters in at the Clerk's table.

Ordered, That the bills and chapters be engrossed.

Then, on motion of the hon. the Attorney General,

The House adjourned until Tuesday next, at eleven of the clock.

TUESDAY, 26th APRIL, 1864.

PRAYERS.

Bills read 3rd time.
Appropriation act.

An engrossed bill to provide for defraying certain expenses of the civil government of this province, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to provide for defraying certain expenses of the civil government of this province.

Porter Town bill

An engrossed bill to change the name of Porter town, in the county of Cumberland, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to change the name of Porter town, in the county of Cumberland.

South Joggins freestone company.

An engrossed bill to incorporate the South Joggins freestone and grindstone quarrying company, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to incorporate the South Joggins freestone and grindstone quarrying company.

Agricultural bill.

In. as cha. of Revised Statutes.

An engrossed bill for the encouragement of agriculture, was read a third time.

Resolved, That the bill do pass, and be incorporated in the Revised Statutes as a chapter, to be entitled "of the encouragement of agriculture."

Sent to Council.

Ordered, That the Clerk do carry the bills and chapters to the Council and desire their concurrence.

Com. on bills.

On motion, the House resolved itself into a committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Reports,
Evidence chapter.

The chairman reported from the committee that they had gone through chapter 141 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of witnesses and evidence and the proof of written documents," and had directed

him to report the same to the House; and he delivered the chapter in at the Clerk's table.

Ordered, That the chapter be engrossed.

An engrossed chapter, 141, "of witnesses and evidence, and the proof of written documents," was read a third time. Evidence chapter read 3rd time.

Resolved, That such chapter do pass.

Ordered, That the Clerk do carry the chapter to the Council and desire their concurrence.

Ordered, That Mr. Locke have leave to return home after Thursday next, on urgent private business. Leave of absence.

An engrossed bill in reference to the militia, was read a third time. Militia bill read 3rd time.

Resolved, That the bill do pass, and be incorporated in the Revised Statutes as a chapter thereof, to be entitled "of the militia." In. in Rev. Statutes

Ordered, That the Clerk do carry the chapter to the Council and desire their concurrence.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,—

The Council do not adhere to the last amendment proposed by them to the bills severally entitled as follows, viz. :

Do not adhere to amendments to bills entitled,

An act to incorporate the Spring Hill mining, manufacturing and transportation company ;

Spring Hill mining company.

An act to incorporate the Louisburg railway company ;

Louisburg railway co.

An act to incorporate the international coal and railway company ;

International coal co.

An act to incorporate the Cheticamp mining and smelting company ;

Cheticamp mining co.

An act to incorporate the Sea Coal Bay mining company ;

Sea Coal Bay co.

An act to incorporate the Block House mining company ;

Block House co.

An act to incorporate the Boston and Bridgeport coal mining company ;

Boston and Bridgeport coal co.

But agree to those bills severally as now amended.

They have agreed to the amendment proposed by this honorable House to the amendment proposed by the Council to the bill, entitled, an act to authorize the funding of certain monies due by the city of Halifax.

Agree to amendment to amendment to Halifax funded debt.

They have agreed to the amendments proposed by this honorable House to the Council's bill, entitled, an act to incorporate the Broad Cove mining company.

And to amendment to Broad Cove mining company.

And then the messenger withdrew.

Ordered, That the Clerk do carry the two last mentioned bills back to the Council, and acquaint them that this House agree to the same as amended. Sent to Council.

On motion, the House again resolved itself into a committee on bills. Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, which they had directed him to report to the House, viz. :

Report chapters.

Chapter 137, of the jurisdiction of Justices of the Peace in civil cases ;

140, of pleadings and practice in the Supreme Court.

Also, that they had considered the bill relating to assessments in the district of St. Mary's ; and had directed him to report the same without amendment ; and he delivered the chapters and bill in at the Clerk's table.

St. Mary's assessment bill.

Ordered, That the chapters and bill be engrossed.

Then the House adjourned until to-morrow, at eleven of the clock.

 WEDNESDAY, 27th APRIL, 1864.

PRAYERS.

St. Mary's assessment bill read 3rd time.

An engrossed bill relating to assessments in the district of St. Mary's, was read a third time.

Resolved, That the bill do pass, and that the title be, an act relating to assessments in the district of St. Mary's, in the county of Guysborough.

Engrossed chapters read 3rd time.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. :

Chapter 117, of the Registry of Deeds and incumbrances affecting lands ;
 121, of the sale of lands under foreclosure of mortgages ;
 122, of the sale of lands to satisfy execution debts.

Resolved, That the chapters do pass.

Sent to Council.

Ordered, That the Clerk do carry the bill and chapters to the Council, and desire their concurrence.

Antigonishe loan bill.

The hon. the Solicitor General, pursuant to special leave, presented a bill to extend the time for repayment of loans by the county of Antigonishe ; and the same was read a first, and *nem. con.*, a second time.

Committed.

Ordered, That the bill be committed to a committee of the whole House.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Agree to Halifax debt bill as amended.

The Council have agreed to a bill entitled, an act to authorise the funding of certain monies due by the city of Halifax, as now amended. They have agreed without amendment to the bills entitled as follows, viz. :

Fruit growers association.

An act to incorporate the fruit growers association and international show society ;

Shelburne assessment.

An act relating to the assessment rolls for the district of Shelburne.

Agree to chapters of Rev. Statutes

They have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, without amendment, viz. :

Chapter 25, of public records ;
 28, of trespasses to crown property ;
 31, of billeting the troops and militia ;
 32, of public fortifications ;
 33, of naval property ;
 34, of an electric telegraph for military purposes ;
 116, of estates tail ;
 120, of joint tenancy and tenancy in common.

Also to chapters with amendments.

They have also agreed to the following chapters of the same bill, viz. :

Chapter 93, of the incorporation and winding up of joint stock companies ;
 119, of the descent of real and personal estate ;

With amendments to such chapters, to which amendments they desire the concurrence of this honorable House.

And then the messenger withdrew.

Amendments read 1st time.

The amendments proposed by the Council to chapters 93 and 119 of the Revised Statutes, were read a first time and ordered to be read a second time.

Report from education. com.

The hon. the Provincial Secretary reported from the committee on education ; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.

(See Appendix—Education.)

Ordered, That the report be received and do lie on the table.

Com. on bills.

On motion the House resolved itself into a committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Rep. chap. Rev. Stat

The chairman reported from the committee that they had gone through the fol-

lowing chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, which they had directed him to report to the House, and he delivered them in at the Clerk's table, viz. :

Chapter 142, of the relief of insolvent debtors ;
143, of juries ;

Ordered, That the chapters be engrossed.

Mr. Longley, from the select committee on the road scale for the county of Victoria, reported the road scale for that county. Victoria road scale reported.

Mr. Whitman reported from the committee on land damages ; and he read the report in his place ; and then delivered it in at the Clerk's table, where it was again read. Rep. from com. on land damages.

(*See Appendix—Land Damages.*)

Ordered, That the report be received and adopted.

Adopted.

Mr. McDonald, from the committee on private and local bills, reported that they had considered a bill relating to the Ox Bow marsh, in the county of Hants, and had directed him to report such bill to the House without amendment ; and he delivered the bill in at the Clerk's table. Ox Bow marsh bill reported and committed.

Ordered, That the bill be committed to a committee of the whole House.

Ordered, That Mr. Donkin be substituted for Mr. Killam on the committee appointed to consider the petition of Martin I. Wilkins. Com. on M. I. Wilkins' petition.

Then the House adjourned until to-morrow, at eleven of the clock.

THURSDAY, 28th APRIL, 1864.

PRAYERS.

The hon. the Attorney General, pursuant to leave given, presented a bill for better securing the liberty of the subject ; and the same was read a first time, and, *nem. con.*, a second time. Habeas-corpus bill read 1st and 2nd time and committed.

Ordered, That the bill be committed to a committee of the whole House.

Mr. McDonnell reported from the committee on the Crown lands ; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read. Rep. from crown lands committee.

(*See Appendix—Crown Lands.*)

Ordered, That the report be received and adopted.

Adopted.

Mr. Blanchard reported from the select committee on the petition of Martin I. Wilkins ; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read. Rep. from com. on pet. of M. I. Wilkins.

(*See Appendix—Martin I. Wilkins' petition.*)

Ordered, That the report be received and adopted.

Adopted

Mr. Miller reported from the select committee on the petition of Charles J. Campbell ; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read. Rep. from com. on pet. of C. J. Campbell.

(*See Appendix—C. J. Campbell's petition.*)

Ordered, That the report be received and do lie on the table.

Mr. James Fraser, pursuant to special leave given, presented a bill to provide for improving certain roads in the county of Pictou ; and the same was read a first, and, *nem. con.*, a second time. Pictou road borrowing bill read 1st and 2nd time.

Ordered, That the bill be committed to a committee of the whole House. Committed.

- Com. on bills. On motion the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report. The chairman reported from the committee that they had considered,
Habeas corpus bill. A bill for better securing the liberty of the subject ;
Antigonishe loan re- A bill to extend the time for repayment of loans by the county of Antigonishe ;
payment bill. A bill relating to the Ox Bow marsh in the county of Hants ; and had directed
Ox Bow marsh bill. him to report such bills to the House severally without amendment ; and he
delivered the bills in at the Clerk's table.
Ordered, That the bills be engrossed.
- Rep. from com. on maps. The hon. Mr. McFarlane reported from the select committee on the subject of
county and general maps ; and he read the report in his place, and then delivered
it in at the Clerk's table, where it was again read.
(See Appendix—County maps.)
- Adopted. *Ordered*, That the report be received and adopted.
- Read 3rd time. Halifax sewerage bill. An engrossed bill to provide an improved system of sewerage in the city of
Halifax, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to provide an
improved system of sewerage in the city of Halifax.
- Antigonishe road loans. An engrossed bill to extend the time for repayment of loans by the county of
Antigonishe, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to extend the time
for repayment of loans by the county of Antigonishe.
- Sent to Council. *Ordered*, That the Clerk do carry the bills to the Council, and desire their
concurrence.
- Message. A message from the Council by Mr. Halliburton :
Mr. Speaker,—
The Council have agreed to the bills severally entitled as follows, viz. :
Windsor street com- An act relating to commissioners of streets for the town of Windsor ;
missioners. An act to amend the act to incorporate the Presbyterian church congregation of
Cape North Presbyte- Cape North ;
rian church. And also to the following chapters of the bill for revising and consolidating the
And to chap. Revised general Statutes of Nova Scotia, entitled as follows, viz. :
Statutes. Chapter 70, of railroads ;
71, of railroads other than Provincial Government railroads ;
Severally without amendment.
And then the messenger withdrew.
- Rep. from P. O. com. The hon. the Solicitor General reported from the committee on the post office ;
and he read the report in his place, and then delivered it in at the Clerk's table,
where it was again read.
(See Appendix—Post Office.)
Ordered, That the report be received and do lie on the table.
- Rep. from com. on humane institutions. Mr. McLelan reported from the committee on humane institutions ; and he read
the report in his place, and then delivered it in at the Clerk's table, where it was
again read.
(See Appendix—Humane Institutions.)
Ordered, That the report be received and do lie on the table.
- Com. on bills. On motion, the House again resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Rep. chap. Rev. Stat., "of barristers and attorneys." The chairman reported from the committee that they had gone through chapter
138 of the bill for revising and consolidating the General Statutes of Nova Scotia,

“of barristers and attornies,” and had directed him to report the same to the House; and he delivered the chapter in at the Clerk’s table.

Ordered, That the chapter be engrossed.

The hon. the Provincial Secretary, pursuant to leave given, presented a bill to amend the law relating to education; and the same was read a first, and *nem. con.*, a second time. Education amendment bill.

Ordered, That the bill be committed to a committee of the whole House. Committed.

On motion, the House again resolved itself into a committee on bills. Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered—

A bill to amend the law relating to education;

A bill to provide for improving certain roads in the county of Pictou.

And had directed him to report such bills to the House without amendment; and he delivered the bills in at the Clerk’s table.

Ordered, That the bills be engrossed.

Report bills, viz.:
Education amendment
Pictou road law.

Then the House adjourned until to-morrow, at eleven of the clock.

FRIDAY, 29th APRIL, 1864.

PRAYERS.

The hon. the Attorney General, pursuant to special leave, presented a bill to incorporate the Nova Scotia coal company; and the same was read a first, and, *nem. con.*, a second time. N. S. coal mining co. bill read 1st and 2nd time and committed

Ordered, That the bill be committed to a committee of the whole House.

On motion the House resolved itself into a committee on bills. Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered a bill to incorporate the Nova Scotia coal company; and had directed him to report the same to the House without amendment. Bill reported.
N. S. coal company.

Also, that they had gone through the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz. : Chaps. Rev. Statutes.

Chapter 118, of wills of real and personal estate;

151, of arbitration;

157, of madmen and vagrants, and the custody and estates of lunatics;

158, of the limitation of actions;

159, of costs and fees;

Which they had directed him to report to the House.

And he delivered the bill and chapters in at the Clerk’s table.

Ordered, That the bill and chapters be engrossed.

An engrossed bill to alter the bounds of certain polling districts in the county of Kings, was read a third time. Bills read 3rd time.
Kings county polling districts.

Resolved, That the bill do pass, and that the title be, an act to alter the bounds of certain polling districts in the county of Kings.

An engrossed bill relating to the Ox Bow marsh, in the county of Hants, was read a third time. Ox Bow marsh.

Resolved, That the bill do pass, and that the title be, an act relating to the Ox Bow marsh, in the county of Hants.

An engrossed bill to provide for improving certain roads in the county of Pictou, was read a third time. Pictou roads loan;

Resolved, That the bill do pass, and that the title be, an act to provide for improving certain roads in the county of Pictou.

- Amended education law. An engrossed bill to amend the law relating to education, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to amend the law relating to education.
- N. S. coal company. An engrossed bill to incorporate the Nova Scotia coal company, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to incorporate the Nova Scotia coal company.
- Habeas corpus bill. An engrossed bill for better securing the liberty of the subject, was read a third time.
- In. as chap. of Rev Statutes. *Resolved*, That the bill do pass, and be incorporated in the Revised Statutes as a chapter entitled "of the liberty of the subject."
- Chap. Rev. Stat. read 3rd time. The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time.
Chapter 138, of barristers and attorneys ;
140, of pleadings and practice in the supreme court ;
151, of arbitration.
Resolved, That such chapters do pass.
- Sent to Council. *Ordered*, That the Clerk do carry the bills and chapters to the Council, and desire their concurrence.
- Rep. of militia committee adopted. On motion of Mr. Pryor,
Ordered, That the report of the committee on the militia, presented on the twenty-second day of April instant, be adopted by the House.
- Rep. on river fisheries bill. Mr. Archibald, from the committee on amendments to the laws, reported that they had considered the bill for the protection of the river fisheries, and had made amendments thereto, which they had directed him to report to the House with the bill ; and he delivered the bill, with the amendments, in at the Clerk's table.
- Bill committed. *Ordered*, That the bill, with the amendments, be committed to a committee of the whole House.
- Special report on river fisheries. Mr. Archibald, from the same committee, reported on the subject of the river fisheries ; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.
(See Appendix—River Fisheries.)
- Adopted. *Ordered*, That the report be received and adopted.
- Message. A message from the Council by Mr. Halliburton :
Mr. Speaker,—
- Agree to Porter town bill. The Council have agreed to a bill, entitled an act to change the name of Porter town, in the county of Cumberland, and a bill, entitled an act to provide for defraying certain expenses of the civil government of this province ; and to the
- Appropriation act. following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz. :
- Chaps. Rev. Stat. The chapter "of the encouragement of agriculture."
Chapter 122, of the sale of lands to satisfy execution debts ;
162, of offences against religion ;
Severally without amendment.
- Agree with amendments to chap. Rev. Statutes. They have agreed to the following chapters of the same bill, viz. :
Chapter 121, "of the sale of lands under the foreclosure of mortgages" ; and
The chapter "of immigrants ;" and to a bill, entitled—
- Lutheran congregation, Bridgewater. An act to incorporate the Lutheran congregation of St. Paul's church, Bridgewater, with amendments, to which amendments they desire the concurrence of this honorable House.
And then the messenger withdrew.
- Amendments read 1st time. The amendments proposed by the Council to the chapters and bill last above mentioned, were read a first time, and ordered to be read a second time.
The amendments proposed by the Council to chapter 93, "of the incorporation

and winding up of joint stock companies," were read a second time and considered by the House.

Amendments to joint stock companies chapter considered.

And thereupon,

On motion, *resolved*, That the first of such amendments be not agreed to.

Amendment not to agree to.

Resolved, That the remaining amendments be agreed to.

Agreed to in part.

Ordered, That the Clerk do carry the chapter and amendments back to the Council, and acquaint them with the foregoing resolutions.

Sent back to Council.

Mr. Miller moved that the report of the select committee on the petition of Charles J. Campbell, presented yesterday, be adopted by the House.

Motion to adopt report on C. J. Campbell's petition.

Which being seconded and put, and the House dividing thereon, there appeared for the motion, sixteen; against it, seventeen.

Negative on division.

For the motion.

Against the motion.

Mr. J. Fraser,
" Hamilton,
" D. Fraser,
" McDonnell,
" McDonald,
" Tobin,
" Robichau,
" Kaulback,

Mr. Jost,
" Slocomb,
" McKay,
" Bill,
" Miller,
" Allison,
" Smyth,
" Hill.

Mr. Donkin,
" Longley,
" Parker,
" Heffernan,
" McLelan,
" Robertson,
" Cowie,
" Annand,
" Archibald,

Hon. Prov. Sec'y.
" Fin. Sec'y.
" Atty. Gen.
Hon. Mr. McFarlane,
" Mr. Shannon,
Mr. S. Campbell,
" Balcom,
" Blackwood.

So it passed in the negative.

Then the House adjourned until to-morrow, at eleven of the clock.

SATURDAY, 30th APRIL, 1864.

PRAYERS.

Ordered, That Mr. Ross have leave of absence after this day, on urgent private business.

Leave of absence.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz. :

Chaps. Rev. Stat. read 3rd time.

Chapter 157, of madmen and vagrants, and the custody and estates of lunatics;
158, of the limitation of actions;
159, of costs and fees.

Ordered, That the Clerk do carry the chapters to the Council and desire their concurrence.

Sent to Council.

The hon. the Provincial Secretary moved that the report of the committee on education, presented on the twenty-seventh day of April, instant, be adopted; which being seconded,

Rep. of educ'n. com.

The hon. the Solicitor General moved, by way of amendment thereto, that the House do come to the following resolution :

Amendment moved.

Resolved, That that portion of the report of the committee which refers to free grants of land to aged school teachers, be not adopted, and that grants be made to them as heretofore, the petitioners paying the expenses of survey; but that, owing to the largely increasing number of applicants, it is unwise to continue the policy of making free grants hereafter;

Which being seconded and put, and the House dividing thereon, there appeared for the amendment, twenty-two; against it, eleven,

Carried on division.

So it passed in the affirmative.

And thereupon,

Ordered, That the report be adopted, with the exception of the clause referring to aged teachers.

Report adopted in part

The hon. the Provincial Secretary, by command of His Excellency the Administrator of the Government, presented to the House,

Papers presented.

Des. announcing ap-
pointment of Col.
Secretary.

Copy of circular despatch, dated 8th April instant, to the Administrator of the Government, from the Right. Hon. Edward Cardwell, announcing his appointment as principal Secretary of State for the Colonies; and the same was read by the Clerk.

(See Appendix—Colonial Secretary.)

Des. announcing ap-
pointment of Govern-
or.

Also, by the like command,
Copy of despatch from the Colonial Secretary to Major General Doyle, dated 16th April instant, announcing the appointment of Sir R. Graves McDonnell as Lieutenant Governor of Nova Scotia; and the same was read by the Clerk.

(See Appendix—Appointment of Governor.)

Ordered, That the despatches do lie on the table.

Message.

A message from the Council by Mr. Halliburton:

Mr. Speaker,—

Agree to St. Mary's
assessment act.

The Council have agreed to the bill entitled, an act relating to assessments in the district of St. Mary's, in the county of Guysborough, without any amendment.

Stipendiary magis-
trates bill.

They have agreed to a bill entitled, an act for the appointment of stipendiary or police magistrates; a bill entitled, an act to vest the title to certain lands in the Commissioners of Poor for the city of Halifax; and to chapter 141, "of witnesses and evidence and the proof of written documents," and the chapter "of the solemnization of marriage, and the registration of marriages, births and deaths"; with amendments to such bills and chapters respectively, to which amendments they desire the concurrence of this honorable House.

Commissioners of Poor
Halifax bill.
Chap. Rev. Stat.

And then the messenger withdrew.

Amendments read 1st
time.

The amendments proposed by the Council to the bills and chapters above mentioned, were severally read a first time, and ordered to be read a second time.

Amendments read 2nd
time and considered
Lutheran congrega-
tion, Bridgewater.
And to chap. Revised
Statutes.

The amendments proposed by the Council to the bill entitled, an act to incorporate the Lutheran congregation of St. Paul's church, Bridgewater; and to chapter 121, "of the sale of lands under foreclosure of mortgages," and to the chapter, "of immigrants," were severally read a second time, and considered by the House.

And thereupon, on motion,

Agreed to.

Resolved, That the amendments to such bill and chapters respectively be agreed to.

Returned to Council.

Ordered, That the Clerk do carry the bill and chapters to the Council, and acquaint them that this House have agreed to the amendments to the same respectively.

Com. on bills.

On motion, the House resolved itself into a committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered—

Report river fisheries
bill.

A bill for the protection of the river fisheries; and had made amendments thereto, which they had directed him to report to the House with the bill; and he delivered the bill and amendments in at the Clerk's table, where the amendments were read.

Ordered, That the bill be engrossed with the amendments.

Then the House adjourned until Monday next, at eleven of the clock.

MONDAY, MAY 2nd, 1864.

PRAYERS.

The hon. the Attorney General, pursuant to special leave, presented a bill concerning the election of members to serve in general Assembly; and the same was read a first, and *nem. con.*, a second time. Rep. in Gen. Assen-
bly bill read 1st
and 2nd time and

Ordered, That the bill be committed to a committee of the whole House. Committed.

Mr. McDonald, from the committee on private and local bills, reported that they had considered a bill to amend the act concerning the congregation of the Presbyterian church of the Lower Provinces, and had made amendments thereto, which they had directed him to report to the House with the bill; and he delivered the bill with the amendments in at the Clerk's table, where such amendments were read. Presbyterian Church
bill reported and
committed.

Ordered, That the bill, with the amendments, be committed to a committee of the whole House.

The amendment proposed by the Council to the bill entitled an act for the appointment of stipendary or police magistrates, was read a second time and considered by the House. Amend. to stipendia-
ry magistrates bill
agreed to.

And thereupon, on motion,

Resolved, That such amendment be agreed to.

Ordered, That the Clerk do carry the bill and amendment back to the Council, and acquaint them that this House have agreed to such amendment. Sent to Council.

The following engrossed chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, were read a third time, viz.:

Chapter 137, of the jurisdiction of justices of the peace in civil cases;

142, of juries;

143, of the relief of insolvent debtors.

Ordered, That the Clerk do carry the chapters to the Council and desire their concurrence. Engrossed chap. Rev.
Stat. read 3rd time.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House, Papers presented.

Copy of despatches from the Governors of New Brunswick and Prince Edward Island, enclosing copies of resolutions from those Provinces respectively, on the subject of the proposed union of the Maritime Provinces; and the same were severally read by the Clerk. Des. on union of Mari-
time provinces.

(See *Appendix—Maritime Provinces.*)

Ordered, That the despatches and papers do lie on the table.

Also, by the like command,

Copy of correspondence on the subject of the presentation of a telescope awarded by the Board of Trade to captain James Lorway, of the brig Valorous, of Sydney, C. B., for his humanity in rescuing the crew of the steamer Flora; and the same was read by the Clerk. Testimonial to Capt.
Lorway.

(See *Appendix—Wrecked Seamen.*)

Ordered, That the correspondence do lie on the table.

A message from the Council by Mr. Halliburton:

Mr. Speaker,—

The Council have agreed to the bills severally entitled as follows, viz.:

An act relating to the Ox Bow marsh in the county of Hants;

An act to amend the law relating to education;

An act to provide for improving certain roads in the county of Pictou;

An act to alter the bounds of certain polling districts in the county of Kings;

Severally without amendment.

They have agreed to the bills severally entitled as follows:

Message.

Agree to bills.

Ox Bow marsh.

Education amendment

Pictou roads loan.

Kings county polling
districts.

- St. Paul's Church, Bridgewater. An act to incorporate the Lutheran congregation of St. Paul's Church, Bridgewater;
- Stipendiary magistrates. And to chap. Revised Statutes. An act for the appointment of stipendiary or police magistrates; And to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz. : Chapter 121, "of the sale of lands under foreclosure of mortgages"; and the chapter "of immigrants; " Severally as now amended.
- Agree to chap. with amendments. They have agreed to the following chapters of such bill, viz. : Chapter 21, of the post office; 136, of the Probate Court; and the Chapter of the liberty of the subject; With amendments to those three last chapters respectively, to which amendments they desire the concurrence of this honorable House. And then the messenger withdrew.
- Amendments read 1st time. The amendments proposed by the Council to the chapters, "of the post office," "of the Probate Court," and "of the liberty of the subject," were severally read a first time and ordered to be read a second time.
- Rep. from com. on agriculture. The hon. Mr. McFarlane reported from the committee on agriculture; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.
- (See Appendix—Agriculture.)
- Adopted. Ordered, That the report be received and adopted.
- Wills chapter read 3rd time. The engrossed chapter 118, entitled "of wills of real and personal estate," was read a third time; and thereupon, on motion of the hon. the Attorney General,
- Recommitted. Ordered, That the chapter be recommitted for the purpose of making certain amendments thereto.
- Com. on bills. On motion, the House resolved itself into a committee on bills. Mr. Speaker left the chair, Mr. Robertson took the chair of the committee, Mr. Speaker resumed the chair.
- Rep. wills chapter. And election act. The chairman reported from the committee that they had considered chapter 118, "of the wills of real and personal estate," and a bill concerning the election of representatives to serve in general Assembly; and had made amendments thereto, which they had directed him to report to the House; and he delivered the chapter and bill in at the Clerk's table, where the amendments were read. Ordered, That the bill and chapter be engrossed.
- Motion to adopt post office report. The hon. the Solicitor General moved that the report of the committee on the post office, presented on the 28th day of April last, be adopted by the House. Which being seconded,
- Amendment moved. The hon. the Attorney General moved, by way of amendment thereto, that the House do come to the following resolution with respect thereto. Resolved, That so much of the report as has reference to the extension of the present mail contracts between Windsor and Annapolis, and Shelburne and Halifax, be not adopted; and that the government, on the expiration of such contracts, be authorized to put up the conveyance of the mails and passengers on those routes to tender and contract, in such sections as may be deemed suitable by the Postmaster General.
- Agreed to. Which amendment being seconded and put, was agreed to by the House.
- Motion to adopt—debate adjourned. The motion being then propounded from the chair that such report be adopted, with the exceptions mentioned in the foregoing resolution, and a debate arising thereon, Ordered, That such debate be adjourned until to-morrow.

Then the House adjourned until to-morrow, at eleven of the clock.

TUESDAY, 3rd MAY, 1864.

PRAYERS.

An engrossed bill for the protection of the river fisheries, was read a third time. Read 3rd time.
River fisheries act.
Resolved, That the bill do pass, and be incorporated in the Revised Statutes as chapter 100, "of river fisheries."

An engrossed bill concerning the election of representatives to serve in the general Assembly, was read a third time. Election of representatives.

Resolved, That the bill do pass, and that the title be, an act concerning the election of representatives to serve in the general assembly.

An engrossed chapter 118, of wills of real and personal estate, was read a third time. Chap. on wills of real and personal estate.

Resolved, That such chapter do pass.

Ordered, That the Clerk do carry the bill and chapters to the Council and desire their concurrence. Sent to Council.

The hon. the Attorney General, pursuant to special leave, presented a bill against illegal enlistment, and the same was read a first, and *nem. con.*, a second time. Com. on bills.
Rep. enlistment bill.

Ordered, That the bill be committed to a committee of the whole House.

On motion the House resolved itself into a committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the bill against illegal enlistment, and had directed him to report the same to the House without amendment; and he delivered the bill in at the Clerk's table.

Ordered, That the bill be engrossed.

The amendments proposed by the Council to the bill entitled, an act to vest the title to certain lands in the Commissioners of the Poor for the city of Halifax, were read a second time and considered by the House. Amendments read 2nd time.
Commissioners of poor's asylum.

And thereupon, on motion,

Resolved, That all the amendments to such bills be agreed to with the exception of the first amendment to the third clause. Agreed to in part.

Resolved, That such first amendment to the third clause be amended by substituting for the word "if" the word "when", and by substituting the word "shall" for the word "may". Amended

The amendments proposed by the Council to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz.:

Chapter 21, of the post office;

119, of the descent of real and personal estate;

136, of the Probate Court;

141, of witnesses and evidence, and the proof of written documents; of the liberty of the subject;

Amend'ts. to chapters
Rev. Statutes considered.
Post office
Wills.
Probate Court.
Evidence.
Habeas corpus.

Were severally read a second time and considered by the House.

And thereupon, on motion,

Resolved, That the amendments to chapter 21 be agreed to.

Resolved, That the amendments to chapter 119 be not agreed to.

Resolved, That the first, second, third, and fifth amendments to chapter 141 be agreed to; and that the fourth and sixth amendments thereto be not agreed to.

Resolved, That the second amendment to chapter 136 be agreed to; and that the first, third and fourth amendments thereto, be not agreed to.

Resolved, That the amendments to the chapter "of the liberty of the subject," be agreed to.

Ordered, That the Clerk do carry the bill and chapters and amendments back to the Council, and acquaint them with the foregoing resolutions. Sent to Council.

- Message. A message from the Council by Mr. Halliburton.
Mr. Speaker,
- Equity Judge bill. The Council have agreed to a bill entitled, an act to provide for the appointment of an Equity Judge, with amendments, to which they desire the concurrence of this honorable House.
And then the messenger withdrew.
- Amendments read 1st time. The amendments proposed by the Council to the bill entitled, an act to provide for the appointment of an Equity Judge, were read a first time, and ordered to be read a second time.
- Amendments read 2nd time. The amendments proposed by the Council to the chapter of the solemnization of marriage, and the registration of marriages, births and deaths, were read a second time, and considered by the House.
And thereupon,
- Motion to agree with amendments. The hon. the Attorney General moved that all the amendments proposed to such chapter be agreed to, with the exception of the last amendment, and that such last amendment be amended.
Which being seconded,
- Amendment not to agree. Mr. Archibald moved, by way of amendment thereto, that the House do come to the following resolution :
Whereas, The amendments of the Legislative Council to this chapter involve the principle of centralization at Halifax, and ultimately the appointment of a salaried head of a department residing there ;
And whereas, With the additions to the annual burdens on the treasury, already made by the legislation of this session, this House ought not, unless absolutely convinced of the necessity of so doing, to impose an additional departmental salary on the public finances, or to adopt any modification of this chapter which could lead to that result ;
And whereas, The chapter, as originally framed, was a few days since, not only in their opinion, but in the opinion of this House, quite adequate to produce the objects at which it aims ;
- Negative on division. *Resolved therefore*, That the amendments to this chapter be not agreed to ; which amendment being seconded and put, and the House dividing thereon, there appeared for the amendment, ten ; against it, twenty-five.
- | | |
|---------------------------|-------------------------------|
| <i>For the amendment.</i> | <i>Against the amendment.</i> |
| Mr. Hesterman, | Mr. Jost, |
| “ Parker, | “ Donkin, |
| “ Miller, | “ Bill, |
| “ Blackwood, | “ Longley, |
| “ Blanchard, | “ Balcom, |
| “ Archibald, | “ Kaulback, |
| “ S. Campbell, | “ Caldwell, |
| “ Ammand, | Hon. Mr. McKinnon, |
| “ Robertson, | “ Mr. McFarlane, |
| “ E. Brown. | |
- Mr. McDonnell, Mr. D. Fraser,
“ McKay, “ Whitman,
“ John Campbell, “ Moore,
“ McDonald, Hon. Fin. Secretary,
“ Hill, “ Pro. Secretary,
“ King, “ Atty. General,
“ Smyth, “ Sol. General,
“ Slocomb, “ Mr. Shannon.
- So it passed in the negative.
And thereupon,
- Amend't. amended. *Resolved*, That the last of such amendments be amended.
- Other amendment agreed to. *Resolved*, That the other amendments be agreed to.
Ordered, That the Clerk do carry the chapter and amendments back to the Council, and acquaint them with the foregoing resolutions.
- Cape Breton Representation bill. A bill to add to the representation of the county of Cape Breton, was read a second time.
- Committed. *Ordered*, That the bill be committed to a committee of the whole House.
- Com. on bills. On motion the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report Cape Breton representation bill, with amendments. The chairman reported from the committee that they had considered the bill to

add to the representation of the county of Cape Breton; and had made amendments thereto, which they had directed him to report to the House with the bill; and he delivered the bill and amendments in at the Clerk's table, where the amendments were read.

Ordered, That the bill be engrossed with the amendments.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,—

The Council do not adhere to the amendment proposed by them to chapter 147, "of absent or absconding debtors," but agree to such chapter as originally sent up.

Do not adhere to amendment.

Ordered, That the adjourned debate on the adoption of the post office report be further adjourned until to-morrow.

Adjourned debate adjourned.

Then the House adjourned until to-morrow, at eleven of the clock.

WEDNESDAY, 4th MAY, 1864.

PRAYERS.

An engrossed bill to add to the representation of the county of Cape Breton, was read a third time.

Read 3rd time. Cape Breton representation.

Resolved, That the bill do pass, and that the title be, an act to add to the representation of the county of Cape Breton.

An engrossed bill against illegal enlistment, was read a third time.

Illegal enlistment act. Incorp. in Rev. Stat.

Resolved, That the bill do pass, and be incorporated in the Revised Statutes as a chapter to be entitled "of illegal enlistment."

Ordered, That the Clerk do carry the bill and chapter to the Council, and desire their concurrence.

Sent to Council.

Mr. S. Campbell reported from the committee on mines and minerals, and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read.

Rep. from com. on mines and minerals.

(See Appendix—Mines and Minerals.)

Ordered, That the report be received and adopted.

Adopted.

The amendments proposed by the Council to the bill entitled, an act to provide for the appointment of an Equity Judge, were read a second time and considered by the House.

Amendment to Equity Judge bill read 2nd time and considered.

And thereupon, on motion,

Agreed to.

Resolved, That such amendments be agreed to.

Ordered, That the Clerk do carry the bill and amendments back to the Council and acquaint them that this House have agreed to such amendments.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,—

The Council have agreed to a bill entitled, an act to extend the time for repayment of loans by the county of Antigonishe; a bill entitled, an act to incorporate the Nova Scotia coal company; and to chapter 158 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of the limitation of actions,"

Agree to Antigonishe loan bill—N. S. coal co. bill—chap. limitation of actions.

Severally without amendment.

They have agreed to the following chapters of the said bill, viz. :

Agree with amend'ts.

Chapter 30, of the militia;

Militia law.

140, of pleadings and practice in the supreme court;

Practice act.

151, of arbitration.

Arbitration act.

With amendments to those chapters respectively, to which amendments they desire the concurrence of this honorable House.

And then the messenger withdrew.

- Amendments read 1st time. The amendments proposed by the Council to chapters 30, 140, and 151, were severally read a first time, and ordered to be read a second time.
- Com. on bills. On motion the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Rep. Equity proceedings act. The chairman reported from the committee that they had gone through chapter 132, "of proceedings in Equity," which they had directed him to report to the House; and he delivered it in at the Clerk's table.
Ordered, That the chapter be engrossed.
- Message. A message from the Council by Mr. Halliburton:
Mr. Speaker,—
- Agree to Equity Judge bill. The Council have agreed to the bill entitled, an act to provide for the appointment of an Equity Judge, as amended.
And then the messenger withdrew.
- Adjourned debate further adjourned. The adjourned debate on the subject of the adoption of the report of the committee on the post office, was on motion resumed.
And after some time spent therein,
Ordered, That such debate be further adjourned until to-morrow.

Then the House adjourned until to-morrow, at eleven of the clock.

THURSDAY, 5th MAY, 1864.

PRAYERS.

- Chap. of proceedings in equity read 3rd time. The engrossed chapter, 130, of the bill for revising and consolidating the general Statutes of Nova Scotia, "of proceedings in Equity," was read a third time.
Resolved, That the chapter do pass.
- Sent to Council. *Ordered,* That the Clerk do carry the chapter to the Council, and desire their concurrence.
- Com. on bills. On motion, the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report Supreme Court chapter. The chairman reported from the committee that they had considered chapter 131 of the bill for revising and consolidating the general Statutes, entitled, "of the supreme court and its officers," which they had directed him to report to the House; and he delivered it in at the Clerk's table.
Ordered, That the chapter be engrossed.
- Message. A message from the Council by Mr. Halliburton:
Mr. Speaker,—
- Agree to chap. Rev. Statutes. The Council have agreed to the following chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, viz. :
Chapter 21, "of the post office," and the chapter "of the liberty of the subject," severally as amended.
They do not adhere to the amendment proposed by them to the twenty-ninth clause of chapter 141, "of witnesses and evidence, and the proof of written documents," but adhere to the amendment proposed to the forty-third clause of such chapter.
They adhere to the amendment proposed by them to chapter 119, "of the descent of real and personal estate."
They do not adhere to the first amendment proposed by them to the chapter 136 "of the probate court," but adhere to the third and fourth amendments to such chapter.

They have agreed to the amendment proposed by this honorable House to the last amendment proposed by the Council to the chapter entitled, "of the solemnization of marriage, and the registration of marriages, births and deaths."

They agree to the first amendment proposed by this honorable House to the second amendment proposed by the Council to the third clause of the bill entitled, an act to vest the title to certain lands in the Commissioners of the poor asylum for the city of Halifax; and do not adhere to the second and third amendments proposed by them to such third clause.

They agree to chapter 142, "of juries," and to chapter 157, "of madmen and vagrants, and the custody and estates of lunatics," with amendments to those chapters respectively, to which amendments they desire the concurrence of this honorable House.

And then the messenger withdrew.

The amendments proposed by the Council to chapters 142 and 157, were read a first time, and ordered to be read a second time.

Amendments read 1st time.

The hon. the Solicitor General, pursuant to leave given, presented a bill to provide for the publication of the consolidated laws; and the same was read a first time, and *nem. con.*, a second time.

Publication of Statutes bill read 1st and 2d time and com.

Ordered, That the bill be committed to a committee of the whole House.

Ordered, That the adjourned debate on the adoption of the post office report be further adjourned until to-morrow.

Adjourned debate adjourned.

Ordered, That the Clerk do carry the bill, entitled, an act to vest the title to certain lands in the Commissioners of the poor asylum for the city of Halifax, with the amendments, back to the Council, and acquaint them that this House have agreed thereto, as now amended.

Poor Asylum vesting bill sent back to Council.

Then the House adjourned until to-morrow, at eleven of the clock.

FRIDAY, 6th MAY, 1864.

PRAYERS.

On motion of Mr. McLelan,

Ordered, That the report of the committee on humane institutions, presented on the 28th day of April, be adopted by the House.

Rep. of com. on Humane institutions adopted.

The engrossed chapter 131, of the bill for revising and consolidating the general Statutes of Nova Scotia, "of the supreme court and its officers," was read a third time.

Supreme Court chap. read 3rd time and passed.

Resolved, That such chapter do pass.

Ordered, That the Clerk do carry the chapter to the Council and desire their concurrence.

Sent to Council.

On motion, the House resumed the adjourned debate on the question that the report of the committee on the post office be adopted; and the question being propounded from the chair, was agreed to by the House;

Resumed adjourned debate on post office report.

And accordingly,

Ordered, That the report of the committee on the post office, presented on the 28th day of April, with the exceptions named in the resolution passed on the 2nd day of May, instant, be adopted by the House.

Report adopted.

A message from the Council by Mr. Halliburton:

Message.

Mr. Speaker,—

The Council have agreed to the bills entitled, an act to vest the title to certain lands in the Commissioners of the poor asylum for the city of Halifax, and to the chapter "of the solemnization of marriage, and the registration of marriages, births and deaths," severally as now amended.

Agree to Poor Asylum vesting act. And to registration of marriages chapter.

They have agreed to the chapter, entitled, "of the crown lands," with amendments, to which they desire the concurrence of this honorable House.
And then the messenger withdrew.

On motion of the hon. Mr. McKinnon,
Ordered, That the report of the committee on Indian affairs, presented on the 22nd day of April last, be adopted by the House.

Rep. of com. on Indian
affairs.
Adopted.

Message.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Agree to bills.
Cape Breton represen-
tation.
South Joggins free-
stone co.
Illegal enlistment act.

The Council have agreed to the bills severally entitled as follows, viz. :
An act to add to the representation of the county of Cape Breton ;
An act to incorporate the South Joggins freestone and grindstone quarrying company ; and to the chapter entitled, "of illegal enlistments."
Severally without amendment.

City Halifax charter.
Election of represen-
tatives.

They have agreed to the bills severally entitled as follows, viz. :
An act concerning the city of Halifax ;
An act concerning the election of representatives to serve in the general Assembly ;

River fisheries.
Mines and minerals.

And to the following chapters of the Revised Statutes, entitled as follows :
Chapter 100, of river fisheries ;
" of mines and minerals.

With amendments to such bills and chapters respectively, to which amendments they desire the concurrence of this honorable House.

They adhere to the first amendment proposed by them to chapter 93, "of the incorporation and winding up of joint stock companies."

And then the messenger withdrew.

The hon. the Financial Secretary moved that the House do come to the following resolution :

Supplemental estimate

Resolved, That the Financial Secretary be authorized to draw warrants on the Receiver General for the following amounts, not provided for in the estimate for the present year, viz. :

| | | |
|---|----------|-----------|
| In aid of breakwater at Cow Bay, on usual conditions, | | \$2000 00 |
| Do. Church Point, " | | 200 00 |
| Do. Comeau's Brook, " | | 200 00 |
| Do. Meteghan River, " | | 400 00 |
| Do. Salmon River, " | | 300 00 |
| Do. Saulnierville, " | | 100 00 |
| Steamer between Point Brule and Charlottetown, | | 400 00 |
| Packet between Guysborough and Arichat, | | 200 00 |
| Do. Pictou and Magdalen Islands, | | 400 00 |
| To reimburse Overseers of Poor at Cumberland, | \$22 50- | |
| Do. Do. Pictou, Section S, | 20 50 | |
| Do. Do. Arisaig, | 20 00 | |
| Do. Do. Clare, | 20 00 | |
| Do. Do. Digby Neck, | 9 00 | |
| Do. Do. Horton, | 52 00 | |
| Do. Do. Do., for E. Coaldwell, | 57 00 | |
| Do. Do. Wallace, | 10 80 | |
| | | 211 80 |

Upon certificate that one-half the following sums have been assessed and paid by county, viz. :—

| | | |
|------------------------------|---------|---------|
| Dr. L. DeBlois, | \$42 34 | \$21 27 |
| Dr. H. Ruggles, | 12 00 | 6 00 |
| Dr. Chandler, | 16 00 | 8 00 |
| | | 35 17 |
| Record Commissioner, | | 300 00 |
| Portrait of Sir John Inglis, | | 600 00 |

| | |
|--|-----------|
| Ferry between Eastern Shad Bay and the foot of St. Margaret's Bay road and Dover Swash, | 40 00 |
| For placing buoys in Canso harbor and St. Andrew's channel, | 60 00 |
| Horticultural gardens at Halifax, to aid in their annual exhibition, | 400 00 |
| | \$5846 97 |

Which being seconded and put, Mr. Allison moved that such resolution be amended by leaving out the sum of four hundred dollars proposed to be granted to the horticultural gardens at Halifax; which amendment being seconded and put, and the House dividing thereon, there appeared for the motion, eight; against it, twenty-three.

Res in amendment
moved.

So it passed in the negative.

Negative on division.

The original resolution was then, on the question put thereon, agreed to by the House.

Resolution agreed to.

On motion, the House resolved itself into a committee on bills.

Com. on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the bill to amend the chapter of the Revised Statutes "of patents for useful inventions," and had directed him to recommend to the House that the further consideration of such bill be deferred until the next session. And he delivered the bill in at the Clerk's table.

Patent bill recom-
mended to be de-
ferred.

Bill deferred.

Ordered, That the further consideration of such bill be deferred accordingly.

On motion of the hon. Attorney General,

Ordered, That no further leave of absence be granted to members during the remainder of the session.

No further leave of
absence.

Then the House adjourned until to-morrow, at eleven of the clock.

SATURDAY, 7th MAY, 1864.

PRAYERS.

The amendments proposed by the Council to chapter 30 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of the militia," were read a second time and considered by the House.

Amend. to militia law
considered.

And thereupon, on motion,

Resolved, That such amendments be agreed to.

Agreed to.

The amendments proposed by the Council to the chapter of the same bill, entitled of mines and minerals, were read a first and second time, and considered by the House.

Amendment to mines
and minerals.

And thereupon, on motion,

Resolved, That the amendments to the 5th, 6th, 20th, 35th, 80th, and 98th clauses of such chapter be agreed to.

Agreed to in part.

Resolved, That the amendment proposed to the 78th clause be not agreed to.

Resolved, That the proposed added clause be not agreed to.

The amendments proposed by the Council to the chapter "of crown lands," were read a first and second time, and considered by the House.

Amendments to crown
lands act.

And thereupon, on motion,

Resolved, That the amendment to the second clause be agreed to.

Agreed to in part.

Resolved, That the proposed added clause be not agreed to.

The amendments proposed by the Council to chapter 100 of the same bill, "of river fisheries," were read a first and second time, and considered by the House.

River fisheries amendt.

And thereupon, on motion,

Resolved, That the amendment to the eleventh clause and the second amendment to the thirteenth clause, be agreed to.

Agreed to in part.

Ordered, That the first amendment to the thirteenth clause be not agreed to.

A'n'cault. to Evidence
act agreed to.

The amendment proposed by the Council to the forty-third clause of chapter 141, "of witnesses and evidence, and the proof of written documents," which had not been agreed to by the House, and had been adhered to by the Council, was again read and considered by the House.

And thereupon, on motion,

Resolved, That the amendment to the said forty-third clause of such chapter be agreed to.

Probate court amendt.
agreed to.

The third and fourth amendments proposed by the Council to chapter 136 of the same bill, "of the probate court," which had not been agreed to by the House, and were adhered to by the Council, were again read and considered by the House.

And thereupon, on motion,

Resolved, That such third and fourth amendments be agreed to.

Joint stock co. amendt.

The first amendment proposed by the Council to chapter 93, "of the incorporation and winding up of joint stock companies," which was not agreed to by the House, and was adhered to by the Council, was again read and reconsidered by the House.

And thereupon, on motion of the hon. the Attorney General,

Res. not to agree
adhered to.

Resolved, That the resolution of this House not to agree to such first amendment be adhered to.

Arbitration amendts.

The amendments proposed by the Council to chapter 151, "of arbitration," were read a second time and considered by the House.

And thereupon, on motion,

Agreed to.

Resolved, That such amendments be agreed to.

Madmen and vagrant
act.

The amendments proposed by the Council to chapter 157, "of madmen and vagrants, and the custody and estates of lunatics," were read a second time and considered by the House.

And thereupon, on motion,

Amendment agreed to.

Resolved, That such amendments be agreed to.

Practice act amendts.

The amendments proposed by the Council to chapter 140, "of pleadings and practice in the supreme court," were read a second time and considered by the House.

Agreed to in part.

And thereupon, on motion,

Resolved, That the amendments to the 26th, 123rd, 129th, 201st, 262nd clauses, and to appendix B and the added clause, be agreed to.

Resolved, That the amendments to the 81st, 112th clauses, and to No. 4 of the schedule of forms, be not agreed to.

Juries amendments.

The amendments proposed by the Council to chapter 142 of the same bill, "of juries," were read a second time and considered by the House.

And thereupon, on motion,

Agreed to in part.

Resolved, That that the amendments to the 31st, 34th, 35th, and 43rd clauses, be agreed to.

Resolved, That the amendment to the 37th clause be amended.

Sent to Council.

Ordered, That the Clerk do carry the several chapters, with the respective amendments thereto, back to the Council, and acquaint them with the foregoing resolutions with respect to such amendments.

M. sage.

A message from the Council by Mr. Halliburton :

Mr. Speaker,—

Agree to caps. Revised
Statute.

The Council have agreed, without amendment, to the chapters of the bill for revising and consolidating the general Statutes of Nova Scotia, severally entitled as follows, viz. :

Chapter 13, of the importation of goods ;

14, of the warehousing of goods ;

16, of the prevention of smuggling ;

17, of the prevention of the distillation of intoxicating liquors ;

18, of an excise duty on certain articles manufactured within this

Province.

They have agreed to the chapters of the said bill entitled as follows, viz. :
 Chapter 117, of the registry of deeds, and incumbrances affecting lands ;
 118, of wills of real and personal estate ;
 138, of barristers and attornies ;
 143, of the relief of insolvent debtors ;
 159, of costs and fees ;

And to the chapter " of proceedings in equity."

With amendments to those chapters respectively, to which amendments they desire the concurrence of this honorable House.

And then the messenger withdrew.

The amendments proposed by the Council to chapters 117, 118, 138, 143, 159, and to the chapter " of proceeings in equity," were severally read a first time and ordered to be read a second time.

Amendments read 1st time.

The hon. the Provincial Secretary, by command of his Excellency the Administrator of the Government, presented to the House,

Report of Commissioners for International exhibition presented

Report of the Nova Scotia Commissioners for the International Exhibition, 1862 ; and the same was read by the Clerk

(See Appendix—International Exhibition.)

Ordered, That the report do lie on the table.

The amendments proposed by the Council to the bill entitled, an act concerning the election of representatives to serve in general Assembly, were read a second time and considered by the House,

Amendts. to election law agreed to.

Add thereupon, on motion,

Resolved, That such amendments be agreed to.

The amendments proposed by the Council to the bill entitled, an act concerning the city of Halifax, were read a second time and considered by the House,

Amendments to City Charter.

And thereupon, on motion,

Resolved, That the amendments to the 10th, 11th, 13th, 14th, 15th, 16th, 20th, 21st, 24th, 25th, 35th, 44th, 48th, 53rd, 54th, 72nd, 149th, 180th, and 193rd clauses of such bill, be not agreed to.

Resolved, That the clause proposed to be added after the 22nd clause be amended.

Resolved, That the first and second amendments to the 80th clause, be agreed to ; and that the third amendment to such clause be not agreed to.

Resolved, That the remaining amendments to such bill be agreed to.

Ordered, That the Clerk do carry the bills, with the amendments, to the Council, and acquaint them with the foregoing resolutions.

Then the House adjourned until Monday next, at eleven of the clock.

MONDAY, MAY 9th, 1864.

PRAYERS.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,—

The Council have agreed to chapter 131, of a bill for revising and consolidating the general Statutes of Nova Scotia " of the supreme court and its officers," without amendment.

Agree to caps. Revised Statutes. Supreme Court.

They have agreed to the chapters of the said bill, entitled as follows :

Chapter 30, of the militia ;

Militia.

151, of arbitration ;

Arbitration.

157, of madmen and vagrants, and the custody and estates of lunatics.

Madmen and vagrants

Severally as amended.

- Crown lands. They do not adhere to the added clause to the chapter of the same bill, of crown lands, but agree to such chapter as now amended.
- Probate Court. They agree to chapter 136, "of the probate court"; and to chapter 141, "of witnesses and evidence, and the proof of written documents," severally as now amended.
- Evidence. They do not adhere to the last amendment proposed by them to the 13th clause of chapter 100, "of river fisheries," but agree to such chapter as otherwise amended.
- River fisheries.
- Supreme Court practice. They do not adhere to the amendments proposed by them to clauses 81, 112, and 123, of chapter 140, "of pleadings and practice in the supreme court"; but they do adhere to the amendment to No. 4 of the schedule of forms to such chapter.
- Mines and Minerals. They adhere to the amendment proposed by them to clause 78, of the chapter of mines and minerals, but do not adhere to the clause proposed to be added to such chapter.
- Trustees jurisdiction. They agree to chapter 137 "of the jurisdiction of justices of the peace in civil cases," with amendments, to which they desire the concurrence of this honorable House.
And then the messenger withdrew.
- Practice act amendt. The hon. the Attorney General, pursuant to special leave, presented a bill to amend the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of pleadings and practice in the supreme court"; and a bill in addition to the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of mines and minerals"; and
- Mines amendment.
- Person offences. The hon. the Solicitor General, pursuant to such leave, also presented a bill in addition to chapter 167 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of offences against the person."
And such three bills were read a first, and *nem. con.*, a second time.
- Committed. *Ordered*, That the bills be severally committed to a committee of the whole House.
- Com. on bills. On motion the House resolved itself into a committee on bills.
Mr. Speaker left the chair,
Mr. Robertson took the chair of the committee,
Mr. Speaker resumed the chair.
- Report bills amendt.
- Practice act. The chairman reported from the committee that they had considered—
A bill to amend the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of pleadings and practice in the supreme court;"
- Mines act. A bill in addition to the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of mines and minerals;" and a bill in addition to chapter 167 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of offences against the person," and had directed him to report such bills to the House without amendment; and he delivered the bills in at the Clerk's table.
- Offences against person. *Ordered*, That the bills be engrossed.
- Amendts. considered.
- Mines and Minerals. The amendment proposed by the Council to clause 78, of the chapter "of mines and minerals," which was not agreed to by the House, and was adhered to by the Council, was again read and considered by the House.
And thereupon,
On motion, *resolved*, That such amendment to clause 78 be agreed to.
- Practice act. The amendment proposed by the Council to No. 4 of the schedule of forms to chapter 140, "of pleadings and practice in the supreme court," which was not agreed to by the House, and was adhered to by the Council, was read and reconsidered by the House.
And thereupon,
On motion, *resolved*, that such amendment be agreed to.
- Descent of estates. The amendment proposed by the Council to chapter 119, "of the descent of real and personal estate," which was not agreed to by the House, and had been adhered to by the Council, was read and reconsidered by the House,

And thereupon, on motion of the hon. the Attorney General,

Resolved, That the resolution not to agree to such amendment be adhered to.

The amendments proposed by the Council to chapter 118, "of wills of real and personal estate," chapter 159, "of costs and fees," chapter 143, "of the relief of insolvent debtors," and to chapter 138, "of barristers and attornies," were severally read a second time and considered by the House,

Wills.
Costs and fees.
Insolvent debtors.
Barristers & Attornies.

And thereupon, on motion,

Resolved, That such amendments to such chapters be respectively agreed to.

Agreed to.

The amendments proposed by the Council to chapter 117, "of the registry of deeds and incumbrances affecting lands," were read a second time and considered by the House,

Registry of deeds.

And thereupon, on motion,

Resolved, That the fourth amendment to such chapter be not agreed to.

Agreed to in part.

Resolved, That the remaining amendments be agreed to.

The amendments proposed by the Council to the chapter "of proceedings in equity," were read a second time and considered by the House,

Equiry proceedings amendments.

And thereupon, on motion,

Resolved, That the first amendment be not agreed to.

Resolved, That the second amendment be agreed to.

Ordered, That the Clerk do carry the chapters and amendments to the Council and acquaint them with the foregoing resolutions.

Sent to Council.

An engrossed bill to amend the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of pleadings and practice in the supreme court," was read a third time.

Bills read 3rd time.
Practice act amendt.

Resolved, That the bill do pass, and that the title be, an act to amend the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of pleadings and practice in the Supreme Court."

An engrossed bill, in addition to the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of mines and minerals," was read a third time.

Mines and Minerals amendment.

Resolved, That the bill do pass, and that the title be, an act in addition to the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of mines and minerals."

An engrossed bill in addition to chapter 167, of the bill for revising and consolidating the general Statutes of Nova Scotia, "of offences against the person," was read a third time.

Offences against person.

Resolved, That the bill do pass, and that the title be, an act in addition to chapter 167, of the bill for revising and consolidating the general Statutes of Nova Scotia, "of offences against the person."

Ordered, That the Clerk do carry the bills to the Council and desire their concurrence.

Sent to Council.

The amendments proposed by the Council to chapter 137, of the jurisdiction of justices of the peace in civil cases, were read a first time and ordered to be read a second time.

Justices jurisdiction amendments.

A message from the Council by Mr. Halliburton.

Message.

Mr. Speaker,—

The Council do not adhere to the following amendments proposed by them to a bill entitled, an act concerning the city of Halifax, viz. :

Resolutions as to City Charter.

To leave out 53rd clause, to 72nd clause, to last amendment to 80th clause, and to the amendments to 149, 180, and 193rd clauses.

They do not adhere to the amendments to the 10th, 11th, 13th, 14th, 15th, 16th, 20th, 21st, 24th, 25th, 35th, 44th, 48th, and 54th clauses, and to the clause proposed to be added after the 10th clause; they agree to the amendment proposed by this honorable House to the clause proposed to be added after the 22nd clause of such bill.

And then the messenger withdrew.

Bill sent to Council.

Ordered, That the Clerk do carry the bill and amendments back to the Council and acquaint them that this House agree to such bill as now amended.

Then the House adjourned until to-morrow, at ten of the clock.

TUESDAY, 10th MAY, 1864.

PRAYERS.

Road Scales presented

The undermentioned members for the several counties presented to the House scales of subdivision, signed by the members for such counties, and certified by the hon. the Financial Secretary, of the sum of one hundred and sixty thousand dollars, granted for the general service of roads and bridges for the present year, and divided among the several counties by resolution of the House on the twenty-eighth day of March last.

| | |
|------------------------------|---------------------------|
| For the county of Annapolis, | Mr. Longley, |
| Antigonishe, | Hon. Mr. McKinnon, |
| Cape Breton | Mr. Bourinot, |
| Colchester, | “ Archibald, |
| Cumberiand, | Hon. Mr. McFarlane, |
| Digby, | Mr. Colin Campbell, |
| Guysborough, | “ S. Campbell, |
| Halifax, | Hon. Mr. Shannon, |
| Hants, | Mr. King, |
| Inverness, | “ Smyth, |
| Kings, | “ Bill, |
| Lunenburg, | “ Jost, |
| Pictou, | “ McKay, |
| Queens, | “ Cowie, |
| Richmond, | Hon. Financial Secretary, |
| Shelburne, | Mr. Coffin, |
| Victoria, | “ Chas. Campbell, |
| Yarmouth, | “ Hatfield. |

(See *Appendix—Road Scales.*)

On motion of the hon. the Financial Secretary,

Agreed to.

Ordered, That the several scales of subdivision of road monies be agreed to, and do pass the House as separate resolutions for each of such counties respectively.

Combination of workmen.

The hon. the Attorney General, pursuant to leave given, presented a bill relating to the combination of workmen; and the same was read a first, and *nem. con.*, a second time.

Bill committed.

Ordered, That the bill be committed to a committee of the whole House.

Com. on bills.

On motion, the House resolved itself into a committee on bills.

Mr. Speaker left the chair,

Mr. Robertson took the chair of the committee,

Mr. Speaker resumed the chair.

Report bills.

Publication of Revised Statutes.

Combination of workmen.

The chairman reported from the committee that they had considered—

A bill to provide for the publication of the consolidated laws; and

A bill relating to the combination of workmen;

Which they had directed him to report to the House without amendment; and he delivered the bills in at the Clerk's table.

Ordered, That the bills be engrossed.

Bills read 3rd time.

An engrossed bill to provide for the publication of the consolidated laws, was read a third time.

Publication of Statutes

Resolved, That the bill do pass, and that the title be, an act to provide for the publication of the consolidated laws.

An engrossed bill relating to the combination of workmen, was read a third time. Combination of workmen.

Resolved, That the bill do pass, and that the title be, an act relating to the combination of workmen.

Ordered, That the Clerk do carry the bills to the Council, and desire their concurrence. Sent to Council.

The amendments proposed by the Council to chapter 137, "of the jurisdiction of Justices of the peace in civil cases," were read a second time, and considered by the House. Amendts. to jurisdiction of justices cap. agreed to.

And thereupon, on motion,

Resolved, That such amendments be agreed to.

Ordered, That the Clerk do carry the chapter and amendments to the Council, and desire their concurrence. Sent to Council.

The hon. the Financial Secretary reported from the committee on the contingent expenses of the House for the present session; and he read the report in his place, and then delivered it in at the Clerk's table, where it was again read. Report from com. on contingencies.

Ordered, That the report be received and adopted. Adopted.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,—

The Council have agreed to a bill entitled, an act to amend the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, "of pleadings and practice in the supreme court;" and a bill entitled, an act in addition to chapter 167 of the bill for revising and consolidating the general Statutes of Nova Scotia, "of offences against the person," without any amendment. Agree to bills. Pleadings and practice. Offences against the person.

They agree to the following chapters as now respectively amended, viz. :

Agree to chapt. Rev. Stat.

Chapter 118, of wills of real and personal estate ;

138, of barristers and attornies ;

143, of the relief of insolvent debtors ;

159, of costs and fees ;

140, of pleadings and practice in the supreme court; and the chapter, of mines and minerals.

Election law amend't.

They agree to a bill entitled, an act for the election of members to serve in the general Assembly, as now amended.

The Council adhere to the fourth amendment proposed by them to chapter 117, "of the registry of deeds and incumbrances affecting lands."

The Council do not adhere to the first amendment proposed by them to the chapter of proceedings in Equity, but agree to such chapter as now amended.

The Council agree to the amendment of the House of Assembly to amendment proposed by the Council to the 37th clause of chapter 142, "of juries."

And then the messenger withdrew.

Ordered, That the Clerk do carry chapter 142, "of juries," back to the Council, and acquaint them that this House agree thereto, as now amended. Juries chapt. sent to council.

A message from the Council by Mr. Halliburton :

Message.

Mr. Speaker,—

The Council agree to chapter 137 "of the jurisdiction of justices of the peace in civil cases," and to chapter 142, "of juries," severally as now amended. Agree to juries chapt.

They agree to a bill entitled, an act relating to the combination of workmen, without any amendment. Combination of workmen.

They agree to a bill entitled, an act concerning the city of Halifax, as now finally amended; and to a bill entitled, an act to provide for the publication of the consolidated laws, with amendments, to which they desire the concurrence of this honorable House. Halifax charter. Publication of Statutes

And then the messenger withdrew.

The amendments proposed by the Council to the bill entitled an act to provide for the publication of the consolidated laws, were read a first, and, *nem. con.*, a second time, and considered by the House, Amendts. considered.

- Amended. And thereupon, on motion,
Resolved, That the first amendment to the first clause be amended.
Resolved, That the second amendment to such first clause be not agreed to.
- Agreed to in part. *Resolved*, That the remaining amendments to such bill be agreed to.
Ordered, That the Clerk do carry the bill and amendments to the Council and acquaint them with the foregoing resolutions.
- Message. A message from the Council by Mr. Haliburton :
Mr. Speaker,—
- Amendt. agreed to. The Council agree to the amendment proposed by this honorable House to the first amendment to the bill entitled, an act to provide for the publication of the consolidated laws, and do not adhere to the second amendment to such bill.
And then the messenger withdrew.
- Bill sent back agreed to. *Ordered*, That the Clerk do carry the bill and amendments back to the Council, and acquaint them that this House agree to the bill as now amended.
- Message. A message from the Council by Mr. Halliburton :
Mr. Speaker,—
- Agree to bill. The Council agree to the bill entitled, an act to provide for the publication of the consolidated laws, as now amended.
And then the messenger withdrew.
- Res. as to fee payable on private bills. On motion of the hon. the Attorney General,
Resolved, That no bill of a private nature, except those introduced for the purpose of promoting religious and benevolent objects, shall hereafter be introduced into this House until the sum of twenty dollars is paid by the party interested in such bill into the Receiver General's office, and a certificate to that effect appended to such bill ; and that the Clerk do cause this resolution to be published in at least four of the public newspapers for one month previous to the opening of each session.
- Res. as to time for introducing private and local bills. *Resolved*, That no bill of a private and local nature, or petition therefor, be received by the House after the fourteenth day from the opening of each session of the present House of Assembly ; and that the Clerk do, one month previously to the opening of the Legislature, cause the resolution to be inserted in at least four of the public newspapers.
- Message from Administrator. A message from His Excellency the Administrator of the Government by the Gentleman Usher of the Black Rod :
Mr. Speaker,—
- Commands attendance of House. His Excellency the Administrator of the Government commands this honorable House to attend His Excellency immediately in the Council Chamber.
- Bills assented to. Accordingly, Mr. Speaker, with the House, attended His Excellency in the Council Chamber, when His Excellency was pleased to give his assent to fifty bills severally entitled as follows :
An act for revising and consolidating the general Statutes of Nova Scotia ;
An act in addition to chapter 167 of a bill for revising and consolidating the general Statutes of Nova Scotia.
An act to amend the chapter of the bill for revising and consolidating the general Statutes of Nova Scotia, " of pleadings and practice in the Supreme Court " ;
An act relating to the combination of workmen ;
An act to amend the law relating to education ;
An act to legalize jury lists and panels for the present year ;
An act to provide for the appointment of an Equity Judge ;
An act for the appointment of stipendiary or police magistrates ;
An act relating to steam navigation ;
An act to alter the bounds of certain polling districts in the county of Kings ;
An act to add to the representation of the county of Cape Breton ;
An act relating to assessments in the district of St. Mary's, in the county of Guysborough ;

- An act concerning the election of representatives to serve in general Assembly ;
 An act concerning the city of Halifax ;
 An act relating to the inspection of gas in the city of Halifax ;
 An act to authorize the funding of certain monies due by the city of Halifax ;
 An act to vest the title to certain lands in the Commissioners of the poor's asylum for the city of Halifax ;
 An act to amend the act to authorize a loan for the erection of a county jail in Halifax ;
 An act to amend the act for the better regulation of the town marsh at Annapolis.
 An act relating to the assessment rolls for the district of Shelburne ;
 An act to change the name of Little River in the county of Antigonishe ;
 An act to extend the time for repayment of loans by the county of Antigonishe ;
 An act to change the name of Little River in the county of Richmond ;
 An act to provide a cemetery for the congregations of the Baptist church at Digby ;
 An act to provide for building a bridge over Deep Creek, in the county of Guysborough ;
 An act relating to commissioners of streets for the town of Windsor ;
 An act relating to the Ox Bow marsh in the county of Hants ;
 An act relating to the county of Yarmouth ;
 An act to extend the period for the repayment of a loan by the county of Pictou ;
 An act to provide for improving certain roads in the county of Pictou ;
 An act to change the name of Porter Town in the county of Cumberland ;
 An act to amend the act to incorporate the Glace Bay mining company ;
 An act to incorporate the Louisburg railway company ;
 An act to incorporate the Nova Scotia coal company ;
 An act to incorporate the Block House mining company ;
 An act to incorporate the Boston and Bridgeport coal mining company ;
 An act to incorporate the Sea Coal Bay mining company ;
 An act to incorporate the Cheticamp copper mining and smelting company ;
 An act to incorporate the international coal and railway company ;
 An act to incorporate the Broad Cove mining company ;
 An act to amend the act to incorporate the Presbyterian church congregation of Cape North ;
 An act to incorporate the Lutheran congregation of St. Paul's church, Bridgewater ;
 An act to incorporate the fruit growers' association and international show society ;
 An act to incorporate the horticultural society of Nova Scotia ;
 An act to incorporate the Nova Scotia amalgamating and mining company ;
 An act to incorporate the Charitable Irish Society of Halifax ;
 An act to incorporate the Spring Hill manufacturing and transportation company ;
 An act to incorporate the Truro cemetery company ;
 An act to incorporate the South Joggins free stone and grind stone quarrying company ;
 An act to incorporate the mutual bank of Nova Scotia.

After which Mr. Speaker spake as follows :

MAY IT PLEASE YOUR EXCELLENCY,—

Your Excellency having been graciously pleased to give your assent to all the bills passed in the present session, it becomes my agreeable duty on behalf of her Majesty's dutiful and loyal subjects, her faithful Commons of Nova Scotia, to present to your Excellency a bill for appropriating the supplies granted in the present session for the support of Her Majesty's government during the present year, and to request your Excellency's assent to the same.

Speaker presents appropriation act.

His Excellency was then pleased to give his assent to the following bill, viz. : Administrator assents.

An act to provide for certain expenses of the civil government of this province.

His Excellency was then pleased to make the following

SPEECH:

Mr. President and honorable gentlemen of the Legislative Council :

Mr. Speaker and gentlemen of the House of Assembly :

In relieving you from further attendance in Parliament, I am happy to be able to congratulate you upon the large amount of public business which has been accomplished during a protracted and very laborious session.

The consolidation and revision of all the General Statutes, which have necessarily added very much to the work of the Session, will, I doubt not, be attended with benefits commensurate with the large amount of attention that important subject has received from the Legislature.

Mr. Speaker and gentlemen of the House of Assembly :

I have to thank you for the supplies you have granted for the public service. The largely increased provision made for the Educational and Road and Bridge services cannot fail to afford much advantage and satisfaction to the country.

Mr. President and honorable gentlemen of the Legislative Council :

Mr. Speaker and gentlemen of the House of Assembly :

The measure intended to advance the Educational interests of the country has received my ready assent, calculated as it is to be of inestimable service to all classes of the people.

The action of the Legislature touching the proposed union of the Maritime Provinces has been marked by a unanimity which augurs favorably for the future of that great question.

The provision made for the extension of the existing lines of Railway, will, I trust, result in rendering the large expenditure already made on those works more useful and productive than it has hitherto been.

The Act providing for the appointment of an Equity Judge will, I have reason to believe, materially facilitate the administration of justice, an object of the highest importance to the whole people.

Among a great number of measures of the most valuable character, which have been passed or amended, during the Session now about to close, I may particularly refer to those providing for the Registration of Births, Marriages and Deaths ; Marine Courts of Enquiry ; the Improvement of Agriculture ; the Protection of the River Fisheries ; the Administration of the Coal and Gold Mines ; the amendment of the Laws relating to the Militia, and to the Post Office and Revenue Departments.

In parting with you upon the termination of this first Session of the present Parliament, it affords me no little satisfaction to know that the deliberations of the Representatives of the people have been marked by unusual harmony—and I fervently pray, that the same disposition to unite in advancing the best interests of this loyal and prosperous colony may be exhibited throughout every section of the country.

After which,

The President of the Legislative Council, by his Excellency's command, said :

Gentlemen,

It is the will of his Excellency that this General Assembly be prorogued to Thursday, the fourteenth day of July next ; and this General Assembly is accordingly prorogued until Thursday, the fourteenth day of July next, to be then here held.

HENRY C. D. TWINING,

Clerk of the House of Assembly.



APPENDIX

TO THE

JOURNAL

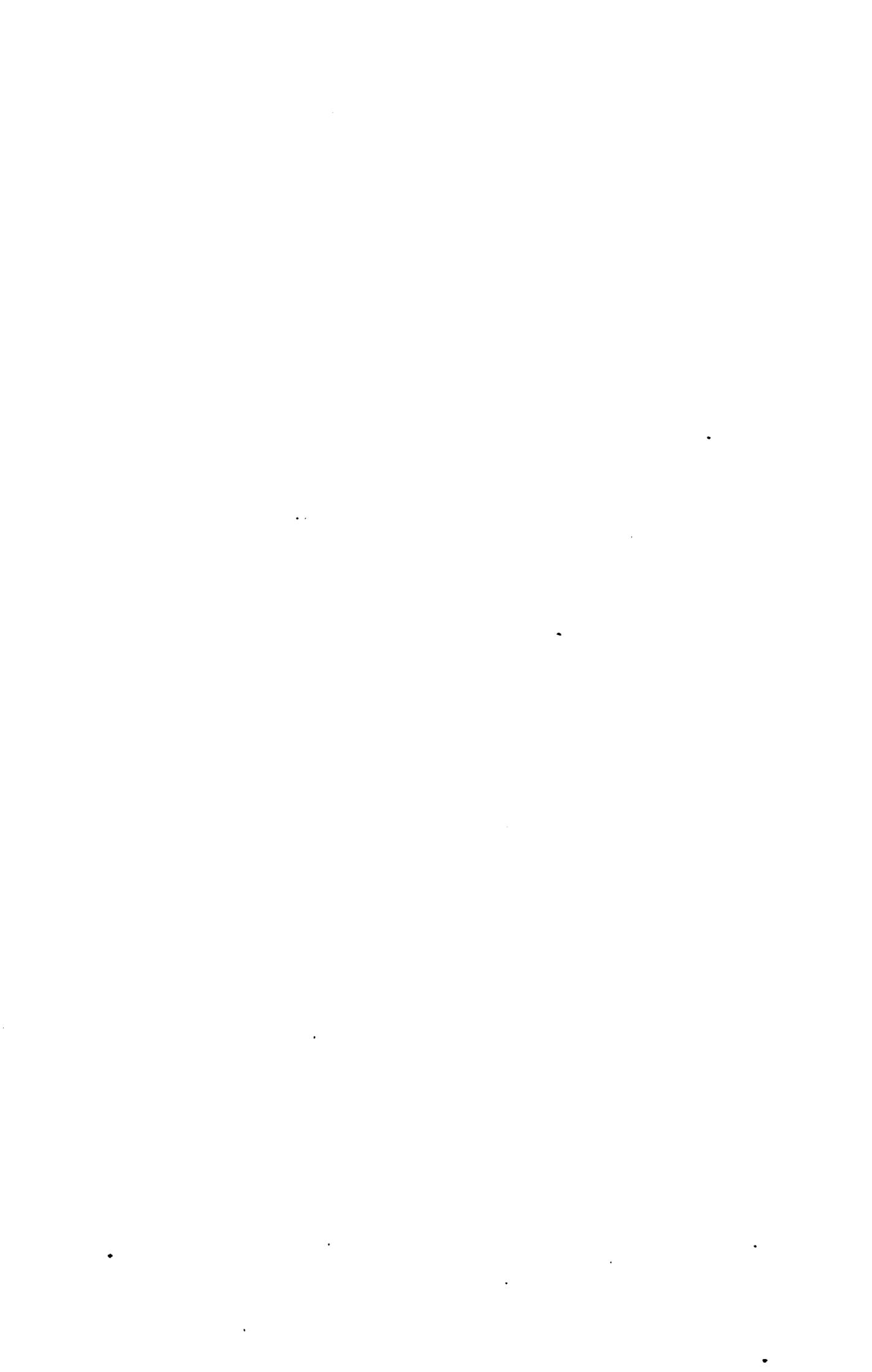
OF THE

HOUSE OF ASSEMBLY,

OF THE

PROVINCE OF NOVA SCOTIA.

FOR THE SESSION
COMMENCING THE FOURTH OF FEBRUARY AND ENDING THE TENTH OF MAY,
1864.



APPENDIX No 1.

REPORT OF AN INSPECTION OF THE NOVA SCOTIA RAILWAY,---1863.

Halifax, N. S., September 16th, 1863.

SIR,—

I have the honor to submit, for the information of the Government, the following report of an Inspection of the Nova Scotia Railway, made in pursuance of my appointment, in a letter dated June 15th, 1863, directing me "to ascertain and report the exact condition of the road, buildings, rolling stock, machinery, and everything connected with the working of the road, and to state if any repairs are immediately demanded, their nature and extent."

I am, Sir,

Your obd't. servant,

HENRY F. PERLEY.

Honble. CHARLES TUPPER, Provincial Secretary,
Halifax.

REPORT:

For the sake of conciseness I have deemed it advisable to divide the subject of this Report, under the headings of Earthwork, Culverts, Cattle Guards and Public Road Crossings, Bridges, Permanent Way, Fencing and Stations, into separate chapters; and to include the results of the inspection of the Windsor Branch with those of the Main Line, so that the same general remarks may be applicable.

EARTHWORK.

Between Richmond and Bedford the cuttings are principally through rock, or rock and gravel, and, in the case of the last mentioned, the slopes have stood very well. The ditches, however, have been allowed to fill up with wash from the slopes, and in many instances are grown up with grass. They will require a thorough cleaning out to admit of proper drainage.

The embankments are almost all of rock, and are, with but few exceptions, narrower than the specified width of eighteen feet. This is to be deprecated, especially in the case of those embankments which are exposed to the action of the waters of the Basin.

From Bedford to the Junction the character of the cuttings changes to clay and rock. In the Bedford cutting the slopes have slipped very much, especially on the southern side. This, no doubt, is owing to the peculiar nature of the soil, and the severe action of the frost upon it during the spring. As these slips are of annual occurrence, and necessitate the removal of large quantities of stuff to maintain the road in working condition, it is proposed to prevent their recurrence by building at the foot of the slope, and through the whole length of the cutting requiring it, a stone retaining wall, the foundation to be placed at a sufficient depth to ensure stability, and carrying it up to a height of at least three feet above the rails—filling in behind with broken stone, and taking the necessary precautions to ensure proper means of drainage. By this means “slurry” will be prevented from falling into the cutting, the slopes will become flattened and eventually consolidated. A proper stone drain must be provided to carry a small stream of water, which now finds its way down the slope into the cutting.

Through the whole length of Cutting No. 5, or Lily Lake cutting, and immediately under the track, a stone drain or culvert has been constructed to carry the stream flowing from Lily Lake. By this means this cutting is kept dry. The side drains, however, will require cleaning, and proper inlets to the central drain should be made to pass the surface water. A small stream enters this cutting down the slope, and will require a stone drain to lead it into central drain.

Very wide and deep ditches should be cut on either side of the track, through the old ballast cutting, east of Rocky Lake Station.

The drains in all the cuttings are filled up more or less with wash from the slopes, and in some instances have grown up with grass. This was especially noticed in Cut. No. 5, Section No. 5, where the grade being light, every care and attention should be paid to getting clear of the water as speedily as possible.

The embankments are of a fair average width. The heavy embankments near Bedford have been widened with the excavations from the adjoining cuttings. Appearances of grass show themselves on the slopes. The embankment across Lily Lake should be widened with the stuff to be excavated from the Bedford cutting.

From the Junction to the Grand Lake, the cuttings are of the same description as between Bedford and the Junction. The clay cuttings have slipped, more or less, and filled up the drains, and in several instances destroying the ballast. In Cutting No. 13, Section No. 6, it will be advisable to remove a large quantity of earth from the upper side. The expense of a retaining wall in this cutting would not be less than \$1200, and one-half of this sum expended in excavation, would very materially benefit the cutting, as well as affording the means of widening embankments. The drains in the rock cuttings, especially in that at Fletcher's Station, require a thorough cleaning.

The rock embankments on this length are narrow, and may be judiciously widened (where not built across water) by the stuff to be excavated from cuttings and drains. The embankment across the “Big Fill,” Grand Lake, is in good order; a regular retaining wall runs the whole length on the Lake side. The embankment Waterloo Cove averages only fourteen feet in width. As it is exposed to the action of a heavy sea in the Lake, and is composed of clay, a retaining wall similar to that at the Big Fill is required.

A number of openings, made through the ballast, have been noticed. From the mode of their construction, they are unsafe; and where it is found impossible to vent the drainage otherwise than at these points, proper stone culverts will be required. The opening of the drains in the cuttings, will dispense with the services of several of these.

From the Grand Lake to Elmsdale, the cuttings are all clay, and slips have taken place in the majority of them. A quantity of excavation is requisite to widen them to their proper width and afford room for the drains. The drains in the shallow cuttings, and in those where the slopes have not slipped, will require clearing out.

The embankments are of a good width, and the slopes of many are very well grassed over. At Gaspé Lake, the slopes though grassed, have slipped in places, owing to the wash from the Lake. Excavated material can be profitably

employed in widening this embankment on the Lake side. The embankment at the "Mud Hole," is standing well.

Between Elmsdale and Shubenacadie, cuttings No. 5, 7, 10, 19 and 21, section No. 8, have slipped very much and will require a large amount of excavation. Through the remainder small slips must be removed and drains opened and cleaned.

The embankments are of the same general character as heretofore noticed. A catch-water drain will be required on the upper side of the embankment west of the bridge at Andrews', to intercept the drainage from the public road, and lead it into the stream.

Between Shubenacadie and Truro a number of the deepest cuttings have slipped. Cuttings Nos. 10 and 11, section No. 9; Nos. 1, 7, 10; 12, 13, 16, 20 and 23, section No. 10; and Nos. 1, 4, 5, 18, 23 and 24, section No. 11, will require a large amount of excavation. All the drains will require cleaning. In the cuttings near the old Ballast Pit, and at Johnston's road, the drains are much encumbered with the refuse from cordwood, that has been, and still remains piled there.

Where the embankment east of the bridge across the Shubenacadie, comes close to the bank of the river, a continual slip is taking place. This may be prevented in part, if not wholly, by building a rough wall out of the drift timber found on the river's edge, or with old sleepers removed from the track, and filling in between it and the bank with sand. The rip-rap at the foot of the slopes of the embankment at the Shubenacadie bridge, has fallen out of repair, and the bank become reduced in width in consequence; this will require replacing, and the bank to be widened.

The embankment west of the bridge at Polly Bog, has sunk very much. This is owing to the soft nature of the foundation, and the fact that the timbering and brushing of the seat of the embankment was not constructed in accordance with the terms of the specification for that work, is also a cause why so much settlement has taken place. The peaty covering has more or less disappeared, the timbering is exposed, and, by the depression in the track, the ends of the logs are thrown up into the air. This cannot now be remedied.

To raise the track to its original level, and at the same time not to add too great a weight, it will be advisable to use the material found in the drains on account of its lightness; using only such an amount of earth as will be sufficient to protect the slopes from fire, and to fill up directly under the track on top of the present bank. The portion of this embankment east of the bridge, which has been brushed, stands well, but is only eleven feet in width. This should be widened, as there is not a sufficient breadth to retain the ballast. The embankment at Goulds' Bog will also require widening for the same reasons.

The remainder of the embankments are, with but few exceptions, in good order; the slopes are grassing over very well, and apparently have become consolidated. The excavations from the cuttings can be very advantageously disposed of in widening the narrow embankments, especially that one east of Truro Station, as it will not average more than fourteen feet in width.

On the Windsor Branch, the cuttings for about six miles and a half beyond the Junction are principally clay; from thence they are rock, with an overlying stratum of clay, until reaching the Sackville River, when clay again appears, and continues as far as Mount Uniacke. From this point to the St. Croix, the cuttings are through rock; and from the Saint Croix to Windsor, they are through clay and gravel.

The clay cuttings have, with but very few exceptions, slipped, especially cuttings Nos. 8, 11, 18 and 19, section No. 1; Nos. 20 and 22, section No. 2; Nos. 18, 19 and 20, section No. 4; and Nos. 1 and 15, section No. 5.

In cut No. 18, section No. 1, the pressure of the slip has moved the track several feet out of the centre line, and destroyed the ballast. It will be hardly advisable to build a retaining wall in this cutting, for its cost, expended in excavation, will widen the cutting to a great extent, allow room to put the track back to its proper alignment, build slope drains, and afford a large quantity of earth to widen embankments.

In several of the cuttings mentioned the slurry has run down to the ends of the

sleepers, and in one or two instances has flowed over the rail and lodged in the centre of the track. An estimate has been made of the quantity of the stuff to be removed, and also to open proper drains.

Through the clay cuttings where slips have not taken place, and in the rock cuttings, the drains will require a thorough cleaning of the debris, grass, and stones, with which they are partially filled and encumbered.

As noticed on the Main Line, a number of temporary openings have been made for the purpose of passing drainage from one side of the track to the other. Permanent culverts will be required at a few of these points; the others should be closed up.

The majority of the clay embankments will average the specified width of fifteen feet; the points at which they were found the narrowest being at or near the large bridges. The slopes are grassing over very well, whilst those between Newport and Windsor exhibit a luxuriance of growth which, it is to be hoped, will, ere long, extend over the whole length of the line.

The rock embankments, as a general rule, are narrow, in many instances affording too little room for retaining a proper quantity of ballast. These should be widened at as early a date as possible, and where not liable to the action of water, they may be widened with clay. The sides of embankment No. 18, section No. 3, for about 200 feet, are stoned up with a batter of one-half to one. A quantity of loose rock will be required at this point to strengthen these sides. A number of the embankments have settled, thus increasing the inclination of the grades to which they were originally constructed, and, as a natural consequence, offering additional resistance to the traffic over them.

From the peculiar character of the cuttings through the clay, its nature, the avidity with which water is absorbed, the short space of time in which, during and after rain, slurry is formed, the absence of a thorough system of drainage, and the severe action of the frost, all tend to cause slipping in nearly every (clay) cutting on the line. In some instances the slopes have run so much, that the original slopes of one and a half to one, are now reduced to three and four to one. The quantity of excavation to be removed, amounting to 23,781 cubic yards on the Main Line, and 10,913 cubic yards on the Windsor Branch, or a total of 34,694 cubic yards, is all that will be sufficient to restore the cuttings to the specified width of twenty-two feet, and to construct side ditches. Its being excavated will not prevent future slips, but if carefully done may render them less injurious in their effects.

Mention has been made of small streams of water finding their way down the slopes into the cuttings. Where it is not possible to divert them proper stone channels should be built, and the sides of the drains in the cuttings protected from wash by a small quantity of rip-rap. Above the platform at Fletcher's Station, a stream of water falls into the cutting, runs under the platform, and thence between the main line and siding for a distance, where it crosses the siding by means of a wooden trunk, and is thus led away. On examination it was found that this stream had originally passed through a wooden drain under the road leading into the station yard, and thence by an open ditch to the lowest side of the line. The drain under the road, however, has become stopped up; the upper end has been cut away, and the stream allowed to find its way into the cutting.

In many instances the embankments in sideling ground act as dams to collect and retain the water from the rising ground above, and not being provided with proper means of carrying it away, the water must filtrate through the embankment, and by capillary action saturate it completely, causing the ballast to become dirty and unsuitable, decay in the sleepers, disarrangement of the track, and increased wear and tear. Too much care and attention cannot be paid in obtaining good, ample, and sufficient drainage. Water is the greatest enemy a railway has to contend against, and in becoming free from its effects, whether as rain, snow, or ice, a road at once rises above the standard of American railways generally, both as regards construction, a diminution in wear and tear, and in the expenses of operating the same. Messrs. Colburn and Holley, two American Engineers, who have made a thorough examination of the European Railway system, state in their work on "The Permanent Way, &c., of European Railways," on the subject of

“Drainage” :—“To no detail of the road-bed is more attention paid by English and French Engineers, than to those necessary for the removal of water. This is the great destroying element in all earthy structures. The history of all failures of earthworks shows the disasters consequent upon inadequate *drainage*; and, it may be added, a large part of the continual heavy expense of maintenance of our lines can be traced directly to the same source.”

“The action and effects of water, although daily exhibited, may be briefly recapitulated” :—

“Water, running on the surface, dissolves and washes the earth, soaking the road-bed and choking the ditches; when soaked, the road-bed loses its firmness, and the ballast sinks irregularly. This displaces the track, thus increasing the resistance and adding greatly to the wear and tear both of track and machinery. Where the ballast sinks, many of the sleepers will be left clear and hanging by the rails. These, on the passage of a train, deflect deeply, thus opposing a heavy grade against the wheels. This is proved by the oozing of mud from under the ends of the sleepers in wet weather, and the dissipation of clouds of dust in dry seasons.”

“Water, standing in contiguity, is equally injurious. No matter what may be the height of an embankment of loam, sand, or clay, water, if in reach of it, will rise to the top, being carried by absorption, and will produce all the effects just stated. Water not only destroys the cohesion of the material of the road-bed, but swells its bulk. It is sure to displace the best laid track.”

“In cuttings, water will thus convert the whole road-bed into mud. Whenever this dries in the sun it is partly dissipated in dust, while clayey soils will shrink and crack in every direction. The slopes, already worn into gullies by the action of running water, will also fill with dust.”

“On the other hand, frost setting in just after a heavy rain, or while the road-bed is otherwise soaked from standing water, will heave the track irregularly, and hold it there as rigid as rock. No condition can be worse. When, in the following spring, the frost is coming out of the ground, and the road-bed is washed by the thaws from adjacent lands, the earthwork reaches its complete stage of saturation. Stratified soils will thus slip if ever.”

“In an economical view, the damage occasioned by water is far greater than the utmost cost of its removal. It does not need extreme conditions to produce the effects stated. Partial saturation, occasional washing of banks, and moderate rigidity in winter, are all sufficient to disturb the tracks, although perhaps not to an inconvenient extent; and in such case the iron is more or less bruised, the fastenings strained, the chairs broken, the ties rotted, the resistance, and thereby the consumption of fuel increased, and the whole wear and tear enhanced.”

The practice at present pursued in clearing out cuttings, does not remove a sufficient quantity of stuff to free the ballast, nor provide sufficient room for proper ditches. The excavation should be carried down to such a depth and width as to have the ditches altogether below the formation level of the cutting, and afford a free escape for drainage.

The manner in which stuff excavated from the cuttings has been deposited, and left on many of the embankments, is to be deprecated. In many instances it has been shovelled or tipped off the trolleys or cars, and left in heaps, forming an impervious dam on either side of the ballast, and thus preventing the escape of water. Where it has been levelled down, it has only been done so down to a level with the top, and, in some instances, with the bottom of the sleepers. It should be borne in mind that the top of the embankments, or formation level, is (where there is a full quantity of ballast) *two feet* below the top of the rail, and that any earth over that height is of no use, and is highly injurious to the ballast and maintenance of the track.

The practice of depositing slurry and excavated material, on the slopes of embankments, which, though somewhat narrower than the specified width of eighteen feet, are well grassed over, should be prevented, unless arrangements are made to widen them to a full width throughout.

In widening high embankments, the practice of “benching,” and loosening the old hard surface of the slopes before any material is deposited upon them, should

be adopted. By these means the earth may be retained where actually required, become assimilated with the body of the bank, and not washed down to the foot of the slope during the first shower. The practice of piling wood on top of and in the deep cuttings on the line, especially on the Windsor Branch, should if possible, be prevented. The appearance of danger, if not danger itself, may therefore be avoided.

CULVERTS.

The Culverts are, in the aggregate, in a fair condition. Some were found which will require repairs and rebuilding, and others, which, though not needing repairs at present, will need attention. The principal expense will be for new culverts to replace the temporary expedients that have been alluded to; also for opening and cleaning out many of the drains leading to and from the present structures.

The covered drain carrying the stream from Lily Lake down cutting No. 5 may be deemed a culvert. It is 1950 feet in length and from three to three and a half feet in depth. The walls are of dry rubble, and are built at such a width apart, as to bring the rails directly over them, and thus sustain the passing load. It is covered with hemlock plank three inches thick, and on this a layer of ballast. On examination the plank covering was found to be very much decayed, and has broken down in places. To re-cover this drain will necessitate the shifting of all the ballast, and it may be of the track itself. A careful inspection of this drain should be made at stated periods, and reports made to the Commissioner's office.

Owing to a slip in the slope of the embankment covering the arch culvert near Stewiacke Station, a piece of coping has been forced off, and the rest displaced. The apron of the culvert is covered with earth. The pressure of the banks behind the eastern wing on the north end, and the western wing on the south side, is gradually forcing them outwards; they will require watching. A small run, (carrying the drainage from the cutting to the westward), down the slope of the embankment, vents itself into the stream at the end of the western wing wall on the south end; the wash has carried away the pillar entirely. The drainage from the cutting may be carried across the track by a proper culvert, and led directly to the river. The river slope of the embankment should be evenly trimmed and sodded, to prevent, if possible, a recurrence of slipping and filling up of the channel.

The pillars to the wing walls of the arch culverts on embankments Nos. 8 and 12, Section No. 10, shows signs of separation from the main walls, not having been bonded into them at the time of construction.

The culverts on the Windsor Branch are, with allowance for ordinary wear and tear they are subject to, in fair order, and require but a small outlay. A few new ones will be needed to replace temporary structures before alluded to.

CATTLE GUARDS AND ROAD CROSSINGS.

The cattle guards at the public road crossings are of three kinds—stone, wooden, and a combination of wood and iron castings of a peculiar shape.

A few of the guards built of stone, will require repairs, the walls in some instances having given way. The hemlock stringers over those between Richmond and Bedford require immediate renewal. The wooden guards are in good order. The combination guards are very much out of repair, owing to the decay of the plank platform and the consequent loosening of the castings. At present they are unserviceable, and should be replaced by others of stone or wood. A gate should be placed across the siding at Bedford leading to the Mill, in lieu of the present guard.

Many of the plank crossings are in a dilapidated state, and should be replanked.

The same remarks will apply to the cattle guards on the Windsor Branch—merely stating that there are not any at all at the public road at Mount Uniacke Station. A small bridge built over the stream crossing the north approach of the Ponhook road, has been allowed to fall sadly out of repair. The masonry in the walls of the abutment and pier is being gradually washed away by the action of the stream; and the planking (which is covered with a very heavy

layer of earth) is broken down at the sides in consequence. An estimate has been made for the repairs required, in the event of the Department being responsible for its maintenance. The stringers over the guards at this road are hemlock, and will require replacing by those of pine. Fresh planking for crossings will be required in some instances.

BRIDGES.

Between Richmond and Bedford, there is but one small bridge—at the Tannery—which is in good order.

The bridge across the Sackville River at Bedford will require watchfulness and attention. The southern side of the second pier from the west end of the bridge, is cracked. The crack has evidently been pointed up, but has opened again, thus showing that failure is still going on. The northern side of the east pier shows still worse signs of failure, the joints of the masonry having opened considerably, and some of the block in course show fractures. These cracks should be carefully cleaned out and well "pointed" with good cement. An inspection should be made at stated periods and the then existing state of the bridge reported to the Commissioner's office. Symptoms of further failure can easily be detected by the cracking of the pointing. The superstructure is in good order. The handrailing will, however, require painting.

The wing walls of the bridge over the Dartmouth road are spreading outwards, and cracks show themselves in the masonry. As this is caused by an inward pressure, it may be found necessary to remove a portion of the filling, in case it appears that spreading still goes on. The cracks should be pointed, and inspected at the same time as the Sackville Bridge. The large quantity of earth resting on this bridge should be removed, and proper sills placed under the track.

The bridge carrying the Cobequid road over the railway, will require a few of the joints of the masonry to be raked out and repointed. One of the parapets on the north abutment is somewhat displaced, and will require setting back.

The plank covering on the Beaver Bank Brook bridge is entirely decayed, and will require renewal; otherwise the bridge is in good order.

The Rawdon River bridge, the girder bridge, and the public road bridge near Fletcher's Station, are in good order.

A small bridge at the Grand Lake, near Nichols', will require an additional quantity of rip-rap to make up the deficiency at the eastern abutment.

The wing retaining walls to Hall's occupation bridge appear, from the character of the work, the quality of the stone used, and the want of bond with the main walls, to have been added after the final completion of this bridge. One of them has tumbled down, and the others do not appear very sound. The masonry of the main walls requires pointing. The superstructure is sound and good.

In the upper Shubenacadie bridge, cracks were observed in the face of the western abutment; and in both ends of the eastern pier, extending from the water line to the top. These will require pointing and inspection as before recommended.

In both the abutments and piers, portions of the masonry which abut against the sides of the girders, are giving away, and must eventually fall. The cause of this is their proximity to the girders, and being subject to more or less vibration with them during the passing of trains; the acute angle at which the points have been cut to suit the skew of the bridge, and the failure of the mortar, giving them but little bearing. Their loss will not detract from the strength of the bridge, but will materially destroy its appearance, and admit water into the hearting of the piers and abutments. An estimate has been made for repairs. All the joints of the masonry will require to be raked out and carefully pointed; superstructure good.

Between Enfield and Elmsdale stations, there are four occupation bridges, and one for the passage of a stream; and are all of the same style, class of masonry, and superstructure, as that described over Hall's road. The wing retaining walls are standing pretty well. The main walls require pointing; superstructures good.

The bridge across the Nine Mile River is a composite structure, having stone abutments with land spans on pile-bents, on either side of the river, stone piers across the water-way and at the extreme eastern end. The masonry in both the

abutments, and in all the piers, save one, is sound, and only requires pointing, after having had a quantity of moss raked out of the joints. The foundation course of the second pier from the western end of the bridge, has been exposed by the force of the current; for during a freshet the full force of the stream must be exerted against this pier, owing to its position in the river. Immediate action should be taken to protect it, by carefully building a quantity of sound, heavy stone, around the exposed part, and extending the same protection up stream until it joins the bank of the river, filling in behind with loose rock. A settlement in the track has taken place over the third pile bent from the west, evidently caused by a failure in the piles. Thickness pieces must be placed on top of the rail sill and under the rail, to bring it up to a right level.

This bridge has been tested by passing a locomotive over it at different rates of speed. Notwithstanding the extra struts which have been placed under it since its construction to counteract excessive deflection, a large amount of deflection still takes place during the passage of a locomotive at a high rate of speed. Its proximity to Elmsdale station requires the trains to pass over it at a slow rate, otherwise it would be highly advisable to adopt it as a rule to be strictly observed.

The channel of the river should be kept perfectly clear, and any accumulation of drift stuff against the piers avoided.

A small bridge in embankment No. 2, section No. 8, and the bridge at Barney's Brook, will require pointing.

Between Barney's Brook, and the Blackburn pile bridges, there are three small bridges, two of which, with the exception of requiring pointing, are in good order. The foundation courses of the third (peg 637, embankment No. 20) are exposed, the earth having been secured away by the action of the stream. This should be protected by filling in between the abutments with stone, hand set. The joints of the masonry will need raking out and pointing.

The masonry of the pile bridge (peg 690, embankment No. 21) will need pointing. The piles and superstructure are still sound. This bridge has been tested, and an amount of deflection found, which must be expected from bridges constructed in the manner this is.

In the bridge at peg 700, a much larger amount of deflection in the stringers was observed, especially so in the spans at the eastern end. The piles in the eighth bent from the western end, have sunk, (the southern pile under the track more than the others) so much so, that the walings have been broken, and a depression in the track has taken place. Inclined struts from the bottom of the neighboring piles, notched into the head of the damaged one, with new walings at the top and bottom of the bent, will be necessary for repairing and strengthening this point. A pile in the ninth bent will also require the same style of support, and one pair of new walings. The depression in the track may be remedied by packing-pieces placed under the rail.

The masonry in the small bridges between the pile bridges and Shubenacadie, will require pointing. The stringers on the bridge at Andrews' should be raised to admit of more waterway; this can easily be done, as the track is placed on sleepers, which rest directly on the stringers.

The bridge across the public road at Shubenacadie is in one span of twenty-five feet, with stone abutments and wooden superstructure. A crack extends from the ground line to the top of the face wall of the west abutment, and the north wing shows signs of spreading. A portion of the masonry will require pointing, and the cracks should be carefully cleaned out and pointed up, and the same precautions used as recommended for the Sackville bridge. The superstructure is very light for the span, and should be further strengthened by placing struts under it.

The girder bridge across the Shubenacadie is in good order.

The masonry in the small bridges, three in number, between Shubenacadie and Stewiacke, requires fresh pointing. The superstructures are in good order.

The west abutment of the Stewiacke bridge shows evident signs of failure. It has sunk bodily, with an inclination to the rear, and laterally down stream, destroying the alignment, and causing a serious depression in the track. The east abutment and the pier do not show any signs of settlement.

The question of repairs to this bridge is one of importance, for besides the

possibility of having to rebuild the whole of the abutment (in case settlement is still going on) the iron girders are now suffering severe injury.

The girders are continuous over the whole length of the bridge, and with the settlement of the abutment, the portion over the western span sinks, and partakes of the lateral movement also. Owing to these causes, an undue and severe strain is brought upon them at the western edge of the pier; one that they were never calculated nor constructed to withstand. The safety of the girders imperatively demands that instant attention be paid to their present state. I should therefore recommend that they be lifted and replaced to their original alignment, and thus relieved.

At present the girders can be moved on the girder seat, which will necessitate the taking down of a portion of the masonry, and rebuilding it again; but if settlement still continues it will then become necessary to rebuild the abutment.

The wooden bridge at Polly Bog is standing well. The whole of the small bridges between Polly Bog and Truro, will require pointing, otherwise they are in good order.

A small bridge on the Windsor branch, near the Junction, will want pointing, and a new covering of plank. Slight repairs to the masonry in bridge at peg 315, are needed. The stringers on the bridge at peg 545 are double, and do not set fair on one another. Owing to this a large amount of deflection takes place in the upper stringers during the passage of the trains. Proper packing should be inserted between them, and the stones at present there removed.

The bridge across the Sackville will require a quantity of pointing, otherwise it is in good order.

Between the Sackville and pile bridges, there are two bridges of small spans, which will not require any outlay.

The pile bridge is composed of framed wooden abutments, resting on rock foundations, built up for that purpose, and pile bents, in spans of twenty feet each. The foundation is soft and peaty, and not of such a nature as to afford in any great degree, steadiness or lateral support to the piles. On examination it was found that the stone packing under the face of the west abutment has disappeared. The stringers on the fourth bent from the eastern end of the bridge have been wedged up on top of the piles and walings; some of the wedges are gone. The ninth bent from the same end has settled bodily down, and the track in consequence has been packed up to its proper level.

The bridge has been tested by passing a locomotive, fully wooded and watered, over it at different rates of speed. Whilst moving at a rate of three miles an hour, no amount of depression was perceptible, but at twenty-five miles an hour the stringers exhibited a large amount of deflection. Over the fourth bent the whole superstructure settled bodily down, springing back again after being relieved of the load; and the movement of the west abutment showed plainly the want of the packing under its front. A large amount of lateral motion was also observed. The yielding nature of the foundation, the want of corbels under the centre stringers to give stiffness and support where most required, and the fact that the stringers are spliced in every span, all tend to make this bridge very flexible, and not at all calculated to stand the passage of trains at high rates of speed.

The masonry in the bridge in embankment No. 16, section No. 3, will require pointing. The superstructure is of wood, and in good order.

The Jordan bridge, and the small bridges between it and Big Bog Brook bridge, are in good order.

The plinth of the southern pier of the Big Bog Brook bridge, is slightly cracked. This should be pointed up and inspected at stated periods. With this exception the masonry is in good condition. The planking is entirely decayed, and requires renewal; and in doing so, the space between the rail-sills should be left entirely open, and between the rail-sills and hand-railing the planks placed one inch apart. The decay of the flooring of this and the St. Croix bridge may be attributed to the coating of gravel which is now spread on them. A number of the cross braces in the hand-railing are displaced, and will require renewal. An amount has been placed in the estimate for painting this hand-railing.

The flooring on the St. Croix bridge will require renewal for the reasons stated above. The masonry and superstructure are good.

Between the St. Croix and Windsor there are a number of small bridges, all in a fair state of repair. The wing retaining walls, which have apparently been added to the main structure at a later date, are built of a stone which is much affected by exposure, and is rapidly disintegrating under the influence of the weather.

The wing walls of the Winkworth road bridge will require pointing. One of the caps, and a portion of the ashlar in one of the pillasters, have been displaced and fallen into the cutting.

The pointing required on the different bridges ought to be done this season, and before the frost sets in. The joints should be carefully raked out, and then filled with cement mixed to a proper consistency.

Preparations should be made for gradually filling up the embankment at the pile bridges on the Main and Branch. They cannot be considered as permanent structures, neither is there any need for the large openings in the banks in which they are placed. The question of renewing the wooden superstructure of very many of the bridges, is one of importance. The average life of a wooden bridge is given at fourteen years, and as many of the bridges on the line have been built for six, seven, and eight years, respectively, but a few years can elapse before re-construction must take place. The use of hemlock for stringers, as on many of the small bridges on the Windsor branch, is to be deprecated; pine stringers should be substituted with as little delay as possible.

PERMANENT WAY.

The state of the track on the Main line is not at all good, whilst that on the Windsor branch is somewhat worse. The want of care and attention in keeping up the joints is plainly discernible, and though the general alignment of the road has been, with but few instances kept, crooks and bends appear in the rails themselves. These defects are the cause of an increased wear and tear to the rolling stock and the track itself, lateral and oscillatory motion in trains whilst in motion, and an increase in the resistance to be overcome by the locomotive.

Many of the rails in the Station yards at Richmond and Windsor show signs of the severe usage they must undergo, owing to the sharpness of the curves, and being subject to such a constant shunting and passing of trains and engines. From Richmond to the Junction, especially on the curved portions of the road around the Basin, a large amount of wear and tear was noticed; and in many of the rock cuttings, the want of a full amount of ballast shows itself in the state of the track. It will be just however to state, that this portion of the track being common to both the Main and Branch lines, is subject to double duty. From the Junction to Truro, the rails, with exceptions here and there, are still sound and serviceable. It is to be regretted that the rails on the curved portions of the road, have never been bent to suit the different curves in which they are laid; they now form chords of an arc, instead of the arc itself, and so materially add to the resistance offered to the passing train.

Between the Junction and Windsor, the more ample quantity of ballast should have been taken advantage of, in maintaining the track in better order than it is. The length and steepness of many of the grades on this portion of the road require the track to be kept in as perfect condition as possible; but such has not been the case.

Many of the rails between Richmond and the Junction, and Newport and Windsor, have been turned.

In very many places the "shims" used during the winter in raising and packing the rail on top of the sleepers, still remain. It is customary to remove these as early in the spring as possible, and pack the sleeper up to its full bearing under the rail with ballast. Their presence at this season of the year betrays negligence.

One thousand two hundred and sixty-two broken chairs were found on the Main line, and six hundred and thirty on the Windsor branch. They will require replacing with as little delay as possible.

The imported elm wedges as they gradually wear out, are being replaced by others made of hachmatac. This wood is too soft to stand the driving required to keep them tightened up, and in a very little while they become useless. The great expense of the imported wedges may preclude the idea of obtaining a further supply, an efficient substitute might, however be found, in those made of the elm, oak, or beach of this Province, sound and free from sap and shakes, and after being well seasoned, boiled for a period in coal tar. This will have a tendency to harden and preserve the wood, and be the means of retaining them more firmly in the chairs. The experiment can be tried at a very small expense.

A number of *intermediate* chairs are used in lieu of the proper joint chairs, between Enfield and Elmsdale. As they were never intended to answer for this purpose, they should be removed at once.

On the Main line twenty-one thousand one hundred and sixty-nine, and on the Windsor branch fourteen thousand three hundred and seventy-five, or a total of thirty-five thousand five hundred and forty-four (35,544) broken, decayed, and unserviceable sleepers, will require to be replaced. Many sleepers were found split lengthwise, owing to their having been packed only under the edges, instead of under the full breadth, with ballast; no support was thus afforded directly under the chair, and in consequence it, by the weight of passing loads, has split the sleeper, causing it to assume a concave surface on top. The quantity of sleepers to be replaced may appear large, but were it possible to see all parts of each sleeper now in the road, the number would be still further increased; for it was particularly noticed, where repair-gangs were inserting new sleepers, and the ballast had been cleaned away to admit of a more thorough examination, that sleepers, which on their top surface had all the appearance of soundness, were entirely decayed and unserviceable underneath.

The life of sleepers is given as seven years, where they are laid down in a natural state, and the percentage of renewals each year amounts to 14.28 per cent. Assuming the total number of sleepers now in use in the road to be 206,000, the quantity to be replaced annually, taking the life at seven years, will be 29,417. The quantity to be replaced being 35,554, the percentage becomes equal to 17.258 per cent; and at this rate the whole of the sleepers must be entirely renewed every five years and ten months. This either proves that the wood of which the sleepers are made is not durable, or that decay and unserviceableness is hastened and facilitated by the want of drainage and proper care in packing and boxing, and in instances from an insufficient quantity of ballast.

A more satisfactory article of sleepers may be obtained from hemlock, than is now being supplied, by only accepting those sawn or hewn from straight, green, thrifty trees, just large enough to make one sleeper. This will ensure a greater amount of soundness and strength, than in those which are sawed out of very large trees, and cannot be otherwise than shaky and deficient in strength. The economy of obtaining hachmatac and pine sleepers, or even those of cedar, may be seriously considered.

The practice of driving the spikes, at present in use, without first boring the sleeper with a proper sized augur to receive them, is decidedly unsatisfactory. A number of new sleepers were found to be split and much damaged from this cause.

The road from Richmond to the Junction will require an additional quantity of ballast to make up for depreciation and loss. The insertion of new sleepers, unless care is taken in doing so, has a tendency to raise the track, and as a consequence reduces the quantity of ballast requisite for packing and boxing. The ballast has also been destroyed in many of the clay cuttings and in embankments, by the slips that have occurred in the one case, and by carelessness in depositing the excavated material in the other. Between the Junction and Elmsdale, ballast is much needed, especially through the rock cuttings. As the facilities for procuring ballast between Elmsdale and Truro, are better, a greater quantity and of a better quality has been used. A sufficient quantity to fully box the road and replace injured portions will be required.

Additions to the ballast on the Windsor Branch will be required through many of the rock cuttings on either side of Mount Uniacke; where it has been destroyed

by slips in the clay cuttings; or reduced in quantity by lifting the track. The Windsor ballast is of an excellent quality, and the ballast pit is in such a position, that any quantity may be obtained with every facility.

Where the ballast has remained undisturbed for some time, it has grown over with grass, and in instances, small alder bushes are growing up in it between the rails. This all requires cleaning and loosening.

FENCING.

The fencing along the main line has suffered very materially from the action of frost, the slipping of cuttings, and by fire. In the first case, the posts do not appear to have been sunken into the ground the specified depth of forty-two inches, or below the action of the frost; but have been found in many instances, (where the fence was prostrate), to be sharpened to a point and to have been inserted from eighteen inches to two feet into the ground. By the action of the frost, a very large portion has been raised from the ground, so much so, as to permit the passage of the smaller class of animals freely under it; and in some instances to cause it to become much distorted, and in places prostrate. Where slips in cuttings have extended back to the fence, the posts have been undermined, and exposed, and failure has taken place. The fencing has suffered more from fire on the Windsor Branch than on the Main Line. Repairs have been made but at best they are only temporary. Where extensive repairs are to be made, a framed post, sill and brace or T will give much more satisfactory results than a post sunk in the ground, though entailing a very slight increase in the expense. This result may be seen, in those in use on the Windsor Branch.

The pole fencing between Gasperaux Lake and cutting No. 13, section No. 7, is of a very temporary description, and must, ere long, give place to a more substantial structure.

Portions of the fencing have been entirely removed at the Tannery beyond Richmond, at Malcom's and at Smith's Brick works, and the premises of the railway made common use of. At the Tannery, the fence enclosing that establishment joins into the railway fence on either side, and may be deemed satisfactory. At Malcom and Smith's brick works, there are not any enclosing fences, and in the case of the last, use is made of the railway premises as a road to cart clay from the pit to the works, and several portions of the fence at the point where the clay is excavated, have been removed. Many of the gates at the occupation roads are very much distorted by the frost and will require repairing. A number were found open.

The board fence between the Junction and Windsor has suffered severely from fires; and has been replaced at those points by temporary fences of poles. A large portion of the fence has been built with framed T's, and has stood well—the portion built with posts is much distorted and in places overthrown. The pole fencing is of a temporary description. About seven miles on either side of the line between Mount Uniacke and Newport, is unfenced.

STATIONS.

With the exception of the engine houses at Richmond and Truro, the buildings at the different stations on the main line are in fair order, wanting but little else in the way of repairs other than is called for by the ordinary wear and tear, which buildings of that class are subject to.

The passenger house, store house, and one or two small buildings in the yard at Richmond, should have a coat of whitewash. The roof of the store house should be painted at once. The large store house on the wharf, now empty and unused, should have the broken glass replaced, and be securely locked up.

The engine house has received damage from two large boulders, containing nearly a cubic yard each, which have slipped from the top of the excavation, and fallen against the wall of the building. One boulder has struck a granite window sill, broken it in two—forced it into the building, carrying with it the window frame, and has also pushed in a portion of the brickwork below the window. The other boulder has struck the wall to the westward of the damaged window, and

has driven in a portion of the brickwork, though not entirely. In both cases a part of the cement coating has been destroyed. The brick drain around the northern and western sides of the building is completely choked up with the wash and detritus from the bank, thus preventing the free escape of water.

To remedy this defect and prevent any future injury to the building by falling stones or boulders, the earth should be excavated from off the rock, and back for the distance of four feet from the face, sloped back with a slope of one and a half to one. By this means a shelf will be formed, that will offer the means of retaining any wash or detritus. All loose rock and boulders lying near the top of the excavation should also be removed.

The symmetry of the dome roof is destroyed by the settlement of four of the "hip pieces," and by others having assumed a convex form. The hip pieces that have given way, have settled at the points where they "butt" or join, and are much depressed.

As this failure has never been noticed by any of the railway employees, until pointed out at the time of the inspection, it is not known at what time, the settlement took place, whether it has been gradual or not, whether the set has become permanent, or that settlement is still going on.

On reference to the specification attached to the contract for the construction of this building, it may be found specified,—“The framing of the dome to be executed with the greatest care, the purlins to be tenoned into the hip pieces, so that the end pressure of the purlins shall be continuous all round. To strengthen these, pieces will be carefully secured across the angles of the purlins and filling in pieces as shewn, so that the inside of the dome will form on its plan a polygon of forty sides. These pieces will be 3 inches and 2 inches thick, and will vary in depth from 13 inches to 7 inches, according to depth of panel. It is absolutely necessary in framing this roof, that every joint fits with the utmost precision.” These “pieces” have been omitted in the construction of the dome, as it was deemed impossible to insert them in the manner specified. It is to be regretted that some other plan had not been adopted in lieu of the one specified; for it is very evident that they were fully intended for the purpose of stiffening and strengthening the dome. The necessary repairs requisite to this building should be proceeded with at once, especially in strengthening the dome.

The “capping pieces,” or the beams which rest directly on the top of the iron columns, and support the ends of the trussed girders of the flat roof, shew a considerable amount of deflection. This may be permanent, yet periodical examinations should be made, to ascertain if it is so, or not. If not, further strengthening and support will be requisite.

A truss rod to one of the girders of the flat roof is broken, and requires repairing and replacing.

The position of the forges at present erected, and in use in this building, is to be deprecated. As the building was never constructed to answer as a smithy, it will either be advisable to erect a suitable building for that purpose, and remove the forges into it, or the portion of the building now occupied by them should be closely boarded off, and proper smoke flues and ventilators provided.

The roof of the engine house at Truro is tinned, and leaks badly, especially on the southern side. It will be advisable to remove the tin entirely, and substitute shingles, giving them a good coating of metallic paint.

The traffic at Enfield Station demands a more suitable and secure building for the comfort of passengers and storage of freight, than the one at present in use.

A small amount will be requisite to make the building at Rocky Lake fully answer the purpose of a Station, having a ticket office, freight room, &c.

The expenditure required for repairs at the other Stations will be for replacing glass, locks, bolts, plastering, shingling, water pipes, corner posts on building to protect them from damage by loaded teams, and for renewals of platforms.

The Station buildings at Beaver Bank and Newport will only require a small expenditure to replace wear and tear. At Mount Uniacke the foundation under the front of the station house has disappeared, and the building has settled on that side in consequence. Attempts have been made to secure it by placing sleepers under it, but without avail. A proper stone foundation is required, and the build-

ing restored to its proper level. The platform in front is gradually inclining towards the track, and must eventually be re-built. Owing to this movement the scales which are inserted in the platform are subject to more or less disturbance and disarrangement.

The buildings composing the terminal station at Windsor are in good order. Some of the tie-beams in the principals of the main roof of the passenger house, show signs of spreading at the splices, and one of the struts has fallen down. The roof of the wings is covered with tin, and complaints were made that a large amount of leakage took place during rain, especially at the junction with the main building. On examination it was found that only from one to one and a half inches of the tinning is turned up against the main building to act as a flashing. This is too little, and may be remedied by the insertion of a strip of tin of sufficient width, and placed in a proper manner. The tin roofs will require a coat of paint, as they show signs of rust.

The doors at either end of the building have lately been put in order, and the building can now be securely closed.

It may not be inappropriate here to remark that a check should be placed at once on the crowd of boys who frequent the station house at Windsor on the arrival of the trains, for the purpose of obtaining the portorage of passengers' luggage. It is annoying in the extreme, and the same rule which is so strictly enforced at Richmond with regard to hackmen, may be most satisfactorily applied at Windsor, to the benefit of the travelling public, and the comfort of those engaged in the duties of the road at that station.

The wharves and freight houses at Richmond and Windsor are in good order.

The only watering stations in constant use are those at Richmond, the Junction, and Polly Bog, on the Main line, and at Stillwater on the Windsor branch. The tank at Truro has been put in order, and is now kept filled. Those at Elmsdale, Mount Uniacke, and Coone's tank, are not now in use. There is a tank house at Shubenacadie, but no tank. At the Junction there is an extra tank and tank house, which, owing to a failure in the supply pipe, is not used. The pumping at this station is done by steam, at the others by hand. If Polly Bog is to be retained as a permanent watering station, other and more effectual means should be adopted for arresting and retaining the water of the brook, and rendering it secure from the effects of ice or freshets. The old tank and house at the bridge near this station should be taken down, or it must eventually fall.

The woodsheds on the line are in good order, and adapted for the service intended. The doors have been taken off those at Windsor and at the Junction, and lie piled up on the ground; they would have been less liable to damage if they had been placed under cover.

The amount required to replace and restore the road into a good working condition may appear large, but the fact must be taken into consideration that no large sum has been expended at any one time, with this view, since its final completion. The slips in cuttings that have regularly ensued each successive spring, the time spent in their removal, which otherwise should have been occupied in repairs to the track, the loss and depreciation of the ballast, the want of proper drainage, have all tended to reduce the standard of the road, and necessitates a seemingly large expenditure to place it in as good order and working condition as when first completed.

ESTIMATE OF AMOUNT REQUIRED FOR REPAIRS, RENEWALS, &c., ON THE MAIN LINE.

| | | |
|--|--------|-------------|
| 23,781 Cubic yards earth excavation from cuttings, | \$0 30 | \$7,134 30 |
| 3,487 " " " embankments, | 0 10 | 348 70 |
| 8,373 " raising and widening " | 0 20 | 1,674 60 |
| 24,815 Lineal yards cleaning ditches in cuttings, | 0 06½ | 1,612 97 |
| 1,006 " catchwater drains, | 0 13 | 130 78 |
| 1,688 Slope drains, | 0 40 | 675 20 |
| 45,450 Cubic yards ballast, | 0 62½ | 28,406 25 |
| 21,169 No. sleepers, | 0 35 | 7,409 15 |
| 1,262 No. chairs = 31,756 lbs. at per 2,000 lbs. | 35 00 | 555 73 |
| Repairs, &c., to culverts, | | 1,053 36 |
| Ditto. to cattle guards, &c., | | 741 80 |
| Ditto. to bridges, | | 1,518 17 |
| Ditto. to fencing, | | 1,141 37 |
| Ditto. to stations, | | 2,233 80 |
| Retaining wall, Bedford cutting, | | 2,545 95 |
| Sea do. Waterloo Cove embankment, | | 488 00 |
| Covering drain, Lily Lake cutting, | | 585 00 |
| Miscellaneous, | | 48 80 |
| Superintendence, &c., &c., 10 per cent, | | 5,830 39 |
| | | \$64,134 32 |

ESTIMATE OF AMOUNT REQUIRED FOR REPAIRS, RENEWALS, &c., &c., ON THE WINDSOR BRANCH.

| | | |
|--|--------|---------------------------|
| 10,913 Cubic yards earth excavations from cuttings, at | \$0 30 | \$3,273 90 |
| 222 " rock to support embankment, | 1 00 | 222 00 |
| 9,112 Lin. yards clearing ditches in cuttings, | 0 06½ | 592 28 |
| 1,000 " slope drains, | 0 40 | 400 00 |
| 23,812 Cubic yards ballast, | 0 62½ | 14,882 50 |
| 14,375 No. sleepers, | 0 35 | 5,031 25 |
| 629 " chairs, = 15,830 lbs. at per 2000 lbs. | 35 00 | 277 02 |
| Repairs, &c. to culverts, | | 147 50 |
| Ditto. to cattle guards, &c., &c., | | 285 77 |
| Ditto. to bridges, | | 371 51 |
| Ditto. to fencing, | | 435 50 |
| Ditto. to stations, | | 338 85 |
| Superintendence, &c., &c., 10 per cent. | | 2,625 81 |
| | | Total, \$28,883 89 |
| Amount required for Main Line, | | \$64,134 32 |
| Do. do. for Windsor Branch, | | 28,883 89 |
| | | Total amount, \$93,018 21 |

In assuming the care and responsibility of making this inspection, I was fully aware of the nature of the duty to be performed; and in the statements made I have been guided by my own judgment and experience, and where questions of cost and expenditure have arisen, I have endeavored to make them with a due regard to economy, and a rigid adherence to the actual requirements of the road.

HENRY F. PERLEY,
Civil Engineer.

REPORT OF INSPECTION OF ROLLING STOCK OF THE NOVA SCOTIA RAILWAY.

Shediac, 29th July, 1863.

SIR,—

In compliance with the request of the Government of Nova Scotia, conveyed to me in a communication from W. H. Keating, Esq., Deputy Secretary, dated the 1st inst., I have, as far as circumstances would permit, examined the "Rolling Stock and Machinery of the Nova Scotia Railway," and have now to submit my report thereon.

In assuming this duty, I fully explained the difficulties attending a proper examination, and the impossibility of arriving at their *real* condition, inasmuch as the machines could not readily be taken apart, and the opportunity of a detailed inspection afforded.

As a result, therefore, of the necessarily cursory character of the examination, I here present an approximate estimate of the cost of repairs requisite to put the rolling stock in good order:

| | | |
|--|------------|-------------|
| Locomotives Nos. 1, 15, 16 and 17, say | \$2,200 00 | |
| Do. Nos. 2, 3, 4 and 5, say | 800 00 | |
| Do. Nos. 9, 13 and 18, say | 500 00 | |
| | \$3,500 00 | |
| Eight first class cars, say | | 1,600 00 |
| Eight second class cars, say | | 1,100 00 |
| Eleven box freight " say | | 350 00 |
| Nine cattle " say | | 200 00 |
| Fifty platform " say | \$200 00 | |
| Thirty-four platform " say | 1,300 00 | |
| | \$1,500 00 | |
| Three snow ploughs, | | 50 00 |
| Seven pairs driving wheels, and three pairs truck or tender wheels, need new tyres, and one pair trailing wheels need to be repaired, | | 2,100 00 |
| Total, | | \$10,400 00 |

Locomotives Nos. 6, 7, 8, 10, 11, 12, 14, 19 and 20, are apparently in good order; Nos. 2, 3, 4 and 5, are "Tank Engines," and not being adapted to the traffic, have not, as I learn, been in service for a length of time; No. 16 is now undergoing repairs, but Nos. 1, 15, and 17, not having been in use for some time, are in a bad state from rust and dirt. No. 15 is deficient in a cylinder cock and rod, big end brasses, seven gland nuts, one heater cock, and one brake rod. From No. 17, a cylinder head, a brass casing for the same, main connection and side rod, (broken pieces there) one cross-head slide, sixteen gland nuts, feed and heater pipes, one heater cock, one heater and one guage cock plug, one tallow cock, and two short connecting pipes of pumps, are gone.

Nos. 9, 13, and 18, are in sufficiently good condition to be used in case of emergency, but need to be repaired directly.

The others, excepting those in good order, are quite unfit for service.

These estimates include the cost of painting and varnishing, which they require.

Of the first class cars, Nos. 4 and 7 are in good order; and of the estimate to make the others so, \$1000 may be put down as necessary to paint and varnish them, of which they stand much in need. Twenty new wheels, one new axle, and sixteen rubber springs are required.

Besides other repairs, the second class cars need thirty-three new wheels, and with the exception of the inside of one, require to be painted and varnished throughout.

Thirteen of the box freight, and ten of cattle cars are in good order; the balance of these, besides other repairs, need twenty-one new wheels.

Thirty-four of the platform cars are in bad order, and need thirty-five new wheels, in addition to being otherwise thoroughly repaired. Fifty others of this class are in what may be termed *fair* condition, but need repairs in planking, brake gear, &c. The remaining cars of this description appear to be in good order.

I deem it necessary to remark, that though many of the cars are considered as in working order, and could not be properly reported otherwise, (for, although worn and in some instances partially decayed, they have not reached that condition where a large outlay could be justified,) yet some of them are so deteriorated as *soon* to need extensive repairs, particularly in renewals of wheels.

The snow ploughs are in general good order. The estimate is principally for varnishing.

In the engine house at Richmond are eight pairs driving and trailing, and three pairs of truck or tender wheels, the tyres of which are, for the most part, worn out. To replace these, will, I think, cost the amount here named. Besides these I found two pairs of drivers tyred in good order; I also found fifteen pairs of engine, truck, and tender wheels, available for service, but which are partly worn.

I may remark that the leathers in the axle boxes require to be renewed; and that the platform cars should be cleaned and washed after being in the service of the track. They would thus be better preserved, and their condition more readily seen.

In arriving at the estimates here given, I have been guided (except in so far as the painting is concerned, for the cost of which I am indebted to Mr. Jones, clerk in the Locomotive Department), by the cost of doing such work elsewhere than in your Province. It may however be, that with the facilities which the admirably appointed repair shop attached to the Nova Scotia Railway afford, the estimates will prove large; as a rule, however, estimates seldom exceed the reality, and I have no reason to suppose that they will in the present case.

It is at all times a very difficult matter to arrive at the cost of work to be done, and particularly so in regard to repairs to Railway rolling stock.

Before concluding this report I desire to bear testimony to the very gentlemanly and cheerful manner with which the Locomotive Superintendent, Mr. Johnston afforded the necessary facilities to prosecute this examination.

I have the honor to be, Sir,

Your obedient servant,

H. A. WHITNEY.

To the Hon. PROVINCIAL SECRETARY }
of Nova Scotia. }

PART II.

REPORT OF CHIEF COMMISSIONER OF RAILWAYS OF THE PROVINCE OF NOVA SCOTIA, FOR THE YEAR 1863.

*Nova Scotia Railway Commissioner's Office,
Halifax, January, 1864.*

THE HONORABLE THE PROVINCIAL SECRETARY.

Sir,—

I have the honor to submit for the information of His Excellency the Administrator of the Government, and the Legislature, the following report of the operations of the Nova Scotia Railway for the year ending 31st December, 1863.

I entered upon the duties of Railway Commissioner on the 20th day of June last. I then learned that, with a view of obtaining reliable information as to the condition of the road and buildings, the Government had appointed Henry F. Perley, Esq., C. E., to make an inspection of the railway, and "to ascertain and report the exact condition of the road, rolling stock, machinery, and everything connected with the working of the road, and to state if any repairs are immediately demanded, their nature and extent."

Mr. Perley's report has since been made public, and relieves me from the necessity of referring to the then condition of the permanent way and buildings, otherwise than to remark that the necessity for immediate and extensive repairs was so evident as to make it my duty to give that subject my earnest attention without waiting for Mr. Perley's final report.

When I assumed office the permanent way and fencing was maintained under a system established by my predecessor, the Hon. J. McCully, in 1860. Previous to that period the permanent way was upheld by days' labor under the supervision of roadmasters, immediately responsible to the head of the department. Impressed with the belief (as he says in his report of 1860) that if the road were put up to tender and contract for upholdence, the work might be more cheaply and efficiently performed, Mr. McCully let out the road by tender and contract for upholdence; and I found this system in operation when I took charge. The specifications and contracts (copy of which I annex) were of the most stringent character, and appear to embrace all the conditions and stipulations necessary to ensure an efficient upholdence of the road. Some of these contracts expired on the 1st July, only a few days after I assumed office; while others did not expire till the 1st of August. It was therefore necessary to determine immediately whether I would continue the upholdence of the road under the system then in force—and which, in my opinion, had failed to meet the anticipations of Mr. McCully—or revert to a system of upholdence similar to that existing previous to 1860, as calculated to maintain the road more efficiently, and at the same time as economically as the contract system. It was desirable, however, that any new arrangement should go into operation simultaneously along the whole line, and with that object in view I offered the contractors whose agreements would expire on the 1st July to extend their contracts on the same terms as before, for the period of one month. This they all declined, with the exception of Mr. Samuel Creed, the contractor on No. 4, Main Line. The refusal of the others threw upon the department the upholdence of sections Nos. 1 and 2, Main Line, and Nos. 1, 2, 3, and 4, Windsor Branch. These sections were then placed under the charge of the Road Masters, and upheld by days' labor until the present system was established on the whole line, on the 1st of August, when the other contracts terminated. It was apparent

to the most inexperienced observer that, whatever the cause, the work undertaken by these contractors had not been performed. The contracts and specifications, as I before remarked, are very precise and stringent in their terms and obligations, and a strict or even a reasonable compliance with these terms would, I think, have sustained the road in a condition far superior to what it was found to be on the 1st July last. That, however, it has been found impossible to secure. Contractors, in their efforts to underbid each other, had taken the work for less than would pay the necessary labour, and they were driven to the necessity of slighting their work or doing nothing more than was barely sufficient to keep the trains on the track. I had soon satisfied my own mind that it was impossible to uphold the road with advantage to the public service, or in the spirit of a true economy, under the contract system. In this opinion I was fully sustained by the Road Inspector and the Road Masters on the line.

The following is the report of the Road Inspector, Mr. Marshall, in which he condemns in the plainest terms, the contract system of upholdence :—

“Yours with reference to Permanent Way received. In answer I beg leave to state that the present system of upholding the road by contract is very unsatisfactory ; and contractors are unwilling to clean out cuttings and ballast the road to the extent necessary to be done. On this account I have always considered that contractors had not sufficient money to uphold the road effectively as required, and that the department would require to incur additional expenses in cleaning out cuttings and ballasting, either in contributing to contractors, or otherwise, before the road was finished in terms of the specification.

Two years ago, when tenders were received, I then recommended the Chairman not to accept the lowest tenders, as I was convinced in my own mind that contractors were tendering for work specified to be done, which they never intended to perform.

Before the road could properly be put under contract again, several of the large cuttings would require to be cleaned out, and a large quantity of ballast put on. This might be put under contract and paid for by the cubic yard, which I consider to be the most just way, both for the Department and Contractors.

I am of opinion, if a well organized system of days' labor was adopted, that the road would be better upheld, and would effect a considerable saving both in materials and rolling stock ; I would therefore recommend that all work, including straightening and adjusting road and putting in new sleepers, &c., be upheld by days' labor under the control of the Department.

Your obedient servant,

W. MARSHALL.

JAMES McDONALD, Esq.,
Chairman N. S. Railway.”

It was evident, as Mr. Marshall says, that if that system were continued, a very large sum would have to be expended by the department in restoring and ballasting the road, putting in new sleepers, and erecting new fences, before the sections could be again offered to tender. When I come hereafter to a review of the large amount of work of this character, performed by the department, which under an efficient system of annual repairs and upholdence would not have been necessary, the entire correctness of the Road Inspector's observations will be conclusively established. Drains and ditches have been opened and cleaned out since the termination of these contracts, that had been neglected for years. A very large number of sleepers,—a number altogether disproportioned to the average yearly requirements of the road,—have been put in, to replace old ones so decayed as to render their retention in the road dangerous to life and property.

When the road would thus be restored to good working condition and a fair state of repair at the expense of the department, and requiring but ordinary care and labour to keep it in a condition to run the trains with safety, I doubt not parties would again be found to take the contracts for less than would pay them to perform their work thoroughly ; and the consequence would be that in two or three years it would again be necessary for the department to make large expendi-

tures to bring the road up to a safe and serviceable standard. Strongly impressed with these views, and fortified by the opinions of the Road Inspector and Road Masters, men of long practical experience on our roads, I determined to abandon a system of upholdence which has manifestly failed in accomplishing the object of its adoption: "an efficient and economical upholdence of the road." I accordingly on the 1st of August substituted for it upholdence in sections by days' labour, under the direct control of the Road Masters and superintendence of the Road Inspector. Of the superiority of this mode of upholdence over that for which it is substituted, I have no doubt whatever; and although it is as yet impossible to institute any reliable comparison as to the expense, I am very sanguine that a year's experience will prove that while the road shall be more faithfully and efficiently cared for, the cost will not be greater than heretofore.

Annexed to this report is the report of the Accountant (Appendix "A") with detailed accounts shewing the earnings of the road for the year and receipts from all sources, the statement of expenses; also the report of the Superintendent of Traffic (Appendix B) with the tables annexed thereto exhibiting the various sources of traffic whence the revenue of the year has been derived; also the report of the Superintendent of the Locomotive and Car Department (Appendix C and D) with tables and returns annexed thereto; and the report of the Road Inspector (Appendix E), as to the operations on the Permanent Way during the past year.

| | | | | |
|--|---|---|---|--------------|
| The Accountant's report shows the earnings of the road for the year ending 31st Dec., 1863, to be, | - | - | - | \$144,651 34 |
| Receipts from other sources, | - | - | - | 5,023 08 |
| Total receipts from all sources, | - | - | - | \$149,674 42 |

The following is a comparative statement of the earnings of the road for the five years, ending 31st Decr., 1863, viz.:

| | 1859. | 1860. | 1861. | 1862. | 1863. |
|--|--------------|------------|------------|------------|-------------|
| | \$102,877 57 | 112,470 92 | 116,028 18 | 132,699 33 | 144,651 34 |
| Shewing that the earnings of 1863 exceed those of the year | | | | | |
| 1859 by | - | - | - | - | \$41,773 77 |
| 1860 by | - | - | - | - | 32,180 42 |
| 1861 by | - | - | - | - | 28,623 16 |
| 1862 by | - | - | - | - | 11,952 01 |

This increase for the year 1863 is not confined to any one class or department of the traffic, but extends to all the branches of the Railway operations for the past year.

In 1862, the receipts from the several sources of income were as follows:

| | | | | |
|---------------------|---|---|---|--------------|
| Passengers, | - | - | - | \$63,489 84 |
| Horses and waggons, | - | - | - | 13,716 23 |
| Freight, | - | - | - | 55,493 26 |
| Total, | - | - | - | \$132,699 33 |

The same services, during the past year, gave the following:

| | | | | |
|---------------------|---|---|---|--------------|
| Passengers, | - | - | - | \$66,850 70 |
| Horses and waggons, | - | - | - | 14,684 57 |
| Freight, | - | - | - | 63,116 07 |
| Total, | - | - | - | \$144,651 34 |

shewing an increase on these several services as follows:

| | | | | |
|---------------------|---|---|---|-------------|
| Passengers, | - | - | - | \$3,360 86 |
| Horses and waggons, | - | - | - | 968 34 |
| Freight, | - | - | - | 7,622 81 |
| Total increase, | - | - | - | \$11,952 01 |

The number of passengers carried in the year 1863, in excess of the previous year, (exclusive of volunteers, militiamen, &c., carried free—see *Traffic Superin-*

tendent's return,) is 5,040; and the total number of paying passengers carried for the year was 99,161, which, with 9,784 carried free and 1,192 holders of season tickets, makes the total number of passengers carried on the road for the year, 110,137, as against 104,524 for the previous year.

The following abstract will exhibit at a glance the passenger traffic on the road for the last four years:

| | 1860. | 1861. | 1862. | 1863. |
|---------------------|---------------|---------------|----------------|----------------|
| Free, | 88,024 | 80,717 | 94,121 | 99,161 |
| Season tickets, | 7,502 | 8,040 | 9,228 | 9,784 |
| | | | 1,175 | 1,192 |
| Total, | 95,526 | 88,757 | 104,524 | 110,137 |
| Passenger receipts, | \$61,785 38 | \$56,884 56 | \$63,489 84 | \$66,850 70 |

This comparative abstract gives the increase in passenger receipts for the year

| | |
|-----------------|------------|
| 1863 over 1860, | \$5,065 32 |
| “ 1861, | 9,966 14 |
| “ 1862, | 3,360 86 |

The increase in the number of passengers is principally on the Main Line. The returns attached to Mr. Taylor's report shows:

| | 1862. | | 1863 | Increase. |
|-----------------|--------|-----------------|--------|-----------|
| Main Line, | 54,310 | Main Line, | 58,917 | 4,607 |
| Windsor Branch, | 39,811 | Windsor Branch, | 40,244 | 433 |
| | 94,121 | | 99,161 | 5,040 |

The arrangements made to accommodate the travelling public by means of through tickets, per steamers, across the Bay of Fundy, appear to have given satisfaction, as the number of passengers by that route for the year 1863 was 3,582, as against 2,342 for 1862, or an increase of 1240 for the year.

The information afforded by the well arranged tables and returns annexed to the report of the Traffic Superintendent, is equally satisfactory, and shows a steady and rapid improvement in the permanent trade and business of the road.

The following statement, condensed from the returns will be readily understood:

Comparative statement of freight receipts for four years, ending 31st:

| | 1860. | 1861. | 1862. | 1863. |
|--|-------------|-------------|-------------|-------------|
| Freight receipts, | \$38,769 89 | \$47,212 95 | \$55,493 26 | \$63,116 07 |
| showing an increase for the year 1863 over | | | | |
| 1860, | | of | \$24,346 18 | |
| 1861, | | “ | 15,903 12 | |
| 1862, | | “ | 7,622 81 | |

The total weight of goods of every description carried on the railway for the year 1863, is 56,471 tons, against 42,135 tons for the year 1862, giving an increase in amount of goods carried of 14,336 tons.

For information as to the nature and description of freight moved, and the several stations from which particular descriptions have been carried, with quantities moved from each, I beg to refer to tables annexed to report of Superintendent of Traffic, marked “K, 2,” which will be found to contain full details of the quantity and description of freight moved from every station on the line.

The steady and regular increase in the business of our railways which these figures demonstrate, is very satisfactory, and encourages the hope that the time is not far distant when the country shall be reimbursed for a portion of the heavy outlays they have entailed. That the business thus annually accumulating on the road is not of a fitful and uncertain character—but one gradually and quietly expanding and increasing, as our population multiplies and our resources are developed—is abundantly manifested by a review of its past operations. That the business, and consequently the receipts of the road, will continue to increase, even more rapidly than heretofore, there cannot, I think, be any doubt.

The great resources of our country are being developed with an energy and rapidity heretofore unprecedented. Foreign capital and enterprize are daily seeking investment and employment in our gold fields and coal districts. With this capital and enterprise must come population and a largely extended sphere of industry and trade, all of which will of necessity add to and largely increase the operations on our railways.

While I am glad to be in a position to report so favourably of the regularly increasing earnings of the road, I regret that I cannot at the same time announce a corresponding increase in the nett profits for the past year. The Revenue Account shows the total earnings of the road from all sources to be \$149,674 42

| | | | | | | |
|------------------------|---|---|---|---|---|------------|
| Expenses for the year, | - | - | - | - | - | 122,930 46 |
|------------------------|---|---|---|---|---|------------|

\$26,743 96

| | | | | | | |
|--|---|---|---|---|---|------------|
| From which is to be deducted amount charged to supplementary acct. | - | - | - | - | - | \$5,032 12 |
|--|---|---|---|---|---|------------|

Leaving nett revenue of the year, \$21,711 84

It will thus be seen that while the income of the road for the year, from all sources, exceeds that of last year by \$10,567 71, the expenses are increased by the sum of \$21,005 23; add 5,032 12 = \$26,037 35, shews the nett profits of the year less by \$15,469 64 than for the year 1862.

Mr. Foot, in his report, explains that the sum of \$5,034 12, above added to expenses and deducted from revenue, is not, in reality, fairly chargeable to the revenue of the year. It is proper I should make the matter fully understood. In June last I directed stock to be taken of the wood on hand on the 30th June, being the end of the half year; this was done, and the result shewed a difference between the quantity on hand and the quantity given by the books in this office of 2025½ cords. Stock had not before been taken since 31st Dec., 1861. The amount of wood consumed from that date to 30th June, 1863, according to the books, was 6360 cords, leaving, per books in this office, a balance on hand of 2795 cords. Mr. Marshall's stock return, however, gave only 769½ cords on hand, being a deficiency as compared with the books of 2025½ cords as above. I find, on referring to the books under date 31st Dec., 1861, that when stock was taken at that time, a deficiency of a similar nature appeared to the amount of \$3105.90. This did not appear in the account of revenue expenditure for the year, because it was not charged to current revenue account, as the deficiency this year is, but to a fund then open in the books called *old revenue account*, being the balance of nett revenue not paid in to the Receiver General, on the change in the financial system of the department made by Mr. McCully in 1860. Not having such a fund, to charge with the difference of stock, in June, I was of course obliged to charge it to current revenue, and thus by that sum reduce the balance of nett revenue for the year. There would still, however, be an excess in the expenditure of the year over 1862 of \$21,005 23; a large sum undoubtedly, but not larger, nor indeed so large, as I anticipated would be required when I entered upon the discharge of the duties of my present office.

I have endeavoured so to frame the accounts annexed to the Accountant's Report, as to give the fullest and clearest information as to the several items of expenditure which have thus swelled the total expenses of the year. Abstract quarterly statements will be found of the expenditure in the several departments of the Railway service, with the particular items on which the expenditure has been made; and also a comparative abstract shewing where the increase or decrease has taken place, as compared with the same services last year.

Before proceeding to analyze and comment upon these abstracts, I may remark, that where there is so large an increase of work, there must of course be a fair proportionate increase in the expenses. For instance: the returns of the Locomotive Superintendent show that the total mileage run for 1863 was 167,901

| | | | | | |
|------------------------|---|---|---|---|---------|
| While for 1862 it was, | - | - | - | - | 158,416 |
|------------------------|---|---|---|---|---------|

Increase in 1863 of

9,485 miles.

This 9,485 miles extra running would, of course, cause an increased consumption of fuel, oil, and other stores, and additional wear and tear of rolling stock; and the increased weight of goods carried in 1863, of 14,000 tons, would have a similar effect on the traffic account. And the returns in reality show that while the total running cost per mile run in 1862, was 11.80 cents., in 1863 it was only 11.70 cts., or less than in 1862, notwithstanding the aggregate increase in the expense of that department. The same result is exhibited by Mr. Taylor's returns, which shows the cost of transport per ton, per mile, to be exactly the same as last year, viz.: 5.51 cts. per ton, per mile.

I will now turn for a moment to the abstract account of expenses for the year, which you will find in full attached to Mr. Foot's report,—Appendix A., pages 7 to 14. The comparative expenses for the four years as above are as follows:

| 1860. | 1861. | 1862. | 1863 |
|-------------|-------------|--------------|--------------|
| \$96,472 26 | \$94,114 88 | \$101,925 23 | \$122,930 46 |

I contend, however, that before a fair comparison can be instituted between the actual expenses of 1863 and the three previous years, the sum of \$36,793 25 must be added to those three years. When the road was finished, and the revenue account opened, all materials used for repairs of cars, engines, permanent way, &c., should, in order to give a fair estimate of the actual profits of the road, be charged to revenue account. It is well known that large quantities of extra material for engines and cars, rails, &c., were imported.

These were stored to replace materials injured or destroyed in the ordinary wear and tear of rolling stock. All this was originally charged to construction, and has always been used in large quantities for repair of cars, engines, &c., but has never been, as it should be, charged to revenue, and credited to construction account, as used; and I find that in the three years, 1860-1-2, the above sum of \$36,793 25 has been so used, but has never been charged against the cost of the road. If, then, we deduct this sum from the aggregate earnings of the road for the three years terminating 31st December, 1862, the comparison would be more favorable to the present year. The amount of old construction material (as it is called) used on revenue account, is as follows:

| | |
|----------------------------|-------------|
| During the years 1860-1-2, | \$36,793 25 |
| “ year 1863, | 1,135 94 |
| Total in four years, | \$37,929 19 |

From 1st January, 1860, to 30th June, 1863, the construction material used on revenue account was \$37,417 02, and is classified as follows:

| | |
|---------------------|-------------|
| General stores, | \$3,560 85 |
| Chairs, rails, &c., | 15,363 48 |
| Wheels, &c., | 18,492 69 |
| Total as above, | \$37,417 02 |

The abstracts, appendix A, before referred to, shew the increase in the expenditure in the several departments, as follows:

| | |
|-----------------------------------|-------------|
| Maintenance of way and buildings, | \$10,549 64 |
| Merchandise and passenger cars, | 4,921 72 |
| Locomotive power, | 4,829 42 |
| General charges, | 704 45 |
| Total increase, | \$21,005 23 |

One half of the whole increase, therefore, is on

THE PERMANENT WAY.

In appendix A, abstract 3, will be found a quarterly statement of the expenditure under this head, including the particular service on which the outlay was incurred; and in appendix A, 5, a comparative statement shewing the increase or

decrease in the expenditure for the same service as compared with the year 1862. This abstract shews that the amount expended for labor in upholding permanent way in 1862 (including fencing) was as follows :

| | |
|---|-------------|
| Paid contractors, | \$18,955 49 |
| By Department, | 6,255 50 |
| | <hr/> |
| Total, | \$25,210 99 |
| In 1863 for the same services, exclusive of fencing } since contracts were closed, } | 31,022 85 |
| | <hr/> |
| Increase in 1863, | \$5,811 86 |
| Paid for chairs, spikes and sleepers, in 1862, | \$8,330 94 |
| Do. do. 1863, | 10,404 78 |
| | <hr/> |
| Increase in 1863, | \$2,073 84 |

These are the two principal items of increase in the permanent way account. Included in the first of these items is the amount charged by the Traffic Superintendent against the department for engines and ballast cars employed in cleaning out drains and cuttings, ballasting, and transporting sleepers. The amount for this service in 1862 was \$3,678 87, against \$6,115 37 for 1863, being an increase in 1863 of \$2,436 50. This sum, deducted from \$5,811 86, as above, will leave \$3,375 36 as the excess of expenditure for labor paid for in the year 1863.

The Road Inspector's report, appendix E, shows that for this expenditure 45,479 new sleepers were put in during the year 1863, against 17,864 in 1862, being an excess in 1863 of 27,615. Of the sleepers put in during the year, 8,567 were put in between the 1st January and 1st July, and the remainder, or 36,912, between 1st July and 31st December. This, with the large amount of work performed in ballasting, clearing out cuttings and drains, and raising and otherwise restoring the road, satisfactorily explains the increase of expenditure in the items referred to ; and proves that the labor expended and paid for was judiciously and profitably employed.

The report of Mr. Marshall also shows that 7304 cubic yards of ballast was spread during the summer. I have no means of comparing this with the same service last year, as there are no data available to make such a comparison. The increase in the charge for repairs and renewal of tools arises principally if not altogether from the change in the system of upholding. When the road was let by contract in 1860, the tools then owned by the department were sold by Mr. McCully to the contractors, and as repair tools were required on the change of the system this summer, I agreed to take the tools owned by the contractors at a price fixed by the Road Inspector. The sums paid for these were charged to repairs of tools, and renewals, and of course materially increased the outlay under that head.

The fencing is also a material item, and it will be seen from Mr. Marshall's report that considerable outlay is still required for that service. Several culverts and bridges have been repaired and straightened, but the most important was that of the Stewiacke Bridge. Mr. Perley, when he inspected that important structure, called my attention to the fact, that in consequence of the displacement of one of the piers, the girders were severely tried, and that immediate attention should be given to it. The Road Inspector was directed to make the necessary repairs, and he executed the duty as detailed in his report.

MERCHANDIZE AND PASSENGER CARS.

The total increase in this department is as per Appendix A, No. 4, \$4,921 72 ; of this the largest item is for materials for repairs for cars, amounting to \$2758 ; the balance of increase is principally in the wages of the several employees, engaged in managing the traffic of the road. This increase arises partly from the additional number necessarily employed in consequence of the increased traffic, and partly from the increased rate of wages allowed to several of the employees in this department, at the beginning of the year. In consequence

of the opening of a telegraph office at the Windsor Junction, it was necessary that the station master in charge of that station should reside there; this made a change in the former arrangement necessary, and added somewhat to the amount of the station master's pay roll. Formerly, the one person attended the three stations of Rocky Lake, Windsor Junction, and Beaver Bank, passing, with the train, from one place to the other. The increasing trade at these places, particularly at Rocky Lake, rendered this practice inconvenient; and I am satisfied that the increased attention now given by the station masters at these stations, more than compensates for any additional expenditure incurred.

Besides other general repairs three of the first class passenger cars have been painted during the year; and there are now in course of construction four freight cars and two second class passenger cars—the latter on a plan which I think a great improvement on the present second class cars. The large number of 180 new wheels has been put under the cars during the year, against 90 for the previous year.

LOCOMOTIVE DEPARTMENT.

On the abstract of the expenditure under this head I have little to say. It will be observed that the increase is nearly altogether in the wages and material for repairing the engines. Although the season has been a very favorable one, and no serious damage has been sustained by the engines, still the large staff which I found employed in this department has been constantly engaged in keeping the rolling stock up to the requirements of the traffic. The only special repairs reported by Mr. Johnston are those made upon engines Nos. 8 and 9, to the amount of \$3,455 98, and Nos. 6 and 14, in consequence of the collision on the Windsor Road, to the amount of \$201 93. The amount for repairs to the workshops and engine houses was materially increased by the repairs required to be made upon the roof of the round engine house at Richmond. Mr. Perley first called attention to the fact that the roof was giving way, and directed that any future subsidence be carefully watched. A very short time afterwards the Locomotive Superintendent reported that the roof of the building was settling and giving way so rapidly that he did not consider it safe. I immediately caused the roof to be braced and strengthened, and no signs of further failure have since appeared.

TELEGRAPH.

The agreement referred to by Mr. McCully in his annual report for 1862, with the American Telegraph Company, was, subsequent to that report, duly executed by the Telegraph Company, and by Mr. McCully, on behalf of the Government of Nova Scotia; and during the summer the department transported free over the line, by virtue of this agreement, the material for the construction of an entirely new line of telegraph between Richmond and Truro. A telegraph station has been established at Windsor Junction, in addition to those before in operation along the line, and I contemplate putting an instrument into the stations of Shubenacadie and Brookfield, as soon as I can complete the necessary arrangements. The telegraph has now become an essential requisite to the safe and regular working and management of any railway; and I need only add, that the superintendent of the company at Halifax has always manifested every desire to make its advantages fully available to the department, and has given every assistance in rendering the arrangements along the line as complete as possible.

Mr. Taylor, the Traffic Superintendent, has referred to the collision at the ballast pit near Windsor on the 29th September. Negligence on the part of those in charge of the ballast train was undoubtedly the cause of the accident. The loss was \$350; but it is matter of congratulation that no personal injury was received by either passenger or employee on the trains.

There were two fatal casualties in the year. Edward O'Connel was killed on the Windsor Branch on the 9th February last; and on the 6th September (Sunday forenoon) a colored man named Barret was found dead on the track this side of Bedford. From the injuries sustained it was apparent that he had been killed by the train, and it is supposed he was run over by the Windsor down train on Saturday evening. An inquest was held on the body, but nothing was elicited

further than to show that he had been seen on the track on this side of Bedford before the train passed down. With one trifling exception referred to in Mr. Taylor's report, not a passenger by railway has been injured while travelling on the road during the past year. The fact that 110,137 passengers have travelled upon the railway during the past year without injury or accident, bears strong testimony to the care, vigilance, and good conduct of the employees engaged in the direct working of the trains, and of the officers in charge.

Before concluding this report I must observe that, although the whole expenditure of the year is classified by the Accountant under working expenses, it must not be understood that so large an amount would be required to operate our road independent of the large extra expense and outlay incurred in repairs over and above the average requirements of a well kept road. Much work still remains to be done to meet the requirements of Mr. Perley's report, and to put the road in good condition; but I trust I shall, with the aid of the men employed on upholdence, be able to effect the repairs and renewals still required, with an economy which shall recommend itself to the legislature and the country.

In conclusion, I gladly bear testimony to the cordial and cheerful support and assistance I have received from the various officers and employees of the department since I assumed office; and I must add that I do not think employers could be more faithfully and efficiently served by its servants than the Railway Department of Nova Scotia has been since I have superintended the business of the department.

I have not in this report referred to the mode of settlement I adopted with the contractors for upholdence as to the claims they pressed upon the department—and which I thought it my duty to reject—because I have already fully reported upon this subject at the request of Lord Normanby, and because the claims of these contractors being proper subjects of investigation, I presume they will be referred to a committee to report upon.

I have the honor to be, Sir,

Your obedient servant,

JAMES McDONALD.

OFFICERS OF THE NOVA SCOTIA RAILWAY.

| | |
|---------------------------|---------------------------|
| JAMES McDONALD, | Commissioner. |
| THOMAS FOOT, | Accountant. |
| WILLIAM MARSHALL, | Road Inspector, |
| ABN. FEETHAM, WM. MEIKLE, | Road Masters. |
| GEORGE TAYLOR, | Traffic Superintendent. |
| JOHN ADAMS, | Assistant. |
| JAMES ALEXANDER, | Freight Master, Richmond. |
| JEFFERY FOOT, | Assistant. |
| *ARTHUR BUSBY, | Ticket Master, Richmond. |
| E. MORAN, | Station Master, Bedford. |
| *H. MCINTOSH, | Do. Windsor Junction. |
| JAMES H. HODSON, | Do. Rocky Lake. |
| D. HALLISEY, | Do. Beaver Bank. |
| *R. MCLEARN, | Do. Uniacke. |
| W. L. SWEET, | Do. Newport. |
| *CHARLES E. HARDING, | Do. Windsor. |
| G. DIMOCK, | Do. Grand Lake. |
| *A. McDONALD, | Do. Elmsdale. |
| J. McDONALD, | Do. Shubenacadie. |
| *W. HOLDSWORTH, | Do. Stewiacke. |
| G. HILLHENY, | Do. Brookfield. |
| *H. MCCALLUM, | Do. Truro. |

WILLIAM JOHNSTON, Superintendent Locomotive and Car Department.

WALTER U. JONES, Clerk.

*An asterisk denotes an operator and a telegraph station. At Truro and Windsor the operators are not officers of the railway department.

(COPY.)

THIS INDENTURE of Agreement, made the _____ in the year of our Lord one thousand eight hundred and sixty _____ by and between the Honorable Jonathan McCully, of Halifax, Province of Nova Scotia, Commissioner of Railways for the said Province of the one part, and _____ of _____ Railway Contractor as principal and _____ as sureties of the other part.

WHEREAS for the better and cheaper upholding of the Provincial Railway, it has been considered advisable that the same should be put up in lots or sections to Tender and Contract, the specification whereof is in the words and figures following, that is to say :

NOVA SCOTIA RAILWAY.

SPECIFICATION FOR MAINTENANCE OF WAY.

The contractors must examine the track previous to tendering, and satisfy themselves as to the nature of all cuttings, embankments, rails, chairs, bridges, culverts, cattle guards, drains, fences, platforms, &c. ; and it will be understood that they have made provision in their offer for any contingency that may arise, for when a tender has been accepted, no claim for extra work will be allowed for slips of cuttings, embankments, or otherwise.

All earth, clay, or gravel cuttings, must be kept at least seven feet clear of rails, and one foot lower than bottom of sleepers, slopes to be one and a-half horizontal to one perpendicular or more, if considered necessary.

All loose rock in cuttings to be taken down when considered unsafe for the passage of trains. Earth, clay, or rock cuttings, to be deposited on slopes of embankments, as may be ordered by the Inspectors or Road Masters. All ballasting shall be held to form part of maintenance. The Commissioner of Railways will supply engine power and empty platform cars for conveying ballast and clearing out cuttings at the rate per day of \$26 for an engine, and 50 cents for each platform car. The rails shall at all times be kept to the proper level and gauge. The keys shall be kept tight in the chairs, and the chairs firmly spiked, and the joints of the rails shall be kept so solid and perfect in line and level as to prevent all jolting and shaking of the engines and carriages running over them. The contractor shall be held liable for all accidents arising from the imperfect state of the rails, points, or crossings.

In making the necessary repairs, care shall be taken that no lift is ever made in the rails, by raising them more than two inches at once, and the two inches must slope regularly over a length of at least twenty yards, and in raising and altering the road the proper width of gauge must always be preserved. The replacing of all points and crossings shall be held to form part of maintenance.

Twenty cents additional will be allowed for each decayed sleeper taken out and replaced, with a new stick of suitable quality and dimensions being 10 feet in length, 5 inches in thickness, and not less than 10 inches face.

The whole fences, culverts, cattle guards, drains, platforms and road-bed of the part of the Railway referred to in this contract shall be kept in good repair. All water shall be prevented from standing in the drains and ballast, and the slopes of the cuts and embankments shall be upheld and maintained in good condition as aforesaid.

Every expense shall be borne by the contractor, and all labour shall be supplied by him, which in the opinion of the Commissioner shall be necessary for the proper and safe maintenance of the part of the Railway included in his contract. The Department will furnish rails, chairs, spikes, keys, and ballast hills, but nothing else ; but the contractor must, at his own expense, load and unload all kind of material, and also bear the cost of conveying all materials to the works to be used in maintaining the Railway ; and he shall apply them as the Commissioner, his Inspector or Road Masters, may direct. He shall carefully collect and preserve all old material, and pile it in heaps at the nearest station or siding on his contract. The contractor shall clean all points and crossings used in working the line, and keep in good repair all sidings. He shall also extinguish all fires

within the limits of railway fences. All bridges shall be held to form part of maintenance, with the following exceptions, viz. :

- Main Line—Lot 2. Sackville Viaduct and Ward's Bridge.
 “ “ 3. Beaver Brook, Rawdon River, and Canal Bridges.
 “ “ 4. Upper Shubenacadie and Nine Mile River Viaducts.
 “ “ 5. Barney's Brook and Pile Bridges.
 “ “ 6. Truro Road Bridge and Lower Shubenacadie Viaduct.
 “ “ 7. Stewiacke Viaduct.
- Windsor Branch—Lot 2. Upper Sackville River Bridge.
 “ “ 3. Pile and Jordan Bridges.
 “ “ 4. Big Bog and St. Croix Viaducts.

The contractor shall keep all rails and longitudinal timbers on the above named viaducts or bridges in good and sufficient repair. The contractor to cover the planking of all bridges or viaducts, except Pile Bridge, with two inches clean water gravel. The contractor for No. 1, M. L., to put up at Birch Cove 330 lineal yards of new fence similar to present fences. The contractor for No. 3 to return fences to ends of platform at Fletcher's and Grand Lake Stations. The contractor for No. 5 to straighten line at Barney's Brook, the embankment to be at least three feet beyond end of sleepers.

The contractor for No. 8 to cut tail race of arched culvert one hundred and ninety feet in length and twenty feet in breadth on a level, with pitching in bottom of culvert to carry off water.

The contractors shall take all their instructions from the Commissioner, his Inspector, or Road Masters, and they shall follow out these instructions in every particular; but should it appear to the aforesaid that any part of the rails or other work included in this contract are not kept in a safe and proper condition in all respects, the Commissioner shall have full power to put as many additional men upon the works as the Inspector may direct, and to pay them out of any money which may be due to the contractor. The Commissioner shall have full power to put an end to the contract or agreement to be entered into in terms of this specification on giving the contractor eight days' notice in writing of his determination to do so, and without any claim for compensation arising therefor on part of the contractor, and in case of any default on the part of the contractor, the Commissioner shall fix the balance, if any, to be paid to the contractor.

The contractor shall appoint a sufficient number of foremen, whose duty it shall be to walk over the length of the line under their charge in the manner prescribed by section 12 of the railway rules and regulations; but no foreman shall be allowed to take charge of any section unless the Commissioner or his Inspector is satisfied that he is fully competent or qualified to act as such. The contractor and his men shall take care to keep in repair and shut all gates entering on the railway, and they shall remove every obstruction from the line. They shall also rigidly prevent all persons (not possessed of a written order permitting them to do so) from walking on the railway, with the exception of the servants of the department. The contractor shall keep the rails clear of ice and snow. The printed rules and regulations of the railway shall be held as forming part of this specification, and shall be construed as an enlargement or extension of it. The contractor and his foremen shall take care always to be possessed of copies of them, and they shall instruct the whole of the workmen in the meaning and use of them. Copies will be shown to intending contractors along with this specification and delivered to the successful contractor, together with any printed rules and regulations which shall from time to time be issued by the Commissioner. In consideration of the contractor maintaining the rails and works according to the terms of this specification, and to the entire satisfaction of the Commissioner and his Inspector, the contractor shall be paid by monthly instalments at the rate of his tender, less ten per cent., until the contract is finished to the entire satisfaction of the department; but should the railway and works be in a bad condition at the time an instalment becomes due, the Commissioner may keep such balance in hand as the Inspector shall consider necessary to meet the proper repairs.

IN CONSIDERATION WHEREOF the said Honorable Jonathan McCully as such Commissioner of Railways, but in no way rendering himself personally liable, or otherwise than in his public capacity as such Commissioner, doth hereby agree and promise to pay to the said _____ to be divided up into twelve equal and monthly instalments, the aforesaid sum of _____ being at and after the rate of _____ at the end of each month, and the further sum of twenty cents for each and every sleeper so removed and replaced by another good sound sleeper as above stipulated for and provided, reserving only and always nevertheless thereout a sum equal to ten per cent of each of the aforesaid monthly instalments, to remain and accumulate in the hands of the Commissioner until the _____ one thousand eight hundred and sixty _____ as a further and additional security for the true and faithful performance and fulfilment by the said _____ of his portion of said contract.

And it is further and in like manner covenanted and agreed, that if at any time for any cause whatever, it shall be considered advisable on the part of the Government of this Province or of the Commissioner for the time being before the lapse of the said twelve months, to annul, determine, and put an end to this contract, after notice as provided, then the same may be done accordingly, and the said Railway or any portion thereof, and the repair and upholdence thereof, and such fencing may be resumed, and the said _____ shall be paid a pro rata sum only proportioned to the manner and time _____ shall have so kept and upheld the said Railway in repair.

And the said _____ do and each of them as sureties of the said _____ do hereby jointly with the said _____ and each of them doth severally for himself and themselves, their and each of their heirs, covenant, promise, and agree to, and with the Honorable Jonathan McCully as Commissioner as aforesaid, that the said _____ will in all things well and truly perform the foregoing and above mentioned agreement and contract in all things on _____ part and behalf, to be performed and fulfilled according to the true intent and meaning thereof. In witness whereof the parties have hereunto their hands and seals subscribed and set the _____ A. D. 186

Signed, Sealed and Delivered }
in presence of }

APPENDIX A.

*N. S. Railway Commissioner's Office,
Halifax, January 19, 1864.*

SIR,—

I beg to submit the following accounts, with their balance sheets, and abstracts, showing the operations of the Nova Scotia Railway, for the year ending 31st December, 1863.

1st.—REVENUE SERVICE.

- A 1. Revenue Balance Sheet.
- A 2. Revenue Account, with abstracts.
 - (1.) Locomotive Power.
 - (2.) Merchandize and Passenger Cars.
 - (3.) Maintenance of Way and Buildings.
 - (4.) General Charges.
- A 3. Comparative Statement Locomotive Power, for years ending 31st December, 1862 and 1863.
- A 4. Merchandize and Passenger Cars, for do.
- A 5. Maintenance of Way and Buildings, for do.
- A 6. General Charges, for do.
- A 7. Quarterly Summary of Receipts and Expenses, year ending 31st December, 1863.

2nd.—CONSTRUCTION SERVICE.

- A 8. Construction Balance Sheet.
- A 9. Capital Account.

3rd.—EXTENSION OF RAILWAY EASTWARD FROM TRURO.

- A 10. Balance Sheet.
- A 11. Survey Extension from Truro, with abstracts.
 - (a) Engineering.
 - (b) General Expenses.

Detailed quarterly accounts of the above, with the vouchers, have been rendered to the Financial Secretary.

On referring to Revenue account (A 1) it will be observed that there is an increase in the total receipts from all sources of \$10,567 71

| | | |
|---|-------------|-----------|
| An increase in the working expenses of | \$21,005 23 | |
| Add supplementary acct. (See explanation) | 5,032 12 | |
| | | 26,037 35 |

| | |
|---|-------------|
| Making a decrease in the total nett receipts of | \$15,469 64 |
|---|-------------|

The comparative statements of the several services annexed, show the increase in the working expenses to be as follows:

| | |
|-----------------------------------|------------|
| Locomotive power, | \$4,829 42 |
| Merchandize and passenger cars, | 4,921 72 |
| Maintenance of way and buildings, | 10,549 64 |
| General charges, | 704 45 |
| | |

| | |
|--|-------------|
| | \$21,005 23 |
|--|-------------|

| | |
|---|----------|
| And an amount charged to a supplementary acct. (see below) of | 5,032 12 |
| | |

| | |
|--|-------------|
| | \$26,037 35 |
|--|-------------|

Reference to the several comparative statements will readily show the particular accounts on which these increases have arisen.

The above sum of 5,032 12, charged to a supplementary account, is for a deficiency that was found to exist in the amount of wood stock on hand on 30th June. On taking stock of wood Mr. Marshall, Road Inspector, returned the quantity—

| | |
|---|-------------|
| On hand in the sheds to be only | 769½ cords. |
| While the books showed a balance of | 2,795 " |
| Making a deficiency since stock was last taken of | 2,025½ " |

As there was no method of making a true and correct statement of the consumption of the balance of this wood to the several services, I thought it better to charge the whole to a supplementary account, by itself; and I may here be allowed to remark that this is a matter over which I have no control, nor is this the first time such a deficiency has been found to exist, it always appearing more or less on stock being taken.

The wood, as you are aware, is credited to the several contractors, and charged to stock account, as delivered by them into the sheds from time to time, per Road Inspector's certificate. The wood and tank men then having charge render an account of the issue (together with the brass checks received from the engine drivers) to the storekeeper at Richmond, who renders a monthly account of the whole quantity consumed, to this office, which is charged in conformity to the several services, and credited to firewood account.

Since 30th June last there has been ten per cent. added to the issues of each month to cover loss in storing, &c.

The following table shows the operations of the road from 1861 to 1863, both inclusive :

| Account. | Year ending the 31st December, 1861. | Year ending the 31st December, 1862. | Year ending the 31st December, 1863. |
|----------------------------|---|---|---|
| Receipts from all sources, | \$120,917 66 | \$139,106 71 | \$149,674 42 |
| Working expenses, | 94,114 88 | 101,925 23 | *127,962 58 |
| | \$26,802 78 | \$37,181 48 | \$21,711 84 |

*Including supplementary account, \$5,032 12.

CONSTRUCTION SERVICE.—On referring to capital account (A 9) it will be seen that there has been received—

| | |
|--|-----------------------|
| From the Receiver General, to 31st December, 1862, | \$4,273,282 80 |
| to 31st December, 1863, | 4,608 35 |
| | <u>\$4,277,891 15</u> |

| | |
|--------------------------------------|-----------------------|
| And expended—To 31st December, 1862, | \$4,273,401 81 |
| During 1863, | 5,794 22 |
| | <u>\$4,279,196 03</u> |

| | |
|--------------------------|---------------------|
| Less per credit account, | 733 88 |
| | <u>4,278,462 15</u> |

Showing an over expenditure of, \$571 00

The credit account deducted (\$733 88) is for sale of sundries belonging to department, and previously debited, which decreases expenditure account by that sum.

EXTENSION OF RAILWAY EASTWARD FROM TRURO.—Survey Extension from Truro (A 1) shows the cost of this service to be as follows:—

| | |
|---------------------------------|----------------|
| Received from Receiver General, | \$2500 00 |
| Expended on survey, | 2484 96 |
| | <u>\$15 04</u> |

Leaving balance unexpended, as per balance sheet, of

\$15 04

I am, Sir,

Your obedient servant,

THOMAS FOOT, *Accountant.*

To JAMES McDONALD, Esq., Commissioner N. S. Railway.

(A 1.)
REVENUE BALANCE.

| Dr. | | | | Cr. |
|-----------------------------------|--|-----------|---------|--------------|
| 1863. | | | | |
| Receiver General, | | \$4421 53 | | \$84,254 89 |
| General Stock, | | 3597 38 | | 21,711 84 |
| Firewood " | | 40 63 | | |
| Oil, locomotive stock, | | 100 01 | | |
| Oil, car " | | 12 27 | | |
| Tallow " | | 233 86 | | |
| Waste " | | 498 13 | | |
| Sleepers " | | 20 56 | | |
| Road " | | | | |
| | | | 8924 37 | |
| Traffic Superintendent, | | 6372 48 | | |
| W. & E. Dimock, Windsor, | | 508 63 | | |
| Construction Ledger, | | 19 06 | | |
| Whitney & Bridges, Boston, | | 405 37 | | |
| Wood Contract, Richmond, | | 444 74 | | |
| J. J. Turnbull, | | 1 50 | | |
| J. Lindsay, | | 6 00 | | |
| A. Neal, | | 57 02 | | |
| Rents due on line, | | 53 80 | | |
| R. L. Wetherbe, | | 5 00 | | |
| Officers and Employees, for coal, | | 340 56 | | |
| Freight department, | | 6 25 | | |
| William Barry, | | 12 15 | | |
| Robert Malcom, | | 125 00 | | |
| Cash on hand | | | 8357 56 | |
| | | | 19 74 | |
| | | | | \$108,650 98 |

E. E. N. S. Railway Commissioner's Office, 31st December, 1863.

THOMAS FOOT, Accountant.

ABSTRACT (1.)
LOCOMOTIVE POWER.

| PARTICULARS. | Quarter ending 31st March. | Quarter ending 30th June. | Quarter ending 30th Sept. | Quarter ending 31st Dec. | Totals. |
|---|---|--|---|--|---|
| Wages of Drivers, Firemen, and Cleaners, Firewood consumed in running, Oil, Tallow, Waste, Salary of Locomotive Superintendent and Clerk, &c., Materials, &c., for repairing engines and tenders, including packing, Wages for repairing engines and tenders, Work not done by railway for do., Repairs to machinery, workshops, and engine houses, Repairs and renewal of tools, lamps, &c., Water Pumping, wooding up, woodshed, pump, and tank repairs, Miscellaneous, | \$1637 95 2283 21 244 44 198 49 178 36 354 26 1705 02 1544 58 209 13 234 39 340 24 441 90 73 71 | \$1917 93 2191 99 268 48 198 81 171 82 355 81 685 66 1943 63 223 55 300 16 345 12 442 89 85 28 | \$1954 96 2586 86 278 22 197 80 181 01 344 99 1005 26 2050 39 81 45 333 01 382 03 516 54 272 45 | \$2050 43 2527 81 247 47 195 86 134 50 364 53 1165 58 2144 34 280 40 919 52 455 70 501 81 244 13 | \$7561 27 9589 87 1088 61 790 96 965 75 1419 50 4561 52 7682 94 800 53 1787 98 1523 09 1903 14 675 57 |
| | \$9445 08 | \$9131 13 | \$10185 87 | \$11238 14 | \$40000 82 |

ABSTRACT. (2.)
MERCHANTIZE AND PASSENGER CARS.

| PARTICULARS. | Quarter ending | Quarter ending | Quarter ending | Totals. |
|---|----------------|----------------|----------------|------------|
| | 31st March. | 30th June. | 30th Sept. | |
| Wages of Conductors, Brakemen, Porters, and Shunters, | \$1784 00 | \$1861 34 | \$1855 05 | \$2281 40 |
| Oil consumed for packing, | 127 05 | 119 48 | 180 30 | 99 10 |
| Waste, | 47 25 | 51 90 | | 44 75 |
| Traffic Superintendent's salary, Clerk, and Office expenses, | 331 78 | 358 44 | 393 06 | 428 32 |
| Salaries of Station Masters and Freight Agents, | 1099 82 | 1068 29 | 1157 02 | 1170 30 |
| Materials, &c., for repairing cars, | 1648 03 | 456 69 | 2762 35 | 830 29 |
| Wages | 546 30 | 497 27 | 390 10 | 381 01 |
| Work not done by railway for do., | 205 52 | 391 80 | 148 08 | 79 80 |
| Repairing cars by contract, | 116 66 | 349 98 | 349 98 | 349 98 |
| Repairs to workshops, and repairs and renewal of tools, lamps, &c., | 24 41 | 5 33 | 8 88 | 121 07 |
| Small stores used on the trains, | 48 07 | 37 41 | 45 57 | 54 15 |
| Fuel | 28 16 | 6 43 | 6 00 | 29 23 |
| Wages to Switchmen and Signalmen, | 122 20 | 118 10 | 120 90 | 203 20 |
| Drawbacks and overcharges on goods forwarded and tickets refunded, | 66 80 | 188 00 | 85 88 | 196 26 |
| Miscellaneous, | 34 50 | 49 00 | 59 80 | 134 17 |
| | \$6230 55 | \$5559 46 | \$7502 97 | \$6353 03 |
| | | | | \$25700 01 |

ABSTRACT. (3.)
 MAINTENANCE OF WAY AND BUILDINGS.

| PARTICULARS. | Quarter ending 31st March. | Quarter ending 30th June. | Quarter ending 30th September. | Quarter ending 31st December. | Totals. |
|---|----------------------------|---------------------------|--------------------------------|-------------------------------|------------|
| Maintenance of Way by Contract, (including fencing.) | \$4766 60 | \$4865 00 | \$1002 20 | | \$10639 80 |
| Do. do. by day's labour, | 4 87 | 1587 46 | 3202 90 | 6111 78 | 4705 28 |
| Maintenance of Way by Section, | | | 2873 50 | 4347 22 | 8085 28 |
| Extra maintenance, | 681 26 | 687 50 | 2261 32 | 531 98 | 2478 72 |
| Salaries Inspector and Roadmasters, | 65 93 | 4431 17 | 2798 48 | 3109 20 | 10404 78 |
| Chairs, spikes, sleepers, &c., | 0 92 | 19 22 | 26 61 | 64 60 | 111 35 |
| Small stores, | 2 15 | 50 23 | 642 94 | 116 78 | 761 87 |
| Repairs of tools and renewals, | 93 13 | | 482 73 | 108 19 | 824 28 |
| Repairs to stations, wharves, buildings, and platforms, | 8 43 | | | 9 65 | 18 08 |
| Repairs to snow ploughs, | | | 238 58 | 588 76 | 827 34 |
| Repairs of bridges and culverts, | | | 403 55 | 996 10 | 1399 65 |
| Repairs of fencing, | 16 50 | 0 50 | 48 01 | 1 74 | 67 65 |
| Miscellaneous, | | | | | |
| | \$5639 79 | \$11641 08 | \$14559 70 | \$10076 00 | \$47910 57 |

ABSTRACT. (4.)
GENERAL CHARGES.

| PARTICULARS. | Quarter ending 31st March. | Quarter ending 30th June. | Quarter ending 30th September. | Quarter ending 31st December. | Totals. |
|---|-------------------------------|------------------------------|-----------------------------------|----------------------------------|-----------|
| Salaries Commissioner, Accountant, and office expenses, | \$1028 02 | \$1385 46 | \$1152 60 | \$1236 02 | \$4802 10 |
| Printing, advertising, and tickets, | 284 00 | 110 60 | 357 23 | 680 85 | 1432 68 |
| Stationery, | 159 14 | 56 25 | 151 41 | 153 44 | 520 24 |
| Damages to animals and goods, | | 217 17 | 73 35 | 82 85 | 373 37 |
| Station watchmen, | 162 94 | 162 94 | 161 94 | 163 94 | 651 76 |
| Fuel, oil, light, and incidental expenses at stations, | 487 31 | 114 27 | 163 28 | 359 06 | 1123 92 |
| Telegraph operation, | 34 87 | 29 80 | 59 00 | 110 45 | 234 12 |
| Miscellaneous, | 63 43 | 84 44 | 18 90 | 2 10 | 168 87 |
| | \$2219 71 | \$2160 93 | \$2137 71 | \$2788 71 | \$9307 06 |

(A 3.)
COMPARATIVE STATEMENT—LOCOMOTIVE POWER.
 Years ending 31st December, 1862 and 1863.

| PARTICULARS. | 1862. | | 1863. | | Increase. | Decrease. |
|---|---------|----|---------|----|-----------|-----------|
| | | | | | | |
| Wages of Drivers, Firemen, and Cleaners, | \$6815 | 49 | \$7561 | 27 | \$745 | 68 |
| Firewood consumed in running, | 9644 | 26 | 9589 | 87 | | \$54 |
| Oil, | 1246 | 63 | 1038 | 61 | | 208 |
| Tallow, | 641 | 53 | 790 | 96 | 149 | 43 |
| Waste, | 365 | 65 | 665 | 75 | 310 | 10 |
| Salary of Locomotive Superintendent and Clerk, &c., | 1358 | 29 | 1419 | 59 | 61 | 30 |
| Materials, &c., for repairing engines and tenders, including packing, | 4305 | 42 | 4561 | 52 | 256 | 10 |
| Wages for repairing engines and tenders, | 6199 | 15 | 7682 | 94 | 1483 | 79 |
| Work not done by railway for do., | 384 | 50 | 800 | 53 | 416 | 03 |
| Repairs to machinery, workshops, and engine houses, | 1058 | 16 | 1787 | 98 | 729 | 82 |
| Repairs and renewal of tools, lamps, &c., | 639 | 07 | 1523 | 09 | 884 | 02 |
| Water pumping, wooding-up, wood-shed, pump and tank repairs, | 2068 | 40 | 1903 | 14 | | 165 |
| Miscellaneous, | 454 | 75 | 675 | 57 | 220 | 82 |
| | \$35171 | 40 | \$40000 | 82 | \$5257 | 09 |
| | | | | | 427 | 67 |
| | | | | | \$4829 | 42 |

(A 4.)
COMPARATIVE STATEMENT--MERCHANDIZE AND PASSENGER CARS.
 Years ending 31st December, 1862 and 1863.

| PARTICULARS. | 1862. | 1863. | Increase. | Decrease. |
|---|------------|------------|-----------|-----------|
| Wages of Conductors, Brakemen, Porters, and Shunters, | \$6886 59 | \$7731 79 | \$845 20 | |
| Oil consumed for packing, | 361 08 | 525 93 | 164 85 | |
| Waste, | 36 95 | 143 90 | 106 95 | |
| Traffic Superintendent's salary, Clerks, and Office expenses, | 1308 94 | 1511 60 | 202 66 | |
| Salaries of Station Masters and Freight Agents, | 4034 30 | 4495 43 | 461 13 | |
| Materials for repairing cars, | 2939 36 | 5697 36 | 2758 00 | \$1033 68 |
| Wages for do., | 2848 36 | 1814 68 | | |
| Work not done by railway for do., | 530 49 | 825 20 | 294 71 | |
| Repairing cars by contract, | | 1166 60 | 1166 60 | |
| Repairs to workshops, and repairs and renewal of tools, lamps, &c., | 205 78 | 159 69 | | 46 09 |
| Small stores used on the trains, | 190 25 | 185 20 | | 5 05 |
| Fuel do., | 108 48 | 69 82 | | 28 66 |
| Wages to Switchmen and Signalmen, | 581 85 | 564 40 | | 17 45 |
| Drawbacks and overcharges on goods forwarded and tickets refunded, | 571 71 | 536 94 | | 34 77 |
| Miscellaneous, | 180 15 | 277 47 | 97 32 | |
| | \$20784 29 | \$25706 01 | \$6097 42 | \$1175 70 |
| | | | 1175 70 | |
| | | | \$4921 72 | |

(A 5.)
COMPARATIVE STATEMENT—MAINTENANCE OF WAY AND BUILDINGS,
 FOR YEARS ENDING 31ST DECEMBER, 1862 AND 1863.

| PARTICULARS. | 1862. | 1863. | Increase. | Decrease. |
|---|---|---|--|------------------------------|
| Maintenance of way by contract, including fencing, Do. by days' labor, Do. section, Do. extra, Repairs of bridges and culverts, Repairs of fencing, | \$18955 49 6255 50 | \$10633 80 4795 23 8985 28 6608 54 827 34 1399 65 | \$8985 28 6608 54 827 34 1399 65 | \$8921 69 1460 27 |
| | 25210 99 | 33249 84 | 17820 81 9781 96 | 9781 96 |
| Salaries Inspector and Road Masters, Chairs, spikes, sleepers, &c., Small stores, Repairs and renewal of tools, Repairs to stations, wharves, buildings, and platforms, Repairs to snow ploughs, Miscellaneous, | 2756 17 8330 94 79 13 13 10 404 57 541 13 30 90 | 2478 72 10404 78 111 35 761 87 824 28 18 08 67 65 | 8038 85 2073 84 32 22 748 77 419 71 36 75 | 277 45 523 05 \$800 50 |
| | \$37360 93 | \$47916 57 | \$10549 64 | |

(A 6.)
COMPARATIVE STATEMENT—GENERAL CHARGES.
 YEARS ENDING 31ST DECEMBER, 1862 AND 1863.

| PARTICULARS. | 1862. | | 1863. | | Increase. | Decrease. |
|---|-----------|--|-----------|--|-----------|-----------|
| | | | | | | |
| Salaries Commissioner, Accountant, and office expenses, | \$4892 95 | | \$4802 10 | | 331 35 | \$90 85 |
| Printing, advertising, and tickets, | 1101 33 | | 1432 68 | | 188 15 | |
| Stationery, | 332 09 | | 520 24 | | 33 67 | |
| Damages to animals and goods, | 339 70 | | 373 37 | | | 3 62 |
| Station watchmen, | 655 38 | | 651 76 | | 479 27 | |
| Fuel, oil, light, &c., and incidental expenses at stations, | 644 65 | | 1123 92 | | 234 12 | |
| Telegraph operation, | | | 234 12 | | | 467 64 |
| Miscellaneous, | 636 51 | | 168 87 | | | |
| | | | | | 1266 56 | \$562 11 |
| | | | | | 562 11 | |
| | \$8602 61 | | \$9307 06 | | \$704 45 | |

(A 7.)

QUARTERLY SUMMARY OF RECEIPTS AND EXPENSES,

For the year ending 31st December, 1863.

| | Receipts from all sources. | Expenses. | Balance Revenue Surplus. |
|------------------------|----------------------------|-------------|--------------------------|
| March 31, | \$25022 94 | \$23530 22 | \$1492 72 |
| June 30, | 37109 98 | 28498 11 | 8611 87 |
| September 30, | 44494 96 | 34446 25 | 10048 71 |
| December 31, | 43046 54 | 36455 88 | 6590 66 |
| | | \$122930 46 | \$26743 96 |
| Supplementary account, | | 5032 12 | 5032 12 |
| | \$149674 42 | \$127962 58 | \$21711 84 |

CONSTRUCTION SERVICE.

(A 8.)

CONSTRUCTION BALANCE.

| DR. | | | CR. |
|------------------|-----------|------------------|-----------|
| Cash, | \$25 30 | Bank, overdrawn, | \$1027 27 |
| Capital account, | 571 00 | Revenue ledger, | 19 06 |
| F. A. Hennegar, | 60 00 | | |
| John Fielding, | 390 03 | | |
| | \$1046 33 | | \$1046 33 |

E. E. N. S. Railway, Commissioner's Office,
Halifax, N. S., Dec. 31, 1863.

THOMAS FOOT,
Accountant.

(A 10.)
EXTENSION FROM TRURO.
BALANCE.

| DR. | | CR. |
|-------|---------|--------------------------------------|
| Cash, | \$4 55 | Survey Extension from Truro, \$15 04 |
| Bank, | 10 49 | |
| | \$15 04 | \$15 04 |

E. E. N. S. Railway, Commissioner's office,
Halifax, N. S., Dec. 31, 1863.

THOMAS FOOT,
Accountant.

(A 11)
SURVEY EXTENSION FROM TRURO.

| DR. | | CR. |
|--|------------|---|
| 1863. Dec. 31. To Engineering, (Abs. A), | \$2,280 24 | 1863. Dec. 31. By Cash received from Rec. Genl. |
| Gen'l Expenses, (Abs. B), | 204 72 | to date, |
| | 2,484 96 | \$2,500 00 |
| Balance, | 15 04 | |
| | \$2,500 00 | \$2500 00 |

ABSTRACT. (A.)
ENGINEERING.

| | |
|---|-----------|
| Salaries and Surveying, | \$1939 54 |
| Office Expenses, Printing, &c., | 4 30 |
| Stationery, Instruments, and Drawing Materials, | 301 90 |
| Miscellaneous, | 34 50 |
| | \$2280 24 |

ABSTRACT. (B.)
GENERAL EXPENSES.

| | |
|-----------------------------|----------|
| Salaries, | \$63 99 |
| Office Expenses, | 13 39 |
| Books and Stationery, | 67 61 |
| Printing, Advertising, &c., | 59 73 |
| | \$204 72 |

(B.)

Richmond, January, 1864.

SIR,—

I beg to submit my annual report, and tables annexed, shewing the operations of the Nova Scotia Railway for the past year, ending 31st December, 1864.

| | |
|---------------|---|
| Return (A 2) | Superintendent's account current with Revenue. |
| Do. (B 2) | Various sources of revenue and aggregate earnings at each station, |
| Do. (C 2) | Mileage of trains, number of passengers, quarterly receipts on Main Line and Windsor Branch, and summary. |
| Do. (D 2) | Number of passengers of each class carried per month, and recapitulation. |
| Do. (E 2) | Monthly receipts of local and through passengers at the respective stations. |
| Do. (F 2) | Monthly receipts for horses and waggons. |
| Do. (G 2) | Monthly freight earnings at each station. |
| Do. (H & I 2) | Comparative statement of gross earnings on Main Line and Windsor Branch for 1862 and 1863. |
| Do. (J 2) | Number of first and second class passengers from each station, and amount received respectively. |
| Do. (K 2) | Description of freight forwarded from each station. |
| Do. (L 2) | Weight of freight received and forwarded from Richmond terminus. |

The following returns will show that the aggregate earnings of the railway during the past year amount to the sum of \$144651 35

For comparison it is necessary to include the services performed for which no credit is shown in the returns, viz. :

| | |
|---|-------------|
| Conveyance of members of L. Council, House of Assembly, and officers, during session, | \$323 49 |
| Volunteers attending shooting match, &c., | 911 09 |
| Militia attending drill instruction, | 28 20 |
| Teachers attending conference, | 131 70 |
| Emigrants (Miss B. Coutts), | 53 58 |
| | 1448 06 |
| | \$146099 40 |

Comparing the returns for 1863 with those of 1862, they exhibit an increase of \$11952 01, as per statement :

RECEIPTS.

| | Passengers. | Horse and Waggon. | Freight. | Totals. |
|-------|-------------|-------------------|------------|-------------|
| 1863, | \$66850 70 | \$14684 57 | \$63116 07 | \$144651 34 |
| 1862, | 63489 84 | 13716 23 | 55493 26 | 132699 33 |
| | \$3360 86 | \$968 34 | \$7622 81 | \$11952 01 |

| | | |
|--|-------|---------------|
| The number of passengers carried during the past year, as per returns, | 99161 | |
| Members, | 213 | |
| Volunteers, | 361 | |
| Militia, | 61 | |
| Teachers, | 44 | |
| Emigrants, | 56 | |
| Holder's of season tickets, | 1192 | |
| | | 1927 |
| | | <u>101088</u> |

Showing an increase over 1862 of 5068, exclusive of 9049 teamsters passing free.

In reviewing the passenger business during the past year, I find the principal improvement has been on the Main Line, viz. :

| | MAIN LINE. | WINDSOR BRANCH. |
|-------|------------------|-----------------|
| 1863, | \$37144 16 | \$29706 54 |
| 1862, | 33631 86 | 29857 98 |
| | <u>\$3512 30</u> | <u>\$151 44</u> |

Showing an increase on the Main Line of \$3,512 30, and a decline on the Branch of \$151 44,—making the nett increase for the year from passengers \$3,360 86, as per returns. Although there has been a slight falling off in local passenger earnings on Windsor Branch, there has been an increase in "through" business via Bay of Fundy route to New Brunswick and the United States and *vice versa* of fully thirty per cent over 1862.

The transportation of horses and waggons has advanced \$968 34. This branch of business is unproductive in consequence of the low tariff, and the amount of rolling stock required to perform the service; this, however, cannot well be obviated until better facilities are provided for moving freight from the Richmond terminus to the city, or a depot situated in a more central part.

The freight earnings during the past year (1863) exhibit a favorable increase over 1862 of \$7,622 81.

| | | | |
|-------|-------------|-------|-------------|
| 1862, | \$55,493 26 | 1863, | \$63,116 07 |
|-------|-------------|-------|-------------|

showing that this branch of traffic continues annually to improve, and I have no doubt but it can be still further increased, by extending facilities to new branches of industry which are rapidly being developed.

The total quantity of freight, including horses and waggons, is 56,471 tons, or an increase over 1862 of nearly 14,000 tons, the average receipts per ton moved being \$1 37, and the receipts per ton per mile nearly the same as 1862, .5 81, or nearly 6 cents.

During the past year an ice trade has been fully inaugurated at Rocky Lake station, a distance of nearly eleven miles from Halifax, and nearly fifteen hundred tons of this article have been carried by the department to Richmond for shipment, and the company are now making large extensions to their buildings. These operations promise to contribute largely to the interests of the road. The want of siding accommodation during the early part of the season was seriously felt; this has now been obviated by a siding of 714 feet being built, where a train can be loaded apart from the Main Line; by this means the department are enabled to operate the traffic safely, and at a reduced cost—a proportion of the expense of this improvement was paid by the ice company.

The slate and pavement quarries recently opened at Elmsdale and Beaver Bank already promise to be productive. During the past year between four and five hundred tons have been transported from these stations to Richmond; both articles are said to be of superior quality, and in my opinion when their character becomes established, the business will be carried on extensively. The situation of the former from the railway (a distance of twelve miles) will be felt in haulage, but this I apprehend will be overcome by an increased consumption, when the superiority of the article has been tested. The latter has an advantage in this

particular, being within a hundred yards of the station. Every favorable consideration ought to be extended to parties thus engaged, in view of encouraging new branches of industry.

I make mention of these newly inaugurated enterprises in order to show the growing development of the resources of the province, and I trust, with the aid of railway communication, they can be operated advantageously. Every reasonable assistance at the disposal of the department ought to be extended, in order to stimulate and encourage the several branches.

The general freight business on both lines exhibits a favorable increase. The trade from the western counties to Halifax, via Windsor and *vice versa*, already exceeds my expectation, and if carefully fostered, will be a great feeder to the Windsor branch.

In my report for 1862 I recommended several extensions and alterations to be made at some of the stations. Those have been carried out at Truro, Beaver Bank, and Newport, viz. : at Truro a siding of six hundred feet long has been built with a double platform and loading bank of two hundred and eighty-nine feet in length, which is well adapted to the purpose for which it was intended,—timber, &c.,—a train can now be loaded without moving; obviating the necessity and risk of performing this service on the Main Line.

The practice of dividing the train about a mile and a half from Truro station on the grade and running into the station detached by the control of the brakes, is still in operation, and cannot well be obviated, owing to the buildings being situated at the extreme end of the platform. If the train was run in entire, the passengers would be landed a considerable distance from the buildings, which would be inconvenient, besides disagreeable, particularly in stormy weather. I would recommend that suitable alterations be made as soon as the season will admit—either an extension of the Main Line beyond the station, or a shed erected at the west end of the present platform, with baggage room attached, to be used for passengers landing,—the present system could then be abandoned.

At Beaver Bank a platform seventy feet long has been erected, and a loading bank on the siding, which will be of material benefit in loading heavy freight; and at Newport a “through siding” has been built, 643 feet long, the freight siding reduced to 450 feet, and carried round behind the station, and an extension of platform on the Main Line of 100 feet, and on the siding of 124 feet, besides a new freight house 36 by 20 feet. Those extensions will doubtless be of great service to the freighting public, and will aid the department in expediting the business.

A new station house is much wanted at Richmond. The present erections, if allowed to remain another year, will require extensive repairs to make them safe. The freight traffic also requires enlarged accommodation, in view of promptly and satisfactorily meeting the requirements of the public generally. The hay shed recommended in my last report has been completed, 80 by 45 feet, and proves to be of great service in protecting hay, &c., from exposure and damage. A new crane has also been erected on the loading bank, which will be useful in loading heavy freight. The fifty-ton track scales have arrived, and will be erected as soon as the weather will permit.

At Brookfield and Shubenacadie some little alterations are essential, in order to meet the business at these places, which is annually improving. The expense will be very trifling.

I beg to invite your particular attention to the necessity of an enlargement of wood shed accommodation at several of the wooding stations, particularly Richmond and Windsor Junction. This is almost indispensable at those places, so that a sufficient supply could be stored in good condition to serve during the winter months; which I am satisfied would effect a saving in the consumption of fuel. At present the sheds require to be replenished during winter, when the wood is very unfit for use, being saturated with water, and often covered with ice.

I would recommend that an additional shed be built at Richmond, capable of holding 250 cords, and another at Windsor Junction, to contain 400 cords. At Still Water and Polly Bog additions could be made to answer the present purpose. At Truro and Windsor the accommodation can be made to suffice in the meantime.

A building suitable to paint cars in is much wanted at Richmond. Experience shows that the stone building (or car shop) is not adapted for this purpose, in consequence of the dampness. There are several temporary erections on the wharf which can be moved and appropriated to this purpose at a trifling expense, where our passenger cars can be repaired, and painted or varnished, in winter, when the traffic is light, as our present stock will not admit of this being done in summer.

The freight cars during the past year have necessarily been heavily taxed, owing to the increase of business, and the stock being limited, which involves a larger amount of tear and wear to that class. The cars recommended in my report of 1862, are in course of construction. The cattle cars (4) will be placed on the road on 1st April. The second class cars (2) are to be the same dimensions as our present first, (42 feet long,) fitted to hold 36 passengers, and having a baggage room $13\frac{1}{2} \times 6\frac{1}{2}$ feet, and a separate compartment for mails. These cars will be fitted with powerful "brakes," which will be well adapted on the Windsor Branch where the grades are heavy, besides they will serve the purpose of two cars (second class and baggage) which are necessarily run at present.

If the freight business continues to increase as heretofore, it will be necessary to add to our present stock of plant in the same ratio.

In commencing the "Fall arrangement" of trains, a slight alteration was made with the No. 1 train from Halifax, and No. 4 from Truro, in discontinuing carrying intermediate freight. Mails, through freight, horses, waggons, and live stock, are still carried. By this arrangement the running time was reduced, and the time of the freight or mixed trains extended. I have no doubt when this system becomes established it will give good satisfaction, particularly to "through passengers." This being the direct and almost only route to New Brunswick during four months of the year it is desirable to give the speediest transit consistent with safety.

During the past year the Telegraph Company have erected a substantial line from Richmond to Truro, on the railway, and made a connection at Windsor Junction, in addition to the stations connected in 1862. By this means all trains are telegraphed regularly to Richmond on passing. This arrangement will be of great advantage in working the lines, particularly in winter.

The trains have run regularly, with the exception of some little detention upon two occasions, in "Bedford," and McBean's cuttings, caused by land slides.

On the 29th September an accident occurred at the "Ballast Pit," near Windsor, to the passenger train, in consequence of the points being left open after passing the engine employed in ballasting into the siding. The regular train from Windsor to Richmond ran into the siding, and came in collision with the tender of the ballast engine, fortunately the mistake was discovered by the engineer in time to reverse the engine and slacken speed before the collision took place. No person was injured, and no portion of the train left the rails. The engines and cars were damaged to the amount of about \$350 00. The parties in charge of ballast train, by whose neglect the accident occurred, were at once removed from the service.

I regret to mention two casualties, resulting fatally, which have occurred within the past year, viz. :

On the 9th February, Edward O'Connell was killed, at the bridge over the line, half a mile from Windsor, in attempting to get over the top of the cars, for what purpose remains a mystery,—and on 6th September (Sunday) a colored man named Alexander Barrett, was found dead about a mile from the old "Piers Mills" platform, very much mutilated, supposed to have been run over by the Windsor down train the previous evening; he was last seen in company with two others near Four Mile House.

Alex. Whelan, car shunter at Richmond, was slightly bruised when coupling the trains on 14th March; and a person named Ellis had his arm injured from a fall between the cars at Stewiacke Station. Neither of these accidents were of a serious nature.

I am glad to say that no blame can be attributed to any officer or employee of the department, as being the cause of these accidents. Such occurrences are invariably the result of heedless and unnecessary exposure. It is frequently annoying to observe the recklessness of parties, notwithstanding the repeated remonstrances of officers in charge of the trains.

I am, Sir,

Your obedient servant,

GEORGE TAYLOR.

(B 2.)
Various Sources of Revenue and Appropriate Earnings of each Station for the year ending December 31, 1863.

| Name of Agent and capacity. | Station. | Passenger traffic. | Horse & Wagon traffic. | Freight traffic. | Total. |
|---|------------------------|--------------------|------------------------|--------------------|---------------------|
| Arthur Busby, | Richmond. | \$2,699 21 | \$341 10 | | \$2,970 31 |
| James Alexander, | Do. | | | \$2,242 21 | 2,242 21 |
| Edward Moren, | Bedford. | 2,151 13 | 384 72 | 569 56 | 3,105 41 |
| J. H. Hodson, | Rocky Lake. | 46 36 | 60 54 | 801 90 | 902 80 |
| Hugh McIntosh, | Windsor Junction. | 1,151 57 | 16 50 | 438 39 | 1,606 46 |
| George Nichols, | Grand Lake. | 111 17 | 42 14 | 30 92 | 184 23 |
| A. G. McDonald, | Fletcher's. | | | 69 81 | 69 81 |
| Do. | Enfield. | | 5 01 | 428 70 | 433 71 |
| Do. | Elmsdale. | 1,975 78 | 608 14 | 1,858 10 | 4,442 02 |
| Do. | Truro Road. | | | 17 31 | 17 31 |
| John McDonald, | Shubenacadie. | 2520 46 | 395 95 | 2,679 49 | 5,595 90 |
| Francis Holesworth, | Stewiacke. | 1,299 14 | 653 18 | 1,365 44 | 3,317 76 |
| George W. McElhinney, | Brookfield. | 1,331 78 | 479 39 | 2,124 31 | 3,935 48 |
| Hugh McCallum, | Truro. | 7,293 86 | 2,027 06 | 7,761 45 | 17,085 37 |
| Daniel Hallisey, | Beaver Bank. | 455 97 | 97 48 | 247 76 | 801 21 |
| R. McLearn, | Mount Uniacke. | 910 39 | 347 27 | 415 33 | 1,672 99 |
| J. L. Sweet, | Newport. | 2,121 03 | 478 05 | 1,912 19 | 4,511 27 |
| Charles E. Harding, | Windsor. | 9317 47 | 3748 04 | 10,187 33 | 23,252 84 |
| John Murray, | Conductor. | 367 14 | | | 367 14 |
| A. R. Adams, | do. | 310 70 | | | 310 70 |
| John Ryan, | do. | 639 89 | | | 639 89 |
| J. W. C. Archibald, | do. | 471 75 | | | 471 75 |
| Robert Duncan, | do. | 346 73 | | | 346 73 |
| George Donkin, | do. | 6 10 | | | 6 10 |
| James Keys, | do. | 110 88 | | | 110 88 |
| H. Hyde, | Stage Proprietor. | 2,248 40 | | | 2,248 40 |
| J. S. Lindsay, | do. | 1,958 46 | | | 1,958 46 |
| J. King & Bros., | Steamboat Proprietors. | 3,533 33 | | | 3,533 33 |
| Season Tickets, | | 1,671 00 | | | 1,671 00 |
| Special Trains, | | 47 00 | | | 47 00 |
| Round Trip Tickets, | | 60 00 | | | 60 00 |
| General Post Office, | | | | 2,400 00 | 2,400 00 |
| N. S. Ice Co., Engine and Car hire, | | | | 60 00 | 60 00 |
| Wharfage, | | | | 6 00 | 6 00 |
| Construction, Engine and Car hire, | | | | 381 50 | 381 50 |
| Maintenance Way, | | | | 6115 37 | 6,115 37 |
| Totals. | | \$66,850 70 | \$14,684 57 | \$63,116 07 | \$144,651 34 |

GEORGE TAYLOR.

(C 2.)

Statement showing Mileage of Trains, Number of Passengers, and Quarterly Receipts, for the year ending December 31, 1863.

MAIN LINE.

| Quarter ending. | Mileage of Trains. | No. of Passengers. | | | Amount received for | | | Total. |
|---|--------------------|--------------------|--------------|--------------|---------------------|-------------------|-------------------|--------------------|
| | | 1st class. | 2d class. | Total. | Passengers. | Horse and Wagon. | Freight. | |
| March 31, | 19736 | 3155 | 6964 | 10119 | \$6134 34 | \$1508 31 | \$6759 71 | \$14402 36 |
| June 30, | 21949 | 5666 | 9568 | 15234 | 9608 61 | 1025 32 | 9383 58 | 20017 51 |
| September 30, | 23318 | 7357 | 9733 | 17090 | 10718 90 | 1550 12 | 10673 61 | 22942 63 |
| December 31, | 21455 | 5229 | 11245 | 16474 | 10682 31 | 2779 08 | 9053 37 | 22714 76 |
| Total, | 86458 | 21407 | 37510 | 58917 | \$37144 16 | \$7062 83 | \$35870 27 | \$80077 26 |
| WINDSOR BRANCH. | | | | | | | | |
| March 31, | 15185 | 2198 | 4807 | 7004 | \$4118 76 | \$1320 88 | \$4542 05 | \$9981 69 |
| June 30, | 16837 | 5297 | 5492 | 10789 | 8151 69 | 823 77 | 7283 57 | 16259 03 |
| September 30, | 18532 | 7330 | 5591 | 12921 | 9998 06 | 2204 64 | 7358 58 | 19561 28 |
| December 31, | 15930 | 4301 | 5229 | 9530 | 7438 03 | 3272 45 | 8061 60 | 18772 08 |
| Total, | 66484 | 19126 | 21118 | 40224 | \$29706 54 | \$7621 74 | \$27245 80 | \$64574 08 |
| SUMMARY.—MAIN LINE AND WINDSOR BRANCH. | | | | | | | | |
| March 31, | 34921 | 5353 | 11770 | 17123 | \$10253 10 | \$2829 19 | \$11301 76 | \$24384 05 |
| June 30, | 38786 | 10963 | 15060 | 26023 | 17760 30 | 1849 09 | 16667 15 | 36276 54 |
| September 30, | 41850 | 14687 | 15320 | 30011 | 20716 96 | 3754 76 | 18032 19 | 42503 91 |
| December 31, | 37385 | 9530 | 16474 | 26004 | 18120 34 | 6251 53 | 17114 97 | 41486 84 |
| Total, | 152942 | 40533 | 58628 | 99161 | \$66850 70 | \$14684 57 | \$63116 07 | \$144651 34 |

Mileage of Trains engaged in shunting and assisting Trains, not included.

GEORGE TAYLOR.

(D 2.)

Statement showing the number of passengers for the year ending December 31, 1863.

| Month. | MAIN LINE. | | | Totals. | Month. | WINDSOR BRANCH. | | | Totals. | |
|------------|------------|------------|---------|---------|-----------|-----------------|------------|---------|---------|------|
| | 1st class. | 2nd class. | Totals. | | | 1st class. | 2nd class. | Totals. | | |
| January, | 900 | 2779 | 3769 | 10119 | January, | 828 | 1634 | 2462 | 7004 | |
| February, | 1053 | 2079 | 3142 | | February, | 649 | 1624 | 2273 | | |
| March, | 1112 | 2096 | 3208 | | March, | 721 | 1548 | 2269 | | |
| April, | 1506 | 2881 | 4387 | 15234 | April, | 1351 | 2178 | 3529 | 10789 | |
| May, | 1769 | 3338 | 5107 | | | May, | 1574 | 1647 | | 3221 |
| June, | 2391 | 3349 | 5740 | | | June, | 2372 | 1667 | | 4039 |
| July, | 2552 | 3362 | 5914 | 17090 | July, | 2261 | 1902 | 4163 | | |
| August, | 2591 | 3120 | 5711 | | | August, | 2212 | 1808 | | 4020 |
| September, | 2214 | 3251 | 5465 | | | September, | 2857 | 1881 | | 4738 |
| October, | 2195 | 3856 | 6051 | 16474 | October, | 1998 | 1738 | 3736 | 9530 | |
| November, | 1474 | 3578 | 5052 | | | November, | 1259 | 1632 | | 2891 |
| December, | 1560 | 3811 | 5371 | | | December, | 1044 | 1859 | | 2903 |
| Totals, | 21407 | 37510 | 58917 | 58917 | Totals, | 19126 | 21118 | 40244 | | |

RECAPITULATION.

| | | | | |
|---------------------------|-------|-------|---------|-------|
| MAIN LINE—1st class, | 21407 | 37510 | Totals, | 58917 |
| WINDSOR BRANCH—1st class, | 19126 | 21118 | Totals, | 40244 |
| | | | Totals, | 99161 |

GEORGE TAYLOR.

(E. 2.)
Statement of monthly receipts at the respective Stations for the year ending December 31, 1863.
PASSENGERS.

| Stations, &c. | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Aggregate. |
|---------------------|-----------|-----------|---------|---------|---------|---------|---------|---------|------------|----------|-----------|-----------|------------|
| Richmond, | \$1465 52 | 1166 37 | 1155 73 | 1528 57 | 1870 47 | 2575 77 | 2734 29 | 2564 40 | 2771 02 | 2528 23 | 2009 24 | 2029 60 | \$24399 21 |
| Bedford, | 172 08 | 108 36 | 110 10 | 182 91 | 181 51 | 232 89 | 224 14 | 236 58 | 220 91 | 184 75 | 145 56 | 151 34 | 2151 13 |
| Rocky Lake, | 79 55 | 54 00 | 56 07 | 110 94 | 84 91 | 89 44 | 107 29 | 103 10 | 121 16 | 138 17 | 103 16 | 103 78 | 40 36 |
| Windsor Junction, | 5 20 | 7 17 | 6 20 | 15 46 | 11 11 | 9 30 | 20 22 | 10 24 | 14 37 | 9 37 | | 12 53 | 1151 57 |
| Grand Lake, | 119 88 | 107 40 | 106 89 | 134 92 | 151 43 | 202 47 | 198 38 | 168 83 | 169 63 | 213 12 | 204 70 | 198 13 | 1975 78 |
| Elmsdale, | 117 93 | 127 92 | 152 71 | 202 70 | 220 78 | 260 79 | 241 29 | 228 08 | 275 20 | 270 58 | 229 73 | 192 75 | 2520 46 |
| Shubencadie, | 96 26 | 55 02 | 61 96 | 112 70 | 122 30 | 125 82 | 132 77 | 113 25 | 111 70 | 119 93 | 125 55 | 121 82 | 1299 14 |
| Stewiacke, | 83 64 | 84 76 | 89 39 | 121 70 | 124 60 | 145 30 | 115 35 | 115 22 | 99 94 | 106 48 | 125 66 | 119 74 | 1331 78 |
| Brookfield, | 472 28 | 469 97 | 463 16 | 510 19 | 535 44 | 895 49 | 625 22 | 641 48 | 644 82 | 729 68 | 616 69 | 689 44 | 7293 86 |
| Truro, | 33 56 | 17 87 | 22 48 | 28 87 | 40 03 | 43 40 | 50 12 | 57 00 | 49 17 | 42 56 | 29 74 | 41 17 | 455 97 |
| Beaver Bank, | 72 41 | 66 99 | 50 95 | 70 43 | 70 87 | 108 71 | 87 04 | 74 26 | 88 48 | 98 02 | 55 79 | 60 44 | 910 39 |
| Mount Uniacke, | 157 47 | 155 55 | 165 08 | 156 86 | 149 18 | 188 63 | 211 63 | 204 59 | 218 21 | 117 86 | 162 53 | 173 44 | 2121 03 |
| Newport, | 482 14 | 410 24 | 474 76 | 683 71 | 723 27 | 1167 91 | 928 01 | 881 79 | 1065 51 | 959 66 | 728 04 | 812 43 | 9317 47 |
| Windsor, | 12 32 | 18 44 | 23 05 | 29 98 | 27 55 | 33 40 | 34 19 | 38 99 | 44 04 | 46 18 | 29 05 | 29 95 | 367 14 |
| J. Murray, | 18 39 | 25 12 | 23 73 | 39 62 | 26 43 | 20 78 | 24 72 | 34 15 | 26 44 | 31 30 | 19 23 | 20 79 | 310 70 |
| A. R. Adams, | 56 10 | 41 72 | 42 52 | 74 84 | 52 85 | 61 09 | 92 88 | 49 75 | | | | | 471 75 |
| J. M. C. Archibald, | 45 91 | 33 40 | 31 78 | 54 82 | 47 93 | 60 38 | 67 07 | 71 23 | 26 17 | 67 55 | 64 25 | 69 40 | 639 89 |
| John Ryan, | 1 05 | 2 86 | 11 91 | 2 58 | 5 99 | 3 61 | 0 52 | 29 83 | 52 71 | 92 04 | 76 65 | 66 98 | 346 73 |
| Robert Duncan, | | | | | | | | | | | | | 6 10 |
| George Donkin, | | | | | | | | | | | | | 6 10 |
| Jas. Keys, | | | | 4 27 | | 0 22 | | | 78 20 | 26 09 | 1 04 | 1 06 | 110 88 |
| H. Hyde, | 87 98 | 55 08 | 61 20 | 88 74 | 279 99 | 283 65 | 246 15 | 217 21 | 268 97 | 316 71 | 198 90 | 143 82 | 2248 40 |
| T. S. Lindsay, | 81 10 | 85 68 | 88 74 | 131 58 | 267 76 | 226 46 | 182 84 | 119 34 | 156 06 | 274 65 | 183 60 | 160 65 | 1958 46 |
| J. King & Co., | | | | 334 50 | 356 00 | 481 50 | 434 00 | 473 00 | 600 00 | 439 50 | 320 60 | 94 23 | 3533 33 |
| Season tickets, | 117 00 | 88 00 | 75 00 | 157 00 | 229 25 | 179 75 | 166 75 | 130 50 | 109 50 | 168 25 | 167 50 | 82 50 | 1671 00 |
| Special trains, | | 20 00 | | | | | 27 00 | | | | | 60 00 | 47 00 |
| Round trip tickets, | | | | | | | | | | | | 60 00 | 60 00 |
| | \$3777 77 | 3201 92 | 3273 41 | 4783 89 | 5579 65 | 7396 76 | 6941 87 | 6562 82 | 7212 27 | 7040 68 | 5597 21 | 5482 45 | \$66850 70 |

(F 2.)

Statement of Monthly Receipts at the Respective Stations for the year ending December 31, 1863.
HORSE AND WAGGON TRAFFIC.

| Stations. | January. | Feb'y. | March. | April. | May. | June. | July. | August. | Sept'r. | Oct'r. | Nov'r. | Dec'r. | Aggregate. |
|-------------------|-----------|--------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|------------|
| Richmond, | \$418 22 | 326 35 | 265 76 | 170 88 | 202 51 | 344 28 | 344 70 | 391 76 | 560 92 | 706 47 | 723 28 | 885 97 | \$5341 10 |
| Bedford, | 27 71 | 19 95 | 21 30 | 20 81 | 22 11 | 19 22 | 38 80 | 39 15 | 58 79 | 44 77 | 31 05 | 41 06 | 384 72 |
| Rocky Lake, | 3 06 | 5 22 | 5 06 | 3 12 | 6 16 | 3 29 | 4 81 | 4 00 | 10 03 | 2 78 | 3 87 | 9 14 | 60 54 |
| Windsor Junction, | 1 45 | | 12 00 | 0 40 | | 0 40 | | | 0 55 | 0 25 | | 1 45 | 16 50 |
| Grand Lake, | 4 20 | 5 95 | 4 20 | 3 17 | 3 75 | 4 20 | 8 80 | 2 60 | 4 90 | 0 37 | | | 42 14 |
| Enfield, | | | | | | | | | | | | 5 01 | 5 01 |
| Elmsdale, | 27 33 | 24 13 | 28 13 | 22 34 | 32 46 | 25 17 | 81 28 | 61 40 | 70 27 | 103 76 | 77 91 | 58 96 | 608 14 |
| Shubenacadie, | 16 20 | 28 98 | 31 89 | 13 22 | 18 79 | 31 92 | 36 96 | 38 26 | 40 70 | 54 17 | 41 91 | 42 95 | 395 95 |
| Stewiacke, | 68 51 | 28 46 | 35 59 | 19 77 | 21 64 | 52 24 | 46 08 | 30 25 | 40 49 | 85 49 | 105 07 | 110 59 | 653 18 |
| Brookfield, | 15 04 | 36 77 | 28 75 | 19 46 | 39 81 | 34 19 | 37 15 | 34 39 | 27 20 | 29 99 | 99 70 | 76 94 | 470 39 |
| Truro, | 168 10 | 175 63 | 139 49 | 67 62 | 63 54 | 131 55 | 105 17 | 120 07 | 154 79 | 148 60 | 269 88 | 482 02 | 2027 06 |
| Beaver Bank, | 11 94 | 4 65 | 2 74 | 7 70 | 8 89 | 5 87 | 10 12 | 5 82 | 10 00 | 15 45 | 8 70 | 5 60 | 97 48 |
| Mount Uniacke, | 15 69 | 9 71 | 16 77 | 9 71 | 20 74 | 23 61 | 28 74 | 28 44 | 49 19 | 58 44 | 52 07 | 33 26 | 347 27 |
| Newport, | 16 09 | 19 75 | 27 72 | 31 16 | 15 65 | 17 67 | 21 81 | 74 61 | 74 34 | 72 00 | 80 03 | 27 22 | 478 04 |
| Windsor, | 339 29 | 242 69 | 148 72 | 107 27 | 72 17 | 130 63 | 171 46 | 232 62 | 652 74 | 502 75 | 485 34 | 662 36 | 3748 05 |
| Totals, | \$1132 83 | 928 24 | 768 12 | 496 63 | 528 22 | 824 24 | 935 88 | 1063 97 | 1754 91 | 1825 29 | 1979 71 | 2446 53 | 14684 57 |

(G 2.)
Statement of Monthly Receipts at the respective Stations for the year ending December 31, 1863.
FREIGHT.

| Stations. | January. | Feb'y. | March. | April. | May. | June. | July. | August. | Sept. | Oct'r. | Nov'r. | Dec'r. | Aggregate. |
|-----------------------|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------|
| Richmond, | \$1617 97 | 1249 52 | 1502 26 | 1684 38 | 2377 19 | 1831 41 | 1825 24 | 1471 13 | 2544 15 | 2953 26 | 2088 53 | 2097 17 | \$23242 21 |
| Bedford, | 17 40 | 44 82 | 35 69 | 93 64 | 43 40 | 39 85 | 50 26 | 53 87 | 77 23 | 46 14 | 33 22 | 34 04 | 509 56 |
| Rocky Lake, | 108 21 | 24 37 | 96 39 | 46 36 | 97 63 | 37 51 | 40 96 | 55 43 | 55 91 | 34 07 | 98 28 | 106 78 | 801 90 |
| or Windsor Junction, | 43 79 | 14 10 | 7 90 | 11 82 | 10 42 | 4 82 | 35 66 | 49 30 | 63 99 | 94 26 | 58 81 | 43 52 | 438 39 |
| Fletcher's, | 6 70 | 12 55 | 9 52 | 6 98 | 5 35 | 10 94 | 2 40 | 0 98 | 2 68 | 2 56 | 3 02 | 6 13 | 69 81 |
| Grand Lake, | 2 18 | 12 15 | 1 75 | 1 60 | 2 17 | 1 38 | 2 30 | 0 60 | 0 60 | 4 66 | | 1 53 | 30 92 |
| Enfield, | | | 38 41 | 33 00 | 30 91 | 43 00 | 52 24 | 33 18 | 44 32 | 71 10 | 47 12 | 35 42 | 428 70 |
| Elmsdale, | 189 97 | 136 22 | 107 99 | 212 45 | 158 75 | 157 89 | 184 66 | 170 91 | 155 24 | 160 97 | 106 71 | 116 34 | 1858 10 |
| Truro Road, | | 0 76 | 0 50 | 6 02 | 2 02 | 1 12 | 0 52 | 1 03 | 0 60 | 1 80 | 1 19 | 1 75 | 17 31 |
| Shubenacadie, | 102 83 | 141 36 | 185 89 | 134 53 | 216 89 | 332 97 | 338 99 | 289 29 | 398 64 | 260 45 | 134 77 | 142 88 | 2679 49 |
| Stewiacke, | 47 83 | 50 64 | 44 63 | 91 83 | 94 76 | 169 62 | 171 70 | 156 34 | 179 01 | 135 27 | 120 56 | 103 25 | 1365 44 |
| Brookfield, | 120 19 | 132 45 | 164 84 | 122 87 | 125 95 | 248 89 | 217 09 | 229 94 | 162 77 | 174 95 | 148 88 | 275 49 | 2124 31 |
| Truro, | 556 39 | 565 83 | 683 08 | 546 98 | 587 37 | 720 15 | 834 11 | 546 24 | 606 75 | 707 40 | 626 65 | 783 44 | 7704 45 |
| Beaver Bank, | 7 43 | 9 51 | 12 54 | 30 47 | 25 41 | 18 50 | 21 32 | 8 90 | 30 69 | 42 58 | 25 53 | 14 88 | 247 70 |
| Mount Uniacke, | 19 65 | 37 78 | 46 33 | 33 48 | 26 61 | 40 17 | 54 94 | 38 49 | 20 80 | 38 72 | 35 26 | 23 10 | 415 38 |
| Newport, | 138 78 | 115 55 | 141 80 | 128 22 | 156 70 | 146 43 | 165 83 | 172 44 | 155 49 | 159 79 | 203 53 | 227 63 | 1912 19 |
| Windsor, | 551 80 | 723 25 | 746 76 | 903 99 | 891 95 | 1106 90 | 858 49 | 887 75 | 860 42 | 886 76 | 912 70 | 816 56 | 10187 33 |
| Post office, | | | 600 00 | | | 600 00 | | | 600 00 | | | 600 00 | 2400 00 |
| N. S. Ice Company, | | | | | | | | | | | | 60 00 | 60 00 |
| Wharfrage, | 6 00 | | | | | | | 381 50 | | | | | 381 50 |
| Construction account, | | | | | | | | 894 75 | | | | | |
| Maintenance Way, | | | 67 50 | 271 00 | 662 50 | 1220 00 | 727 50 | 1046 02 | 564 00 | 543 50 | 118 00 | | 6115 37 |
| Totals, | \$3537 12 | 3270 86 | 4493 78 | 4359 62 | 5515 98 | 6791 55 | 5584 21 | 5442 07 | 7005 91 | 6318 80 | 5248 26 | 5547 91 | \$63116 07 |

(1-1 2.)
 Comparative statement of receipts on the Main Line for the years ending December 31, 1862 and 1863.
 1862.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Aggregate. |
|-------------------|----------|-----------|--------|--------|--------|--------|--------|---------|------------|----------|-----------|-----------|------------|
| Passengers, | \$2267 | 401431 | 591885 | 992325 | 253077 | 023254 | 148721 | 953052 | 403403 | 743318 | 012750 | 783142 | 69\$33681 |
| Horse and waggon, | 1008 | 92398 | 77409 | 68152 | 31318 | 85391 | 71499 | 63374 | 86449 | 78586 | 21817 | 79903 | 386311 |
| Freight, | 2073 | 821414 | 352884 | 342285 | 903054 | 722935 | 552979 | 152251 | 973471 | 282738 | 312174 | 722699 | 7280913 |
| Totals, | \$5340 | 143244 | 715130 | 014763 | 466450 | 596581 | 407200 | 735579 | 237324 | 806643 | 435743 | 956745 | 79\$70857 |
| 1863. | | | | | | | | | | | | | |
| Passengers, | \$2236 | 071910 | 901987 | 372464 | 723155 | 263988 | 633766 | 683486 | 483465 | 743989 | 183313 | 673379 | 46\$87144 |
| Horse and waggon, | 601 | 58472 | 05434 | 68240 | 42303 | 17481 | 73518 | 20479 | 25552 | 67734 | 45907 | 241277 | 307062 |
| Freight, | 2226 | 198883 | 222650 | 302331 | 343031 | 014021 | 233268 | 133105 | 814209 | 673192 | 942603 | 533250 | 9035870 |
| Totals, | \$5063 | 844266 | 175072 | 355036 | 486489 | 443491 | 597553 | 017071 | 548318 | 087916 | 576884 | 447013 | 75\$80077 |

(I 2.)
 Comparative statement of receipts on the Windsor Branch for the years ending December 31, 1862 and 1863.
 1863.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Aggregate. |
|-------------------|-----------|-----------|---------|---------|---------|---------|---------|---------|------------|----------|-----------|-----------|------------|
| Passengers, | \$1395 53 | 1103 16 | 1424 62 | 2411 79 | 3039 84 | 3880 70 | 3100 22 | 2731 17 | 3516 00 | 2820 58 | 2215 23 | 2210 14 | \$29857 98 |
| Horse and waggon, | 520 49 | 346 89 | 367 93 | 127 62 | 292 07 | 403 95 | 407 71 | 465 80 | 1370 30 | 1225 57 | 982 22 | 893 79 | 7404 34 |
| Freight, | 1180 80 | 866 61 | 1789 42 | 1954 18 | 3881 99 | 2439 64 | 1834 98 | 1561 88 | 2548 89 | 2308 71 | 2172 58 | 2039 69 | 24579 37 |
| Totals, | \$3096 82 | 2316 66 | 3581 97 | 4493 59 | 7213 90 | 6724 29 | 5342 91 | 4758 85 | 7435 19 | 6354 86 | 5370 03 | 5152 62 | \$61841 69 |
| 1863. | | | | | | | | | | | | | |
| Passengers, | \$1541 70 | 1291 02 | 1286 04 | 2319 17 | 2424 39 | 3408 13 | 3175 19 | 3076 34 | 3746 53 | 3051 50 | 2283 54 | 2102 99 | \$20706 54 |
| Horse and waggon, | 531 25 | 456 19 | 333 44 | 256 21 | 225 05 | 342 51 | 417 68 | 584 72 | 1202 24 | 1090 84 | 1012 47 | 1169 14 | 7621 74 |
| Freight, | 1310 93 | 1387 64 | 1843 48 | 2028 28 | 2484 97 | 2770 32 | 2316 08 | 2336 26 | 2700 24 | 3125 86 | 2644 73 | 2291 01 | 27245 80 |
| Totals, | \$3383 88 | 3134 85 | 3402 96 | 4603 66 | 5134 41 | 6520 96 | 5908 95 | 5997 32 | 7655 01 | 7268 20 | 5940 74 | 5563 14 | \$64574 08 |

Total earnings for the year ending December 31, 1862,
 Do. do., December 31, 1863,
 Increase in 1863, - - - \$11952 01.

GEORGE TAYLOR.

(J 2.)

No. of 1st and 2nd Class Passengers carried from each Station, with the amounts received, for the year ending December 31, 1863.

| Name of Station. | No. of Passengers. | | Amounts received. | | Aggregate. |
|----------------------------|--------------------|---------------|-------------------|---------------|---|
| | First Class. | Second Class. | First Class. | Second Class. | |
| Richmond, | 12864 | 15933 | \$13552 20 | \$10847 01 | No. Passengers. 28797 Amounts received. \$24399 21 |
| Bedford, | 2659 | 3944 | 1120 38 | 1030 75 | 2151 13 |
| Rocky Lake, | 56 | 61 | 27 37 | 12 99 | 40 36 |
| Grand Lake, | 73 | 211 | 43 50 | 67 67 | 111 17 |
| Elmsdale, | 780 | 3559 | 548 26 | 1427 52 | 1975 78 |
| Shubenacadie, | 1475 | 2765 | 1256 23 | 1264 23 | 2520 46 |
| Stewiacke, | 671 | 1848 | 444 47 | 854 67 | 1299 14 |
| Brookfield, | 793 | 1823 | 444 59 | 887 19 | 1331 78 |
| Truro, | 2743 | 4410 | 3726 63 | 3567 23 | 7293 86 |
| Windsor Junction, | 515 | 2600 | 298 12 | 853 45 | 1151 57 |
| Beaver Bank, | 273 | 1272 | 127 00 | 328 97 | 455 97 |
| Mount Uniacke, | 505 | 1498 | 366 06 | 574 33 | 910 39 |
| Newport, | 1567 | 2589 | 1127 53 | 993 50 | 2121 03 |
| Windsor, | 5877 | 4960 | 6361 91 | 2955 56 | 9317 47 |
| John Murray, | 641 | 1400 | 115 55 | 251 59 | 367 14 |
| A. R. Adams, | 695 | 1906 | 81 42 | 229 28 | 310 70 |
| John Ryan, | 622 | 3228 | 122 84 | 517 05 | 639 89 |
| J. M. C. Archibald, | 493 | 2344 | 85 98 | 385 77 | 471 75 |
| George Donkin, | 14 | 41 | 1 50 | 4 60 | 6 10 |
| Robert Duncar, | 465 | 1856 | 86 12 | 260 61 | 346 73 |
| James Keys, | 83 | 380 | 21 15 | 89 73 | 110 88 |
| H. Hyde, Stago Proprietor, | 1481 | | 2247 18 | 1 | 2248 40 |
| T. S. Lindsay, do. | 1290 | | 1958 46 | | 1958 46 |
| J. King, Steamboat do. | 3582 | | 3533 33 | | 3533 33 |
| Season Tickets, | 166 | | 1671 00 | | 1671 00 |
| Round Trip Tickets, | 60 | | 60 00 | | 60 00 |
| Special Trains, | 180 | | 47 00 | | 47 00 |
| Totals, | 40533 | 58628 | \$39455 78 | \$27404 92 | 99161 \$66850 70 |

(K 2.)
NOVA SCOTIA RAILWAY.

Statement shewing description of Freight forwarded from each Station during the year ending December 31, 1863.

| Name of Stations. | Single Horses. | Empty Waggon or Sleighs. | Loaded waggons or sleighs. | | Total weight of Freight in tons. | Dry Goods, boxes & bales. | Sundry boxes. | Sundry bags. | Sundry barrels. | Sundry packages and parcels. | Pieces of fur- niture. | Molasses and Sugar, puns. and hdds. | Molasses, Sugar and Liquor, casks and kegs. | Liquors, puns. and hdds. |
|-----------------------------|----------------|-----------------------------|-------------------------------|--------------------|-------------------------------------|------------------------------|---------------|--------------|-----------------|---------------------------------|---------------------------|---|---|-----------------------------|
| | | | No. | Weight in tons. | | | | | | | | | | |
| Richmond, | 3670 | 2110 | 1329 | 680 | 12050 | 4288 | 13361 | 3255 | 6919 | 18304 | 18314 | 1398 | 4008 | 755 |
| Bedford, | 574 | 417 | 121 | 60 | 307 | | 58 | | | 94 | 2 | 22 | 44 | 2 |
| Rocky Lake, | 27 | 27 | | | 1214 | | 3 | | | 145 | 6 | | | |
| Windsor Junction, | 43 | 39 | | | 805 | | 11 | | 77 | 80 | 7 | | | |
| Fletcher's, | | | | | 262 | | | | | | | | | |
| Grand Lake, | 58 | 58 | | | 234 | | 3 | | | 11 | | | | |
| Enfield, | 6 | 2 | 4 | 2 | 749 | 2 | | 2 | 3 | 11 | 6 | | | |
| Malcom's, | | | | | 1397 | | | | | | | | | |
| Elmsdale and Truro road, | 612 | 330 | 278 | 150 | 1364 | 5 | 73 | 13 | 12 | 72 | 39 | | 7 | |
| Shubenacadie, | 479 | 393 | 82 | 94 | 3775 | 12 | 148 | 69 | 39 | 22 | 71 | 4 | 19 | 1 |
| Stewiacke, | 397 | 147 | 203 | 143 | 1421 | 1 | 171 | 50 | 66 | 463 | 175 | 3 | 3 | |
| Brookfield, | 277 | 206 | 128 | 91 | 2003 | | 267 | 478 | 165 | 240 | 59 | | | 2 |
| Truro, | 1118 | 550 | 412 | 350 | 3736 | | 1022 | 686 | 460 | 208 | 574 | | | |
| Beaver Bank, | 158 | 64 | 76 | 70 | 3123 | | 3 | | | 184 | 33 | | 1 | |
| Mt. Uniacke and Stillwater, | 367 | 139 | 218 | 120 | 3830 | 3 | 31 | | | 111 | 10 | 9 | 5 | |
| Newport, | 145 | 189 | 129 | 90 | 13027 | 1 | 77 | | | 4 | 4 | 4 | 11 | |
| Windsor, | 1699 | 447 | 1173 | 830 | 3079 | 144 | 2005 | | | 4872 | 95 | 16 | 49 | 38 |
| Totals, | 9630 | 5148 | 4153 | 2680 | 52376 | 4456 | 17233 | 4553 | 7741 | 24321 | 19395 | 1456 | 4147 | 798 |

(K 2.) Continued.
 Statement showing description of Freight forwarded from each Station during the year ending December 31st, 1863.

| Name of Stations. | Flour, bbls. | Meal, bags & bbls | Potatoes, bags. | Oats and other Grain, bags. | Hay, bundles. | Straw, bundles. | Apples, bbls. | Beef, Mutton and Pork, lbs & bbls. | Butter, firkins and tubs. | Live Fowl and Geese in boxes. | Chests of Poultry | Hams. | Chests of Tea. | Fish, quintals. | Fish bbls. and half bbls. | Cattle. | Sheep & Lambs. | Calves and Pigs. |
|-------------------------------|--------------|-------------------|-----------------|-----------------------------|---------------|-----------------|---------------|------------------------------------|---------------------------|-------------------------------|-------------------|-------|----------------|-----------------|---------------------------|---------|----------------|------------------|
| Richmond, | 14591 | 3084 | 354 | 2183 | 230 | 2 | 1066 | bbls. 619 | 114 | | | 22 | 2124 | 1805 | 3816 | 175 | 482 | 24 |
| Bedford, | 605 | 233 | 39 | | | | | lbs. 427 | | | | | 2 | 11 | 160 | 59 | 177 | 4 |
| Rocky Lake, | | | | | | | | lbs. 500 | | | | | | | | 2 | 85 | |
| Windsor Junction, | 7 | | 6 | 4 | | | 1 | | | | | | | | | 9 | 3 | 5 |
| Fletcher's, | | | | | | | | | | | | | | | | | | |
| Grand Lake, | 4 | | | | 27 | | | | | | | | | | | | | |
| Enfield, | | | | | | | | | | | | | | | | | | |
| Malcolm's, | 67 | 21 | 150 | 323 | 559 | 38 | | 41078 | 38 | | | | | | 40 | 272 | 1442 | 166 |
| Elmsdale and Truro Road, | 26 | 24 | 284 | 439 | 1746 | 516 | | 7460 | 773 | | 22 | | | | 4 | 201 | 2264 | 208 |
| Shubenacadie, | 11 | 42 | 238 | 464 | 1371 | 345 | 1 | 10401 | 719 | 78 | | 9 | | | | 511 | 2045 | 590 |
| Stewiacke, | 13 | 122 | 351 | 259 | 657 | 66 | 3 | 18850 | 2190 | | | | | | | 720 | 2680 | 487 |
| Brookfield, | | | | | | | | | | | | | | | | | | |
| Truro, | 833 | 390 | 10357 | 337 | 2617 | 1428 | 1 | 228738 | 6054 | | | 256 | | | | 1538 | 6044 | 453 |
| Beaver Bank, | 30 | | 6 | 2 | | | | 1150 | | | | | | | | 6 | 41 | 128 |
| Mount Uniacke and Stillwater, | 10 | 4 | 215 | 101 | 3 | | 48 | 3839 | | | | | | | | 2 | 50 | 35 |
| Newport, | 37 | | 2012 | 100 | 5264 | 255 | 450 | 12007 | 4 | | | | 3 | | | 6 | 320 | 2020 |
| Windsor, | 501 | 709 | 5198 | 9 | 4394 | 453 | 4147 | | 890 | | | | | | | | 1507 | 2544 |
| Totals, | 16735 | 4629 | 19210 | 4221 | 16868 | 3103 | 5717 | 325669 | 10782 | 78 | 22 | 287 | 2129 | 1816 | 4040 | 5462 | 19970 | 2309 |

(IX 2—Continued.)
Statement showing description of freight forwarded from each station during the year ending 31st December, 1868.

| Name of Station. | Skins and hides. | Ice in tons. | Sawdust, cars. | Bark, in cords. | Tan bark, cars. | Manure, cars. | Quartz, in bbls. | Slates, cars. | Bricks. | Stone, cars. | Clay, cars. | Barthenware, in crates and casks. | Plaster, cars. | Time in barrels. | Sand and Gravel, Cars. | Square timber, Cars. | Soft wood Boards, Cars. | Deals, Battens, & Planks, Cars. | Hard wood Boards, Cars. | Knees, Cars. |
|-----------------------------|------------------|--------------|----------------|-----------------|-----------------|---------------|------------------|---------------|---------|--------------|-------------|-----------------------------------|----------------|------------------|------------------------|----------------------|-------------------------|---------------------------------|-------------------------|-----------------|
| Richmond, | 1955 | | | | 31 | 12 | 14 | | 142450 | 12 | | 268 | | 77 | | 1 | 0 | 2 | 4 | |
| Bedford, | 112 | | | | | 1 | | | 3000 | 1 | | | | | | 4 | 2 | 4 | 2 | |
| Rocky Lake, | 29 | 1184 | | | | | 2 | | | | | | | | | 1 | 5 | 1 | | |
| Windsor Junction, | 1 | | | | | | 5 | | | | | | | | | 3 | 10 | 8 | | |
| Fletcher's, | | | | | | | | | | | | | | | | | | | | |
| Grand Lake, | | 224 | | | | | 24 | | 7500 | | | | | | | | | | | |
| Enfield, | | | | | | | 78 | 29 | 427800 | 15 | | 6 cars, 14 | 1 | | 67 | 3 | 37 | 29 | | |
| Malcom's, | 312 | | | | | | | | | | | | | | | 5 | 22 | 5 | | |
| Elmsdale and Truro Road, | 369 | | | | | | | | 28200 | 1 | 7 | 2 | 3 | 295 | | 8 | 22 | 7 | | |
| Shubenacadie, | 150 | | | | | | | | 19000 | | | | 10 | | | 74 | 7 | 57 | | |
| Stewiacke, | 400 | | | 60 | | | | | | | | | | | | 24 | 9 | 0 | | |
| Brookfield, | 1835 | | | 6 | | | | | | | | | | | | 114 | 7 | 67 | | |
| Truro, | 4 | | | | | | 1 | | | | | | | | | 74 | 7 | 57 | | |
| Beaver Bank, | 4 | | | | | | | | | | | | | | | 24 | 9 | 0 | | |
| Mt. Uniacke and Stillwater, | 106 | | | | | | | | | 22 | | | | | | 114 | 7 | 67 | | |
| Newport, | 16 | | | | | | | | | | | | | | | 211 | 24 | 26 | | |
| Windsor, | 69 | | | | | | | | | 28 | | | 185 | | | 5 | 1 | 26 | | |
| Totals, | 5358 | 1408 | 27 | 138 | 31 | 13 | 124 | 29 | 827950 | 81 | 13 | cars, crates and casks, 210 | 233 | 372 | 175 | 453 | 12000 120 | 215 | 9 | cars, knees, 33 |

(K 2.) Continued.
 Statement showing description of Freight forwarded from each Station during the year ending 30th December, 1863.

| Name of Stations. | Logs, Spars and Masts, Cars. | Shingles, bundles. | Laths, bundles. | Lathwood, cords. | Baskets, Indian's. | Firewood, cords. | Hoops, bundles. | Rope in coils. | Oakum, bundles. | Wool, bundles. | Coal, Cars. | Stoves & Castings. | Iron & Steel, bbls. | Iron, bars. | Pig Iron, tons. | Spikes and Nails, kegs and bags. | Chains & Anchors. | Iron Scraps, Cars. | Railway Material. | | | | | |
|-----------------------------|---------------------------------|--------------------|-----------------|------------------|--------------------|------------------|-----------------|----------------|-----------------|----------------|-------------|--------------------|---------------------|-------------|-----------------|-------------------------------------|-------------------|--------------------|-------------------|---------|---------|-----------|--|-----------------------|
| | | | | | | | | | | | | | | | | | | | Rails. | Chains. | Spikes. | Sleepers. | | |
| Richmond, | | 181 | 85 | | | | | 4033 | 2785 | 3 | 37 | 2972 | 2849 | 31091 | 109 | 3804 | 646 | 3 | 12 | 250 | 450 | | | |
| Bedford, | | 160 | | | | | 123 | | | | | 2 | 9 | 2 | | | | | | 52104 | 2480 | 16000 | | |
| Rocky Lake, | | 48 | | | | 264 | 20 | | | | | 3 | 3 | | | | | | | | | | | |
| Windsor Junction, | | | 20 | | | 48 | | | | | | 45 | | | 52 | | | | | | | | | |
| Fletcher's, | | | | | | 36 | | | | | | | | | | | | | | | | | | |
| Grand Lake, | | | | | | 336 | | | | | | | | | | | | | | | | | | |
| Enfield, | 16 | | | | | | | | | | | | | | | | | | | | | | | |
| Malcom's, | | 305 | | 25 | | 66 | 222 | | | | | | | 1 | 12 | | | | | | | | | |
| Elmsdale and Truro Road, | 22 | 9216 | 28 | | | 561 | | | | 269 | | 12 | 1 | 122 | | 22 | 1 | | | | | | | 10 |
| Shubenacadie, | | 2022 | | | | 50 | 175 | | | | | 3 | | | 6 | 1 | | | | | | | | |
| Stewiacke, | 15 | 1 | 20 | | | 828 | 191 | | | | | | | | | | | | | | | | | |
| Brookfield, | 15 | 200 | | 6 | | 6 | | | | | | 146 | 116 | | | | | | | | | | | |
| Truro, | 15 | 3438 | | | | 1350 | 204 | | | | | 1 | | | | | | | | | | | | |
| Beaver Bank, | 16 | 1639 | | | | 370 | 84 | | | | | | | 35 | | | | | | | | | | 10 |
| Mt. Uniacke and Stillwater, | 9 | | | | | 42213 | | | | | | 3078 | 15 | 383 | | | | | | | | | | |
| Newport, | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Windsor, | 40 | 48 | | | | | | | | | | | | | | | | | | | | | | 60 |
| Totals, | 134 | 17253 | 153 | 31 | 204 | 6445 | 1019 | 4033 | 2785 | 272 | 37 | 6262 | 2993 | 31034 | 159 | 3828 | 647 | 3 | 64 | 54534 | 4555 | 16060 | | and 20 car- loads. |

(L 2.)
 Weight of Inward Freight from all Stations to Richmond, year ending December 31, 1863.

| Name of Stations. | January. lbs. | Feb'y. lbs. | March. lbs. | April. lbs. | May. lbs. | June. lbs. | July. lbs. | August. lbs. | Sept'r. lbs. | October. lbs. | Nov'r. lbs. | Dec'r. lbs. | Total. lbs. |
|-------------------------------|------------------|----------------|----------------|----------------|--------------|---------------|---------------|-----------------|-----------------|------------------|----------------|----------------|----------------|
| Bedford, | 27560 | 12250 | 63670 | 1364 | 14320 | 26420 | 71010 | 32768 | 36000 | 28030 | 11800 | 62450 | 390042 |
| Rocky Lake, | 234600 | 200000 | 300000 | 61000 | 48200 | 23500 | 22000 | 1037850 | 1937850 | 434780 | 18500 | 7650 | 2398780 |
| Windsor Junction, | 4800 | 8200 | 80000 | 7200 | 44910 | 550 | 1000 | 70480 | 70480 | 180000 | 48500 | 209700 | 1897930 |
| -1 Fletcher's, | 20000 | 90000 | 53300 | 33200 | 550 | 33500 | 1000 | 1100 | 1100 | 400 | 200000 | 10000 | 1102000 |
| Grand Lake, | | | 496000 | 80900 | 112000 | 80000 | 720000 | 9300 | 32000 | 200000 | 200000 | 32000 | 473800 |
| Enfield, | | | 85526 | 180550 | 198470 | 179947 | 222980 | 183777 | 852000 | 272000 | 128000 | 32000 | 739800 |
| Malcom's Brick Works, | 36170 | 41300 | 200445 | 307990 | 491885 | 549240 | 287850 | 484803 | 82804 | 251579 | 115208 | 300000 | 2684000 |
| Elmsdale and Truro Road, | 822670 | 433675 | 116414 | 150324 | 133369 | 133035 | 27360 | 33955 | 462573 | 430989 | 102688 | 430287 | 1823190 |
| Shubonacadic, | 194710 | 75700 | 58590 | 42625 | 671980 | 131770 | 47470 | 51810 | 80520 | 101610 | 91815 | 212080 | 5070595 |
| Stowiacke, | 29859 | 52280 | 309040 | 240262 | 1261433 | 758202 | 705300 | 492618 | 188793 | 749217 | 388011 | 682078 | 1410810 |
| Brookfield, | 501240 | 291430 | 652010 | 567406 | 460890 | 315200 | 188880 | 112200 | 212210 | 101700 | 77850 | 80700 | 6530504 |
| Truro, | 491600 | 721750 | 94850 | 558310 | 117100 | 283650 | 554600 | 274400 | 537600 | 804800 | 713175 | 353800 | 4073045 |
| Beaver Bank, | 234800 | 149060 | 163152 | 210721 | 118600 | 196607 | 210368 | 216920 | 222938 | 163224 | 311798 | 279104 | 2800091 |
| Mount Uniacke and Stillwater, | 121804 | 146270 | 213228 | 337603 | 631940 | 354178 | 354916 | 423651 | 844151 | 770228 | 323900 | 755950 | 6431415 |
| Newport, | 677840 | 298067 | | | | | | | | | | | |
| Windsor, | 3397743 | 2527632 | 2687124 | 3178155 | 4298237 | 3065249 | 3470222 | 2657107 | 5105100 | 4149057 | 3235780 | 3575914 | 41592025 |

Weight of outward freight from Richmond, shown in return (K 2) as under:

Weight of freight, 12050 tons.
 Loaded waggons or sleighs, 680
 Empty, 2110—estimated at 550 lbs. each, 580

Total, 13310

(C.)

RICHMOND, January, 1864.

SIR,—

Herewith I beg to submit the returns in connection with the Locomotive Department, for the year ending the 31st December, 1863.

Return No. 1 shows the number of miles run and stores consumed by each Locomotive during the year.

Return No. 2 shows the number of miles run, and the average consumption of stores per mile, by Locomotives on regular and extra passenger trains.

Return No. 3 shows the total number of miles run on all services, the stores consumed, and their averages.

Return No. 4 shows statement of mileage, consumption of stores, and cost of repairing Locomotives, for the year.

I beg to make a few remarks on the above returns. No. 1 shows that 9485 more miles have been run in 1863 than were run in 1862, which of course makes a proportionate increase on all stores enumerated in those returns. No. 2 return shows that in 1862, 42⁰⁰/₁₀₀ miles were run to one cord of wood, against 40⁰⁰/₁₀₀ miles in 1863. It also shows that in 1863 nearly $\frac{2}{3}$ of a car was hauled more than in 1862. The oil is very fair, and will compare favorably with that in use on other roads. The tallow is a home manufactured article, and proved in 1862 to be of good quality. The reason of more being used is that some of the valves and cylinders being soft, and showing signs of extra wear, more especially on the Windsor Branch, where the grades are longer, a larger allowance than usual was made to the engine. The waste is an article that has increased to double the price that it was in 1862, and the expense will be greater on this item. The Locomotives have had general repairs. The only extra repairs that have been made were to the boilers of Locomotives Nos. 8 and 9. I may say generally that the principal increase in the expense of the Locomotive department arises more from the additional labour required in the shops, than from any large amount of material required. The cause of this is easily understood. The engines have now been in constant use for some years, and when they go into shop, instead of making trifling or superficial repairs, we are obliged to take the machinery apart and readjust, strengthen, and renew any parts injured or weakened by long and constant use, and this must of course add considerably to the outlay for this service.

The turn-tables at Windsor and Truro have been put in good repair, by the renewal of plates, &c.

I beg to call your attention to the fact, that although the machine shop and machinery are well adapted to effect the repairs of Locomotives, this department is in great need of a smith's shop. The smiths occupy the round engine shed, which is very injurious to that building, so admirably fitted for what it was intended. But as the department require all the space that this building can afford to keep the spare wheels from being exposed to the weather, and as the fans and forges and other tools fitted for a smith's shop are here, I would recommend that you have one erected; and as there will be heavy repairs to be done, by having the shop, they can be done here as well and as cheaply as elsewhere, and it would be much better for the department to be able to have them done on the premises.

I may here state, that the Locomotives did not receive much damage by frost in 1862, one tire of one engine against 5 in 1862 having been broken; neither did snow storms affect the regularity of the trains seriously.

I would state that a collision took place on the 29th September, 1863, near Windsor, at the ballast pit siding, caused by the switch being open for siding. It is gratifying to say that no person was hurt materially. The damage to the Locomotives amounted to \$200, and to cars to \$146.

I regret to state that William Barry, a young man in this employ as a machinist, had his hand caught in a lathe which he was working, and had it so badly crushed, that his thumb and two of his fingers had to be amputated. This unfortunate accident occurred on the 15th of December.

The Locomotives which have been in use are now in good repair. The following is a statement of the number of engines :

| | |
|---|----|
| Passenger engines from Nelson & Co., Glasgow, | 10 |
| Do. Do. from the Portland Company, | 5 |
| Ballast engines, | 5 |
| | — |
| Total, | 20 |

W. JOHNSTON.

JAMES McDONALD, Esq.

RETURN No. 1.
Statement of mileage and consumption of stores by Locomotive Engines, for the year ending 31st December, 1863.

| No. of ENGINE. | MILES RUN. | | | | CONSUMPTION OF | | | | | |
|----------------|-------------------------------------|-----------------------|--------------------|--------------------------------|---------------------|---------|--------------|---------------|--------------|-------------|
| | Regular and extra passenger trains. | Extra freight trains. | Construction work. | Shunting and assisting trains. | Maintenance of Way. | Totals. | Wood, cords. | Oil, gallons. | Tallow, lbs. | Waste, lbs. |
| 1 | | | | | | 210 | 6.25 | 1.75 | 4.00 | 1.00 |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | | | | 1084 | 4366 | 11249 | 264.87 | 138.50 | 609.50 | 205.00 |
| 6 | 2376 | 3423 | | 3214 | 4132 | 9506 | 229.75 | 90.25 | 542.00 | 160.00 |
| 7 | 546 | 1364 | 250 | | | 21684 | 494.50 | 104.50 | 722.50 | 331.00 |
| 8 | 21684 | | | | | 8775 | 246.00 | 64.25 | 456.00 | 165.50 |
| 9 | 7065 | | | 1590 | 120 | 13600 | 355.50 | 100.25 | 643.00 | 268.00 |
| 10 | 11122 | 1568 | | 260 | 650 | 18101 | 460.00 | 143.75 | 814.00 | 304.00 |
| 11 | 17280 | 311 | | 510 | | 15815 | 439.75 | 105.50 | 672.00 | 249.00 |
| 12 | 13328 | 65 | | 2422 | | 16840 | 358.00 | 111.50 | 623.50 | 298.00 |
| 13 | 15626 | 834 | | 300 | 80 | 11640 | 322.25 | 84.00 | 564.50 | 226.00 |
| 14 | 11133 | 60 | | 447 | | | | | | |
| 15 | 8967 | 136 | | 950 | | 10053 | 290.25 | 83.00 | 330.00 | 147.00 |
| 16 | | | | | | | | | | |
| 17 | | | | | | | | | | |
| 18 | 1647 | 576 | | 597 | 618 | 3438 | 74.25 | 37.25 | 138.00 | 51.50 |
| 19 | 13491 | | | 690 | | 14181 | 311.92 | 122.50 | 506.00 | 187.50 |
| 20 | 9150 | 630 | | 680 | 2349 | 12809 | 296.75 | 97.25 | 442.50 | 193.00 |
| TOTALS. | 133415 | 9177 | 250 | 12744 | 12315 | 167901 | 4150.04 | 1284.25 | 7067.50 | 2846.50 |
| 1863 | 132300 | 8445 | | 11005 | 6666 | 158416 | 3832.00 | 1107.50 | 5578.50 | 2549.50 |
| 1862 | | | | | | | | | | |

W. JOHNSTON.

Richmond, 31st December, 1863.

RETURN No. 2.

Showing No. of miles run, Wood, Oil, Tallow and Waste consumed, together with the average of the regular and extra passenger train engines, for the year ending December 31, 1863.

| On what line running. | Total miles run. | Total wood burnt, cords. | Total oil used, galls. | Total tallow used, lbs. | Total waste used, lbs. | Miles run to 1 cord wood. | Miles run to 1 gallon oil. | Miles run to 1 lb. tallow. | Miles run to 1 lb. waste. | Average No. of cars in each train. |
|--------------------------------|------------------|--------------------------|------------------------|-------------------------|------------------------|---------------------------|----------------------------|----------------------------|---------------------------|------------------------------------|
| Halifax and Truro, | 76,850 | 1769.38 | 518.25 | 2556.00 | 1145.50 | 43.43 | 148.28 | 30.06 | 67.10 | 12.00 |
| Halifax and Windsor, | 56,565 | 1489.87 | 405.75 | 2582.00 | 1076.00 | 37.96 | 139.40 | 21.91 | 56.56 | 11.00 |
| Totals and averages year 1863, | 133,415 | 3259.25 | 924.00 | 5138.00 | 2221.50 | 40.93 | 144.38 | 25.96 | 60.05 | 11.50 |
| Year 1862 for comparison, | 132,300 | 3137.75 | 757.75 | 4253.50 | 2063.50 | 42.16 | 138.13 | 31.10 | 64.11 | 10.82 |

W. JOHNSTON.

Richmond, 31st December, 1863.

RETURN No. 3.

Showing miles run on all Services, wood, oil, tallow and waste consumed, together with the averages, for the year ending 31st December, 1863.

| HOW EMPLOYED. | Total miles run. | Total wood burnt, cords. | Total oil used Gallons. | Total tallow used, lbs. | Total waste used, lbs. | Miles run to 1 cord wood. | Miles run to 1 gallon oil. | Miles run to 1 lb. tallow. | Miles run to 1 lb. waste. | Average No. of cars in each train. |
|---|---|--|--|---|--|---|---|---|--|------------------------------------|
| Halifax and Truro, (Halifax and Windsor, Construction works, Shunting and assisting trains, Maintenance of way service. | 80936 61656 250 12744 12315 | 1806.38 1611.12 5.50 393.54 273.50 | 564.25 468.00 1.50 103.25 147.25 | 2774.00 2889.00 12.00 728.00 664.50 | 1212.50 1173.50 2.00 239.00 219.50 | 43.36 38.26 45.45 32.38 45.02 | 154.07 131.74 106.66 123.42 83.63 | 29.17 21.34 20.83 17.50 18.53 | 56.75 52.53 125.00 53.32 56.10 | 12.00 11.00 6.00 8.00 |
| Totals and averages year 1863, | 167,901 | 4150.04 | 1284.25 | 7007.50 | 2846.50 | 40.45 | 131.51 | 23.75 | 58.98 | 11.20 |
| Year 1862 for comparison, | 158,416 | 3832.00 | 1197.50 | 5578.50 | 2549.50 | 41.34 | 132.28 | 28.39 | 62.13 | 11.15 |

REMOND, 31st December, 1863.

W. JOHNSTON.

RETURN No. 4.
Statement of Mileage, Consumption of Stores, and cost of Repairs of Locomotives, for the year ending 31st December, 1863.

| No. of Engine. | MILES RUN. | | | | | RUNNING. CONSUMPTION OF STORES AND WAGES. | | | | | Wages for the year ending 31st Decr. | | | | |
|----------------|-------------------------------------|-----------------------|-----------------------------|--------------------------------|-------------------|--|---------------------------|---------|--------------------------|---------|--------------------------------------|---------------------------|----------|--------------------------|---------|
| | Regular and Extra Passenger trains. | Extra Freight trains. | Maintenance of Way Service. | Shunting and assisting trains. | Contract Service. | Total Miles. | Wood, cords, at 2 1/2 lb. | Amount. | Oil, gallons, at 1/2 lb. | Amount. | | Tallow, lbs, at 1 1/2 lb. | Amount. | Waste, lbs, at 2 1/2 lb. | Amount. |
| 1 | | 210 | | | | 210 | 6 1/4 | 14.44 | 13 1/4 | 1.60 | 4 | 0.44 | 1 | 47.95 | 19.25 |
| 2 | 2376 | 3424 | 4366 | 1084 | | 11240 | 264.74 | 612.02 | 138 1/2 | 112.00 | 609 1/2 | 67.98 | 205 | 47.95 | 669.88 |
| 3 | 546 | 1364 | 4132 | 3214 | 250 | 9506 | 229 3/4 | 530.86 | 90 1/4 | 72.97 | 542 | 60.65 | 160 | 37.42 | 647.45 |
| 4 | 21684 | | | | | 21684 | 494 1/2 | 1142.60 | 104 1/2 | 84.51 | 722 1/2 | 80.43 | 331 | 77.43 | 733.20 |
| 5 | 7065 | | 120 | 1590 | | 8775 | 246 | 568.40 | 64 1/2 | 51.95 | 456 | 51.17 | 165 1/2 | 38.70 | 480.04 |
| 6 | 11122 | 1568 | 650 | 260 | | 13600 | 355 1/2 | 821.42 | 100 1/4 | 81.07 | 643 | 71.67 | 208 | 62.70 | 610.80 |
| 7 | 17280 | 311 | | 510 | | 18101 | 460 | 1062.89 | 143 1/4 | 116.23 | 814 | 91.59 | 364 | 85.15 | 824.20 |
| 8 | 13328 | 65 | | 2422 | | 15815 | 439 3/4 | 1016.09 | 105 1/2 | 85.31 | 672 | 75.15 | 249 | 58.24 | 734.22 |
| 9 | 15626 | 834 | 80 | 300 | | 16840 | 358 | 827.20 | 111 1/2 | 90.16 | 623 1/2 | 70.12 | 298 | 69.70 | 619.15 |
| 10 | 11133 | 60 | | 447 | | 11640 | 322 1/4 | 744.60 | 84 | 67.91 | 564 1/2 | 63.51 | 226 | 52.86 | 511.77 |
| 11 | 8967 | 136 | | 950 | | 10053 | 290 1/4 | 670.56 | 83 | 67.11 | 330 | 36.79 | 147 | 34.37 | 414.79 |
| 12 | 1647 | 576 | 618 | 597 | | 3438 | 74 1/4 | 171.57 | 37 1/4 | 30.10 | 138 | 15.45 | 51 1/2 | 12.02 | 204.06 |
| 13 | 13491 | | | 690 | | 14181 | 311.92 | 720.68 | 122 1/2 | 99.05 | 506 | 56.30 | 187 1/2 | 43.84 | 531.46 |
| 14 | 9150 | 630 | 2349 | 680 | | 12809 | 296 3/4 | 686.54 | 97 1/4 | 78.64 | 442 1/2 | 49.71 | 193 | 45.14 | 501.05 |
| 1863 | 133415 | 9177 | 12315 | 12744 | 250 | 167901 | 4150.41 | 9589.87 | 1284 1/2 | 1038.61 | 7067 1/2 | 700.90 | 2840 1/2 | 665.75 | 7561.27 |
| 1862 | 132300 | 8445 | 6666 | 11005 | | 158416 | 3832 | 9644.26 | 1197 1/2 | 1246.63 | 5578 1/2 | 641.53 | 2549 1/2 | 355.65 | 6815.59 |

RETURN No. 4. *Continued.*
Statement of Mileage, Consumption of Stores, and cost of Repairs of Locomotives, for the year ending 31st December, 1863.

| No. of Locomotives | REPAIRING. | | | | | | | | | | | Total cost running and repairing. | | |
|-----------------------------|-----------------------------------|----------------------|---------|---------------------|---------|------------------------------|---------|--------------------|---------|--------------------------|-----------------------|-----------------------------------|---------------------|----------|
| | CONSUMPTION OF STORES, WAGES, &c. | | | | | | | | | | | | | |
| Coal, bushels, at 15 cents. | Amount. | Wool, coils, at 2.31 | Amount. | Oil, gallons, at 83 | Amount. | Tallow, lbs., at 11 per cwt. | Amount. | Waste, lbs., at 23 | Amount. | General Stock Materials. | Wages, Mechanics, &c. | Work not done by Railway. | Old Stock Material. | |
| 1 | | | | | 0.33 | 3 | 0.33 | 1 | 0.24 | 0.38 | 2.70 | | | 3.05 |
| 2 | | | | | 0.33 | 3 | 0.33 | 2 | 0.47 | 0.19 | 1.80 | | 1.29 | 2.60 |
| 3 | | | | 1 | 1.00 | 9 | 1.35 | 16½ | 3.87 | 23.82 | 136.87 | | | 204.16 |
| 4 | | | | | 0.33 | 3 | | 1 | 0.24 | 0.34 | 1.80 | | | 2.71 |
| 5 | | | | | 0.33 | 3 | | 1 | 0.23 | 0.19 | 1.80 | | | 2.55 |
| 6 | 77 | 11.55 | 1 | 2.31 | 1.65 | 15 | 3.96 | 12½ | 2.92 | 130.18 | 555.44 | 13.73 | 8.09 | 2239.01 |
| 7 | 77 | 11.55 | 1.28 | 3.01 | 2.45 | 22 | 8.74 | 42½ | 9.95 | 106.10 | 488.62 | 20.58 | 4.85 | 2005.20 |
| 8 | 77 | 11.55 | 3 | 6.99 | 3.69 | 33 | 20.90 | 79 | 18.48 | 1257.70 | 826.39 | 223.08 | 12.48 | 4499.43 |
| 9 | 77 | 11.55 | 5.13 | 11.92 | 7.60 | 68 | 22.87 | 56½ | 13.22 | 430.18 | 1140.89 | 262.08 | 39.88 | 3130.45 |
| 10 | 77 | 11.55 | 3.25 | 6.98 | 2.63 | 23½ | 7.38 | 41 | 9.59 | 118.52 | 411.40 | 15.63 | 104.71 | 2336.05 |
| 11 | 77 | 11.55 | 2.37 | 5.51 | 2.00 | 18 | 5.82 | 20 | 4.69 | 196.52 | 390.92 | 25.08 | 7.65 | 2829.80 |
| 12 | 77 | 11.55 | 1.75 | 4.10 | 2.34 | 21 | 8.43 | 41½ | 9.71 | 309.17 | 478.07 | 10.88 | 11.85 | 2815.11 |
| 13 | 78 | 11.70 | 1.83 | 4.44 | 1.78 | 16 | 10.10 | 50½ | 11.82 | 175.64 | 389.83 | 2.08 | 6.70 | 2290.48 |
| 14 | 78 | 11.70 | 2.60 | 6.04 | 2.02 | 18 | 8.24 | 43 | 10.05 | 301.64 | 563.13 | 2.09 | 6.66 | 2352.22 |
| 15 | | | | | 0.44 | 4 | | 2 | 0.46 | 0.56 | 3.60 | | | 5.25 |
| 16 | 78 | 11.70 | 2.20 | 5.13 | 3.00 | 27 | 8.52 | 42½ | 9.75 | 589.73 | 722.45 | 81.63 | 8.53 | 2664.06 |
| 17 | | | | | 1.02 | 9 | | 2 | 0.46 | 0.56 | 3.60 | | | 5.64 |
| 18 | 78 | 11.70 | 2.93 | 6.74 | 4.92 | 44 | 8.42 | 55½ | 12.99 | 91.25 | 493.82 | 7.88 | 93.52 | 1164.44 |
| 19 | 78 | 11.70 | 4.32 | 10.02 | 5.48 | 49 | 14.97 | 44 | 10.28 | 161.77 | 627.20 | 125.56 | 12.04 | 2430.35 |
| 20 | 78 | 11.70 | 2.55 | 5.95 | 1.33 | 12 | 7.58 | 49 | 11.46 | 114.06 | 442.61 | 10.23 | 8.62 | 2034.62 |
| 1863 | 1007 | 151.05 | 34.21 | 79.14 | 44.67 | 400½ | 137.28 | 603 | 140.88 | 4008.50 | 7682.94 | 800.53 | 326.93 | 33018.38 |
| 1862 | 908 | 108.90 | 17½ | 42.32 | 20.82 | 181 | 185.89 | 576½ | 80.29 | 3807.20 | 6199.15 | 384.50 | | 29592.73 |

Recapitulation of average cost per mile run, of Locomotives, for the year 1862.

| | | | Cost per mile in cts | |
|---|---|--|-------------------------|---------------------------------------|
| Running 158,416 miles. | 3832 cords Firewood, | at \$2 51 ¹ / ₁₀ | \$9644 26 | 6 ⁰⁸ / ₁₀₀ |
| | 1197 ¹ / ₂ gallons Oil, | at 1 04 ¹ / ₁₀ | 1246 63 | 7 ⁷⁵ / ₁₀₀ |
| | 5578 ¹ / ₂ lbs. Tallow, | at 0 11 ¹ / ₂ | 641 53 | 4 ¹¹ / ₁₀₀ |
| | 2549 ¹ / ₂ lbs. Waste, | at 0 13 ² / ₁₀ | 355 65 | 2 ²² / ₁₀₀ |
| | Wages, Drivers, Firemen, and Cleaners, | | 6815 59 | 4 ³⁰ / ₁₀₀ |
| | | | \$18703 66 | 11⁷⁰/₁₀₀ |
| Repairing. | 908 bushels Coal, | at \$0 12 | \$108 90 | |
| | 17 ¹ / ₂ cords Firewood, | at 2 45 | 42 32 | |
| | 174 ¹ / ₂ gallon Oil, | at 1 06 ¹ / ₂ | 185 89 | |
| | 181 lbs. Tallow, | at 0 11 ¹ / ₂ | 20 82 | |
| | 576 ¹ / ₂ lbs. Waste, | at 0 13 ² / ₁₀ | 80 29 | |
| | General Stock Material, | | 3867 20 | |
| | Wages Mechanics and repairing Engines, Work not done by Railway, | | 6199 15 384 70 | |
| | | | \$10889 07 | 6⁸⁸/₁₀₀ |
| Total cost of running and repairing, | | | \$29592 73 | 18⁶⁸/₁₀₀ |

Recapitulation of average cost per mile, for the year 1863.

| | | | Cost per mile in cts. | |
|---|---|--|-----------------------------|---------------------------------------|
| Running 167,901 miles. | 4150 ¹ / ₁₀ cords Firewood, | at \$2 31 ¹ / ₁₀ | \$9589 87 | 5 ⁷¹ / ₁₀₀ |
| | 2284 gallons Oil, | at 0 80 ¹ / ₂ | 1038 61 | 6 ¹¹ / ₁₀₀ |
| | 7067 ¹ / ₂ lbs. Tallow, | at 0 11 ¹ / ₁₀ | 790 96 | 4 ⁷⁷ / ₁₀₀ |
| | 2846 ¹ / ₂ lbs. Waste, | at 0 23 ¹ / ₂ | 665 75 | 3 ⁹⁹ / ₁₀₀ |
| | Wages, Drivers, Firemen and Cleaners, | | 7561 27 | 4 ⁵⁰ / ₁₀₀ |
| | | | \$19646 46 | 11⁷⁰/₁₀₀ |
| Repairing. | 1007 bushels Coal, | at \$0 15 | \$151 05 | |
| | 34 ¹ / ₁₀ cords Firewood, | at 2 31 ¹ / ₁₀ | 79 14 | |
| | 165 gallons Oil, | at 0 83 ¹ / ₂ | 137 28 | |
| | 400 ¹ / ₂ lbs. Tallow, | at 0 11 ¹ / ₁₀ | 44 67 | |
| | 603 lbs. Waste, | at 0 23 ¹ / ₂ | 140 88 | |
| | General Stock Materials, | | 4008 50 | |
| | Wages Mechanics, &c., repairing Engines, Work not done by Railway, Old Stock Materials, | | 7682 94 800 53 326 93 | |
| | | | \$13371 92 | 7⁹⁶/₁₀₀ |
| Total cost of running and repairing, | | | \$33018 38 | 19⁶⁶/₁₀₀ |

W. JOHNSTON.

Locomotive Department, N. S. Railway, }
December 31, 1863. }

(D.)

RICHMOND, January, 1864.

SIR,—

I beg to submit for your consideration the report of the Car Department, for the year ending 31st December, 1863.

FIRST CLASS CARS—10 in number.

Three of these cars have been painted, ornamented, and varnished, 14 new chilled wheels have been put under them, and other wheels repaired; also, new housings, and boxes and bushes, and general repairs where needed. There is now one in shop being rubbed down, ready to be painted, and others also require to be painted as soon as we can get room.

SECOND CLASS CARS—8 in number.

These cars have received general repairs, wheels, bushes, roofing, &c. Ringman's patent roofing has been put upon one of them. They are in general in good running order. Two new ones are under construction, and will probably be ready for the road early in spring.

BOX CARS.

These comprise 24 freight cars, 19 horse and cattle cars, and 1 sheep car; these cars have received heavy renewals; 167 new chilled wheels have been put under them; bushes supplied and other general repairs made. These cars have been heavily tasked, both in 1862 and 1863, to meet the requirements of the traffic department, as they are too few in number; they are kept steady on the train. Four new cattle cars are under construction.

PLATFORM CARS—103 in number.

These cars have had a great amount of general repairs and renewals, such as bushes, &c.; 120 repaired wheels have been put under them, and considerable carpenter's work has been done in putting in new end beams, buffers, trams, and other repairs. As this class of cars is exposed to the weather, employed in ballasting of the road, and some of the wood is of poor quality, decay has set in rapidly in some of them. They are in general in good running order, but require painting. These cars, I may add, have never been painted since they were built.

SIDE-TIP CARS—12 in number.

Eleven of these cars are in working order; if there could be shelter for them all, it would preserve them materially.

SNOW PLOUGHS—3 in number.

These are in good order, but require a coat of paint.

I beg to make a few general remarks as to the requirements of the car department. The stone shed now occupied by this department, although well adapted for building and repairing cars in, is not a suitable place for the painting to be executed. This is clearly proven by the cars which were painted there in the winter of 1862. The stone walls retain the dampness, and to heat it sufficiently to prevent the frost from taking effect upon the paint, would be attended with considerable expense. If dryers are resorted to, to harden and dry the paint, it cracks in summer, and destroys the appearance of the car. The requirements of the road in summer, with the present number of cars, prevent our taking more than one at a time into the shop to be painted; and as there are other cars which will require varnishing, there would not be sufficient time in summer to keep the stock in that efficient state of repair, which sound economy warrants. I would, therefore, recommend that you erect a building suitable for a paint shop, in which to do work of this kind; as also a small lumber shed, in which to protect the lumber required for the repair of the rolling stock from the weather, and get it thoroughly seasoned, thus adding very much to its durability.

The following is a statement of the rolling stock of cars :

| | | | | | | |
|--------------------------------|---|---|---|---|---|-----|
| First class passenger cars, | - | - | - | - | - | 10 |
| Second class passenger cars, | - | - | - | - | - | 8 |
| Box freight cars, | - | - | - | - | - | 24 |
| Horse, cattle, and sheep cars, | - | - | - | - | - | 19 |
| Platform cars, | - | - | - | - | - | 103 |
| Side-tip ballast cars, | - | - | - | - | - | 12 |
| Snow ploughs, | - | - | - | - | - | 3 |
| Scotch car, | - | - | - | - | - | 1 |

Your obedient servant,

W. JOHNSTON.

JAMES McDONALD, Esq.

(E.)

RICHMOND, 14th January, 1864.

SIR,—

I have the honor to submit the following report for the year ending 31st December, 1863.

The McBean cutting on the Windsor Branch, which has proved more or less troublesome every year since the road was first opened for traffic, again slipped in April last for a distance of nearly 500 feet. The superstructure was completely moved out of place for 126 feet, and so buried by the clay, that it was necessary to lay a new track, so that the trains might be passed through without causing more than a few minutes delay, occasioned by shunting the trains in Fenerty's and Mitchell's sidings. This was remedied in a few days, and the regular traffic resumed; the material removed being used to widen the embankments at Fenerty's Lake. In anticipation of a similar occurrence taking place during the coming spring, I had several hundred cubic yards of earth removed during the month of November last, thereby lightening the slope of the cutting. This was the only cutting on the whole road where any delay was occasioned to the traffic by reason of slips.

The slips in the cuttings, both on the Main Line and Branch, were generally heavier during the past year than in any previous year, and this entailed a very heavy increase in the expense of maintenance.

Owing to the slipping of the slopes of the clay cutting, both on the Main and Branch Lines, during previous years, a very large amount of earth has accumulated in the drains and ditches, and has been excavated from them during the past season; the slopes have been lightened, the drains opened, and the stuff so excavated has been profitably employed in widening the neighbouring embankments. During the coming season a further amount of work of the same description must be performed in many of the heaviest cuttings, to reduce them to their proper width, provide the necessary drains, and to preserve the ballast from deterioration.

Care and attention has been paid to the proper cleaning of the drains, but a farther expenditure for this service will be required.

The retaining wall built during the autumn of 1862 at the Grand Lake embankment has proved to be of great advantage to the safety of the road at this point. The embankment at Waterloo Cove has on several occasions received considerable damage from the surf of the lake, and become very narrow on the lake side. To guard against any casualty or delay, I have had 541 cubic yards of rock collected, in readiness to meet any emergency during the winter, and to construct a proper sea wall as early as the weather will permit.

Owing to a settlement in the western abutment of the Stewiacke Bridge, it was found necessary to remove the parapets for the purpose of raising the girders to their proper level and replacing them to the centre of the road. The parts taken down were rebuilt; and the whole of the masonry in the abutments and pier was repointed. The longitudinal timbers have been replaced by new ones, and the defective planking renewed.

The masonry in several of the other bridges should be repointed during next summer.

The wing walls of the Dartmouth road bridge, near Bedford, show evident signs of failure, and should be taken down and rebuilt.

I have renewed the planking on the bridge near Windsor Junction; also part of the bridge over Beaver brook; and have had the defective piles in the Blackburn pile bridge strengthened and repaired, and the track placed to its proper height.

The masonry of four cattle guards and one open culvert between Richmond and Bedford, one open culvert near Beaver Bank Station, and one drain near Truro, has been taken down and rebuilt, and new pine stringers have been substituted.

New cattle guards have been built at Wardrop's crossing and Beaver Bank station.

A large quantity of fencing has been repaired and renewed, and at many places

has been taken down and rebuilt with new posts and sills, in consequence of the continual upheaving by the frost each successive Spring, and the fact that a quantity had been rendered unserviceable by decay. A very large portion of the fencing affords little or no protection, especially against animals of a smaller class; and the workmen employed on the line, although exercising the greatest care and vigilance, are scarcely able to prevent the intrusion of cattle, and thus avoid accidents. The worst parts are from Richmond to Bedford, and from Grand Lake to Enfield Station, on the Main Line; and from the Pile Bridge to the St. Croix Bridge on the Branch. The quantity of new fencing required to be built on the Main Line during the ensuing season is 1552 lineal rods, and on the Branch 4480 lineal rods; and besides this there will be other portions which will require an expenditure for repairs and renewals.

The permanent way has been put in a fair state of repair. New ballast, to the extent of 2194 cubic yards on the Main Line and 5110 cubic yards on the Branch, has been spread. Of this amount 1595½ cubic yards were taken from the Nine Mile River, and proved to be clean sharp water gravel, and of an excellent quality.

The average cost of ballast spread on road between Truro and Windsor Junction during the past season was 51½ cents per cubic yard, and from Windsor to Richmond was 50½ cents per cubic yard, original cost of ballast not included. A large quantity of ballast will be required next summer to place the road in good running order.

Twenty-five thousand five hundred and eighty-nine new sleepers have been placed in the track on the Main Line, and 19,890 in the Windsor Branch, or a total of 45,479 during the year, exclusive of new sleepers used in constructing sidings. I do not anticipate that the quantity of sleepers required for repairs during the coming season will exceed the quantity tendered for, viz.: 40,000.

The breakage of the joint chairs in 1861 was, 8649; in 1862, 6503; and in 1863 only 5163. This diminution in quantity, and consequently a reduction in the cost of maintenance, is owing to the use of the improved joint chair. I have been induced to prepare a new improved single chair on the same principle as the joint chair, confidently hoping that it will give the same beneficial results.

New sidings have been constructed during the year at Rocky Lake for the accommodation of the ice trade at this point, and at Truro station.

The roofs of the station house at Shubenacadie and the engine house at Truro, have been newly shingled, and a considerable amount of repairs made on several of the other station buildings along the line. New doors have been placed on the wood shed at Truro. A new hay shed has been erected at Richmond, and will prove of much benefit to this important branch of traffic. Cattle pens have been put up at Truro and Newport Stations. The new siding at Truro will lessen in a great degree the large amount of labor in shunting trains. It is 714 feet in length, and is capable of holding twenty cars. The loading bank on either side of the new siding is 290 feet in length, and now affords increased facilities for loading and unloading all the heavy freight brought to this station. To lessen the amount of labour and time at Newport station the original siding has been shortened, the points placed more convenient to the station, and a through siding constructed on the west side of the Main Line. The front platform has been lengthened 104 feet, and a new loading bank erected on back siding 124 feet in length. A new freight house has been built during the past year, and thus the difficulties heretofore experienced in loading, unloading, and storing freight, are now very much reduced, and every convenience afforded.

At Beaver Bank station the platform has been lengthened 30 feet and the loading bank 40 feet, and a retaining wall built opposite the station, to pass the public road and give room to lengthen the passenger platform.

At Richmond the loading bank has been partially repaired, and a crane has been put up for lifting freight of the heaviest class. The loading banks at Bedford and Elmsdale stations have been re-planked and repaired.

During the past year the department has purchased and paid for 2076½ cords in addition to the quantity of wood contracted for, to meet the requirements of the traffic. The want of more accommodation for storing wood at Richmond and

Windsor Junction stations is severely felt. I would therefore recommend that the present sheds be enlarged to contain at least 500 cords each.

The difficulties experienced in getting the contractors for maintaining the line to perform the work specified according to contract, induced me to recommend that the system be discontinued at the expiration of the several contracts, and that the maintenance be performed by days' labor, under the immediate control and supervision of the Road Masters. This was done; and I have to report that the change has been for the better, and has proved satisfactory to the interests of the road.

The large amount of extra labour performed in the removal of sleepers, ballasting, cleaning out drains, widening cuttings, excavating slips, and in repairs to the fencing, whilst they must have increased the cost of maintenance during the years have all been of great benefit to the road.

I am, Sir, your obedient servant,

WM. MARSHALL.

JAMES McDONALD, Esq.

GENERAL STATEMENT OF IMPORTS.

HALIFAX.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|---|------------------|-------------------------|----------------|--|----------------|------------------|--------|
| | | | Great Britain. | British Colonies, North America, West Indies. | United States. | Other Countries. | |
| Ale and Porter..... | Packages 4370 | 830244 | 28818 | 462 | | 964 | |
| Arms and Ammunition.... | Do. 5254 | 22801 | 22801 | | | | |
| Apples..... | Do. 4262 | 11594 | | 6 | | 11588 | |
| Beef..... | Do. 2064 | 18146 | | 80 | | 18066 | |
| Bread..... | Do. 7682 | 20994 | 922 | 12 | | 20960 | |
| Brandy..... | Do. 2187 | 59375 | 20753 | 1338 | | 1400 | 35884 |
| Burning Fluid..... | Do. 302 | 13065 | | 1220 | | 11845 | |
| Butter..... | Do. 1866 | 18413 | | 19256 | | 8157 | |
| Brick..... | No. 204660 | 1375 | 88 | | | 1287 | |
| Cabinet Ware..... | Packages 5811 | 23193 | 6510 | 125 | | 15442 | 26 |
| Candles..... | Do. 1217 | 7133 | 1709 | 59 | | 5383 | |
| Coffee..... | Do. 2365 | 49691 | 1394 | 408 | 29627 | 8997 | 9865 |
| Cheese..... | Do. 1993 | 4079 | 1272 | | | 2807 | |
| Clocks, Watches, & Jewelry..... | | 13988 | 5126 | 958 | | 7304 | |
| Corn and Wheat..... | Bushels 55065 | 53786 | | 8135 | | 48651 | |
| Commeal and Oatmeal.... | Barrels 25090 | 86460 | 253 | 2662 | | 83545 | |
| China, Glass, & Earthenware | Packages 9286 | 76051 | 65992 | 138 | | 9921 | |
| Codfish..... | Lbs. 9899738 | 248897 | | 219480 | | 11892 | 15525 |
| Corlage and Canvas..... | Packages 34350 | 345025 | 319470 | 554 | | 25001 | |
| Cotton, Linen, Silk and Woolen Manufactures... | Do. 7758 | 1809254 | 1717738 | 6373 | 350 | 41903 | 32890 |
| Drugs & Apothecaries wares | Do. 3392 | 46358 | 27879 | 229 | 898 | 17361 | |
| Fishing Tackle..... | Do. 565 | 54452 | 52922 | 148 | | 1382 | |
| Flour (Wheat)..... | Barrels 162320 | 938031 | | 65754 | | 872277 | |
| Flour (Rye)..... | Do. 3728 | 17148 | | | | 17148 | |
| Fruit..... | Packages 17057 | 28913 | 5455 | | 184 | 11957 | 11317 |
| Furs..... | Do. 150 | 24492 | 14305 | 8958 | | 769 | 460 |
| Geneva and Whiskey..... | Do. 2189 | 78632 | 49048 | 2507 | 5 | 27012 | |
| Hardware, Iron, and Cutlery | | 540533 | 463301 | 2950 | | 74282 | |
| Hats and Caps..... | Do. 614 | 39192 | 16072 | 74 | | 14046 | |
| Herring..... | Do. 38456 | 52822 | | 51304 | | 1370 | 148 |
| Hides and Skins..... | Do. 20564 | 25221 | | 18416 | 70 | 4935 | 1800 |
| Leather & do. Manufactures | Do. 8501 | 177040 | 78934 | 1627 | | 96479 | |
| Lime and Plaister..... | Do. 3852 | 3402 | | 2313 | | 1989 | |
| Lard..... | Do. 2125 | 14696 | | 1250 | | 13446 | |
| Lumber..... | Sup. feet 260000 | 6837 | | 1654 | | 5183 | |
| Mackerel..... | Barrels 3787 | 15662 | | 6412 | | 9250 | |
| Molasses..... | Packages 13340 | 271534 | | 618 | 19819 | 85 | 251012 |
| Oakum..... | Do. 6702 | 18175 | 14205 | | | 3970 | |
| Oil..... | Do. 4788 | 138696 | 47454 | 52784 | | 34625 | 3823 |
| Oats and Barley..... | Bushels 139119 | 81146 | 186 | 77946 | | 3014 | |
| Paper Manuf. Books & Sta. | Packages 4468 | 108638 | 55187 | 1355 | | 52096 | |
| Paint and Putty..... | Do. 2846 | 35488 | 35311 | | | 177 | |
| Pork and Hams..... | Do. 4984 | 85533 | | 5952 | | 79581 | |
| Potatoes and Vegetables... | Bushels 6189095 | 32076 | | 25386 | 862 | 5638 | 190 |
| Rice..... | Packages 1723 | 12016 | 11930 | 16 | 54 | 16 | |
| Rum..... | Do. 2104 | 111019 | 2342 | 60 | 78170 | 16379 | 14077 |
| Salt..... | Bushels 613130 | 50723 | 28797 | 4720 | 11867 | 3355 | 1984 |
| Sealefish, &c..... | Lbs. 213104 | 2194 | | 2194 | | | |
| Salmon..... | Packages 1671 | 42725 | | 42715 | | 10 | |
| Shingles, Staves, & Laths.. | No. 16051000 | 22830 | | 22830 | | | |
| Soap..... | Packages 5805 | 14694 | 11062 | 5 | | 3602 | 25 |
| Sugar..... | Do. 10983 | 505698 | 20814 | | 26854 | 27910 | 430120 |
| Tea..... | Do. 19489 | 402089 | 172412 | 216 | | 157628 | 71833 |
| Tobacco..... | Do. 4016 | 158502 | 360 | 8334 | 1414 | 145737 | 2659 |
| Wine..... | Do. 2180 | 40914 | 30938 | 4177 | 995 | 2391 | 2413 |
| Woodware & Agricul. Impl. | | 13153 | | | | 13153 | |
| Miscellaneous..... | | 388807 | 135865 | 16243 | 26758 | 197715 | 12223 |
| Totals..... | | \$7495855 | 3467616 | 681455 | 197627 | 2249872 | 899285 |

GENERAL STATEMENT OF IMPORTS.

ADVOCATE HARBOUR.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|--|--------------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Apples..... | Barrels 13 | 61 | | 6 | 55 | |
| Beef..... | Do. 5 | 60 | | | 60 | |
| Brandy..... | Gallons 67 | 70 | | 70 | | |
| Brick..... | No. 1500 | 5 | | | 5 | |
| Cabinet Ware..... | Pieces 36 | 28 | | 6 | 22 | |
| Cornmeal and Oatmeal..... | Barrels 41 | 135 | | 87 | 48 | |
| China, Glass & Earthenware..... | Packages 3 | 22 | | | 22 | |
| Codfish..... | Lbs. 168 | 5 | | | 5 | |
| Cotton, Linen, Silk and Woolen Manufactures.. | Packages 2 | 119 | | 119 | | |
| Flour (Wheat)..... | Barrels 596 | 3600 | | 978 | 2622 | |
| Hardware, Iron, and Cutlery | Pks. 19, lbs. 6200 | 231 | | 190 | 41 | |
| Herring..... | Barrel 1 | 5 | | 5 | | |
| Leather & do. Manufactures. | Lbs. 85 | 23 | | 13 | 10 | |
| Lumber..... | Sup. feet 5125 | 59 | | | 59 | |
| Molasses..... | Gallons 236 | 65 | | 40 | 25 | |
| Oakum..... | 2 Pks. Lbs. 952 | 94 | | 33 | 61 | |
| Oil..... | Gallons 6 | 6 | | | 6 | |
| Oats and Barley..... | Bushels 11 | 6 | | | 6 | |
| Paper Manuf. Books & Staty | Package 1 | 13 | | | 13 | |
| Paint and Putty..... | Do. 2 | 6 | | 3 | 3 | |
| Pork and Hams..... | Barrels 12 | 165 | | 28 | 137 | |
| Salt..... | Bushels 193 | 56 | | 56 | | |
| Scaldfish, &c..... | Lbs. 112 | 4 | | | 4 | |
| Shingles, Staves and Laths.. | No. 1500 | 6 | | | 6 | |
| Soap..... | Package 1 | 4 | | 4 | | |
| Sugar..... | Lbs. 224 | 16 | | 16 | | |
| Tea..... | Packages 3 | 63 | | 63 | | |
| Tobacco..... | Do. 1 | 50 | | 50 | | |
| Woodware & Agricult'l Impl. | | 87 | | 15 | 72 | |
| Miscellaneous..... | | 34 | | 18 | 16 | |
| Totals..... | | \$5098 | | 1800 | 3298 | |

AMHERST.

| | | | | | | |
|--|--------------|-------|--|------|-------|--|
| Ale and Porter..... | Packages 5 | 28 | | 28 | | |
| Arms and Ammunition..... | Do. 3 | 10 | | 4 | 6 | |
| Apples..... | Barrels 126 | 388 | | 76 | 312 | |
| Bread..... | Packages 24 | 87 | | 18 | 69 | |
| Burning Fluid..... | Gallons 46 | 44 | | 6 | 38 | |
| Brick..... | No. 7350 | 76 | | 76 | | |
| Cabinet Ware..... | Packages 272 | 1402 | | 147 | 1255 | |
| Candles..... | Lbs. 353 | 46 | | 17 | 29 | |
| Coffee..... | Lbs. 269 | 42 | | 24 | 18 | |
| Cheese..... | Packages 4 | 14 | | | 14 | |
| Clocks, Watches & Jewelry..... | | 67 | | 67 | | |
| Corn and Wheat..... | Bushels 2 | 4 | | 4 | | |
| Cornmeal and Oatmeal..... | Barrels 314 | 1131 | | 144 | 987 | |
| China, Glass & Earthenware..... | Packages 168 | 1045 | | 619 | 426 | |
| Codfish..... | Lbs. 3080 | 106 | | 106 | | |
| Cordage and Canvas..... | Packages 6 | 31 | | 10 | 21 | |
| Cotton, Linen, Silk and Woolen Manufactures.. | Do. 184 | 7586 | | 6319 | 1267 | |
| Drugs & Apothecaries' Ware | Do. 107 | 1148 | | 405 | 743 | |
| Fishing Tackle..... | | 3 | | 3 | | |
| Flour (Wheat)..... | Barrels 2429 | 14830 | | 4204 | 10626 | |
| Fruit..... | Packages 58 | 223 | | 60 | 163 | |

GENERAL STATEMENT OF IMPORTS.

AMHERST—(CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|--------------------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Geneva and Whiskey | Gallons 2 | 4 | | | | 4 | |
| Hardware, Iron, and Cutlery | Packages 3394 | 11376 | | 5383 | | 5993 | |
| Hats and Caps. | Do. 30 | 942 | | 142 | | 800 | |
| Herring | Barrels 28 | 108 | | 108 | | | |
| Hides and Skins | No. 12 | 68 | | 68 | | | |
| Leather & do. Manufactures | Packages 212 | 3503 | | 691 | | 2812 | |
| Lime and Plaster. | Barrels 35 | 38 | | 38 | | | |
| Lumber | Sup. feet 5000 | 4 | | 4 | | | |
| Mackerel | Barrels 21 | 107 | | 107 | | | |
| Molasses | Gallons 5471 | 1147 | | 1064 | | 83 | |
| Oil. | Do. 2211 | 878 | | 479 | | 399 | |
| Paper Manuf. Books & Stat'y | Packages 52 | 603 | | 136 | | 467 | |
| Paint and Putty | Do. 11 | 292 | | | | 292 | |
| Potatoes and Vegetables. . . . | Bushels 23 | 26 | | 8 | | 18 | |
| Rice | Packages 1 | 11 | | 19 | | | |
| Salt | Bushels 6810 | 1077 | 800 | 268 | | 9 | |
| Soap | Boxes 29 | 53 | | 19 | | 34 | |
| Sugar | Lbs. 36956 | 2260 | | 1620 | | 640 | |
| Tea | Lbs. 7506 | 2531 | | 1247 | | 1284 | |
| Tobacco | Lbs. 3207 | 1217 | | 308 | | 909 | |
| Woodware & Agricult'l Impl. | | 2661 | | 187 | | 2474 | |
| Miscellaneous. | | 2495 | | 1154 | | 1341 | |
| Totals. | | \$59712 | 800 | 25379 | | 33533 | |

ANTIGONISH.

| | | | | | | |
|---|-------------------|---------|-------|------|-----|-------|
| Apples. | Barrels 47 | 78 | | | | 78 |
| Bread | Do. 11 | 61 | | | | 61 |
| Burning Fluid. | Gallons 162 | 84 | | | | 84 |
| Cabinet Ware | Packages 84 | 333 | | | | 333 |
| Candles. | Lbs. 78 | 20 | | | | 20 |
| Coffee | Do. 250 | 22 | | | | 22 |
| Cornmeal and Oatmeal. | Barrels 65 | 221 | | | | 221 |
| China, Glass & Earthenware. | Packages 60 | 747 | 365 | 262 | | 120 |
| Cotton, Linen, Silk and Woolen Manufactures. | Do. 42 | 6853 | 6473 | | | 380 |
| Drugs & Apothecaries' ware. | Do. 146 | 977 | 71 | | | 906 |
| Flour (Wheat) | Barrels 586 | 3488 | | 407 | | 3081 |
| Fruit. | Packages 44 | 207 | | | | 207 |
| Hardware, Iron and Cutlery. | Do. 990 | 8966 | 3197 | 644 | | 5125 |
| Hats and Caps. | Do. 15 | 794 | 56 | | | 738 |
| Leather and do. Manufactures | Do. 22 | 1085 | 51 | | | 1034 |
| Molasses. | Gallons 3543 | 804 | 122 | 386 | 296 | |
| Oil. | Pkgs. 5 Galls. 62 | 537 | 499 | 17 | | 21 |
| Paper Manuf. Books & Stat'y | Packages 50 | 496 | 30 | 88 | | 378 |
| Paint and Putty. | Do. 6 | 201 | 177 | | | 24 |
| Pork and Hams. | Do. 2 | 28 | | 28 | | |
| Rice | Do. 1 | 6 | 6 | | | |
| Rum | Gallons 59 | 79 | | 79 | | |
| Salt. | Bushels 160 | 36 | | 22 | | 14 |
| Sugar | Lbs. 8338 | 499 | 101 | 254 | 144 | |
| Tea | Do. 13223 | 3530 | 3530 | | | |
| Wine. | Gallons 33 | 61 | 61 | | | |
| Woodware & Agricult'l Impl. | | 513 | | | | 513 |
| Miscellaneous. | | 1103 | 188 | 67 | | 848 |
| Totals. | | \$31829 | 14927 | 2254 | 440 | 14208 |

GENERAL STATEMENT OF IMPORTS.

ANNAPOLIS.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|---|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Ale and Porter..... | Gallons | 30 | 9 | 9 | | |
| Bread..... | Packages | 23 | 50 | 20 | | 30 |
| Brandy..... | Gallons | 32 | 74 | 74 | | |
| Burning Fluid..... | Do. | 153 | 103 | 15 | | 90 |
| Cabinet Ware..... | Packages | 18 | 448 | 74 | | 374 |
| Candles..... | Lbs. | 647 | 91 | 14 | | 77 |
| Coffee..... | Do. | 384 | 34 | 16 | | 18 |
| Cornmeal and Oatmeal..... | Barrels | 823 | 2795 | 1090 | | 1795 |
| China, Glass & Earthenware..... | Packages | 53 | 615 | 484 | | 131 |
| Cordage and Canvas..... | Do. | 23 | 548 | 434 | | 114 |
| Cotton, Linen, Silk and Woolen Manufactures..... | Do. | 168 | 17852 | 16635 | | 1158 |
| Drugs & Apothecaries' ware..... | Do. | 137 | 685 | 18 | | 667 |
| Fishing Tackle..... | Do. | 1 | 14 | 14 | | |
| Flour (Wheat)..... | Barrels | 4253 | 24755 | 9138 | | 15617 |
| Fruit..... | Packages | 24 | 114 | 22 | | 92 |
| Geneva and Whiskey..... | Gallons | 202 | 126 | 120 | | |
| Hardware, Iron and Cutlery..... | Packages | 518 | 7561 | 5957 | | 1604 |
| Hats and Caps..... | Do. | 5 | 139 | | | 139 |
| Hides and Skins..... | No. | 25 | 220 | | | 220 |
| Leather & Do. Manufactures..... | | | 901 | 192 | | 709 |
| Lime and Plaster..... | Packages | 199 | 199 | 199 | | |
| Lard..... | Do. | 5 | 24 | | | 24 |
| Lumber..... | Supl. ft. | 13000 | 176 | 176 | | |
| Molasses..... | Gallons | 8160 | 1506 | 670 | 716 | 114 |
| Onkum..... | Packages | 22 | 120 | 120 | | |
| Oil..... | Do. 3. Gls. | 412 | 286 | 120 | | 151 |
| Paper Manuf. Books & Stationery..... | Packages | 5 | 113 | 34 | | 82 |
| Paint and Putty..... | Do. | 9 | 62 | 62 | | |
| Pork and Ham..... | Barrels | 44 | 697 | 434 | | 263 |
| Rum..... | Gallons | 121 | 98 | 98 | | |
| Salt..... | Bushels | 2834 | 623 | 623 | | |
| Shingles, Staves and Laths..... | No. | 60000 | 30 | 30 | | |
| Soup..... | Packages | 11 | 53 | 17 | | 36 |
| Sugar..... | Lbs. | 14795 | 660 | 261 | 277 | 122 |
| Tea..... | Do. | 2186 | 772 | 223 | | 549 |
| Tobacco..... | Do. | 2053 | 1003 | 75 | | 928 |
| Woodware & Agricult'l Impl..... | | | 231 | 24 | | 257 |
| Miscellaneous..... | | | 637 | 351 | | 286 |
| Totals..... | | | 834479 | 37820 | 993 | 25366 |

ARICHAU.

| | | | | | | |
|----------------------------------|--------------|-------|------|-----|--|------|
| Ale and Porter..... | Package | 1 | 6 | | | 6 |
| Arms and Ammunition..... | Do. | 15 | 130 | | | 130 |
| Apples..... | Barrels | 636 | 935 | | | 935 |
| Beef..... | Do. | 19 | 235 | 50 | | 155 |
| Bread..... | Do. | 261 | 806 | 142 | | 407 |
| Burning Fluid..... | Pks. 7 Gals. | 129 | 198 | | | 108 |
| Brick..... | No. | 59600 | 392 | | | 392 |
| Cabinet Ware..... | Packages | 281 | 1271 | 10 | | 1261 |
| Candles..... | Pks. 136 Lb. | 4014 | 573 | | | 513 |
| Coffee..... | Do. 17 | 1216 | 197 | 18 | | 116 |
| Cheese..... | Do. 68 | 2293 | 212 | | | 212 |
| Clocks, Watches and Jewelry..... | Packages | 6 | 37 | | | 37 |
| Cornmeal and Oatmeal..... | Barrels | 896 | 3230 | | | 3230 |

GENERAL STATEMENT OF IMPORTS.

ARICHAT — (CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|--|-------------------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| China, Glass & Earthenware. | Packages 22 | 186 | 60 | | | 8 | 118 |
| Cordage and Canvas..... | Do. 380 | 7675 | | | | 2628 | 5047 |
| Cotton, Linen, Silk and Woolen Manufactures.. | Do. 77 | 8325 | | | | 427 | 7898 |
| Drugs & Apothecaries' Ware. | Do. 27 | 360 | | | | 171 | 189 |
| Fishing Tackle..... | Do. 13 | 2912 | | | | | 2912 |
| Flour (Wheat)..... | Barrels 5917 | 33913 | | 3063 | | 20850 | |
| Fruit..... | Packages 21 | 92 | | | | 64 | 28 |
| Hardware, Iron and Cutlery. | Do. 473 | 3669 | | 20 | | 2014 | 1635 |
| Hats and Caps..... | Do. 1 | 19 | | | | 19 | |
| Leather & Do. Manufactures. | Do. 102 | 4284 | | | | 2063 | 2281 |
| Lime and Plaster..... | Do. 334 | 316 | | | | 316 | |
| Lard..... | Pks. 4372 Bls. 57 | 482 | | | | 482 | |
| Lumber..... | Supl. ft. 46772 | 713 | | 345 | | 368 | |
| Molasses..... | Pks. 78 Gls. 3135 | 1056 | | | | 1056 | |
| Oakum..... | Packages 62 | 259 | | | | 259 | |
| Oil..... | Pks. 33 Gls. 687 | 589 | | | | 221 | 368 |
| Oats and Barley..... | Bushels 560 | 190 | | 190 | | | |
| Paper Manf. Books & Stat'y. | Packages 6 | 56 | 10 | | | 46 | |
| Paint and Putty..... | Do. 136 | 296 | | | | 40 | 256 |
| Pork and Hams..... | Barrels 443 | 5469 | | 22 | | 4947 | 500 |
| Potatoes and Vegetables... | Bushels 11000 | 2335 | | 2335 | | | |
| Rice..... | Pkgs. 44 Lbs. 600 | 271 | | | | 101 | 170 |
| Salt..... | Bushels 29880 | 7687 | 1220 | | | | 6467 |
| Shingles, Staves and Laths.. | No. 2541000 | 2989 | | 2964 | | 25 | |
| Soap..... | Pks. 90 lbs. 5445 | 370 | | | | 260 | 110 |
| Sugar..... | 54 3613 | 355 | | 12 | | 343 | |
| Tea..... | 171 11229 | 2657 | | | | 2254 | 1403 |
| Tobacco..... | 21 1481 | 458 | | | | 221 | 237 |
| Wine..... | 7 gals. 16 | 11 | | | | 2 | 9 |
| Woodware & Agricul'l Impl. | | 476 | | | | 476 | |
| Miscellaneous..... | | 5795 | | 70 | | 4707 | 1018 |
| Totals..... | | \$103267 | 1290 | 9241 | | 61680 | 21156 |

BADDECK.

| | | | | | | |
|-----------------------------|-------------|---------------|--|-------------|--|-------------|
| Ale and Porter..... | Gallons 10 | 5 | | 5 | | |
| Flour (Wheat)..... | Barrels 170 | 920 | | 740 | | 180 |
| (Rye)..... | Do. 100 | 400 | | 400 | | |
| Geneva and Whiskey..... | Gallons 48 | 118 | | 118 | | |
| Hardware, Iron and Cutlery. | | 7 | | | | 7 |
| Herring..... | Barrels 9 | 36 | | | | 36 |
| Leather & Do. Manufactures. | Lbs. 1738 | 395 | | | | 395 |
| Molasses..... | Gallons 867 | 143 | | | | 143 |
| Oil..... | Do. 85 | 34 | | | | 34 |
| Rum..... | Do. 1227 | 524 | | 524 | | |
| Salt..... | Bushels 860 | 213 | | 213 | | |
| Sugar..... | Lbs. 3103 | 157 | | 53 | | 104 |
| Tea..... | Do. 1926 | 770 | | 770 | | |
| Miscellaneous..... | | 1681 | | 1073 | | 609 |
| Totals..... | | \$5403 | | 3895 | | 1508 |

GENERAL STATEMENT OF IMPORTS.

BARRINGTON.

| ARTICLES. | Total Quantity. | Total value in dollars. | IMPORTED FROM | | | | |
|---|-----------------|----------------------------|-------------------|-------------------|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies. | | Great Britain. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Ale and Porter..... | Package 1 | 3 | | 3 | | | |
| Apples..... | Barrels 553 | 906 | | 19 | | 897 | |
| Beef..... | Do. 6 | 58 | | 4 | | 54 | |
| Bread..... | Do. 72 | 271 | | | | 271 | |
| Burning Fluid..... | Gallons 20 | 21 | | | | 21 | |
| Butter..... | Lbs. 579 | 89 | | 66 | | 23 | |
| Brick..... | No. 13550 | 79 | | 8 | | 71 | |
| Cabinet Ware..... | Packages 370 | 932 | | | | 932 | |
| Candles..... | Lbs. 1880 | 233 | | 6 | | 227 | |
| Coffee..... | Do. 804 | 77 | | | | 77 | |
| Cheese..... | Do. 3029 | 335 | | | | 335 | |
| Clocks, Watches and Jewelry | Packages 13 | 53 | | | | 53 | |
| Corn and Wheat..... | Bushels 178 | 123 | | | | 123 | |
| Cornmeal and Oatmeal..... | Barrels 688 | 2404 | | 88 | | 2316 | |
| China, Glass & Earthenware. | Packages 36 | 300 | | 6 | | 294 | |
| Cordage and Canvas..... | Do. 42 | 202 | | | | 202 | |
| Cotton, Linen, Silk and Woolen Manufactures. | Do. 40 | 537 | | 15 | | 542 | |
| Drugs & Apothecaries' Ware | Do. 23 | 208 | | | | 208 | |
| Fishing Tackle..... | Do. 12 | 114 | | | | 114 | |
| Flour (Wheat)..... | Barrels 5009 | 24714 | | 284 | | 24430 | |
| (Rye)..... | Do. 160 | 662 | | 10 | | 652 | |
| Fruit..... | Packages 44 | 68 | | | | 68 | |
| Hardware, Iron and Cutlery | Do. 250 | 1536 | | 28 | | 1508 | |
| Hats and Caps..... | Do. 9 | 63 | | | | 63 | |
| Hides and Skins..... | Do. 1 | 5 | | | | 5 | |
| Leather & Do. Manufactures. | Do. 62 | 1433 | | 30 | | 1403 | |
| Lime and Plaster..... | Do. 190 | 150 | | 40 | | 110 | |
| Lard..... | Lbs. 2668 | 255 | | | | 255 | |
| Lumber..... | Supf. ft. 7200 | 70 | | 70 | | | |
| Molasses..... | Gallons 314 | 83 | | 73 | | 10 | |
| Oil..... | Do. 2566 | 1210 | | 18 | | 1192 | |
| Oats and Barley..... | Bushels 1572 | 559 | | 554 | | 5 | |
| Paper Manf. Books & Stat'y. | Packages 55 | 366 | | | | 366 | |
| Paint and Putty..... | Do. 32 | 113 | | | | 113 | |
| Pork and Hams..... | Barrels 318 | 4287 | | | | 4287 | |
| Potatoes and Vegetables.... | Bushels 227 | 277 | | 32 | | 245 | |
| Rice..... | Packages 4 | 7 | | | | 7 | |
| Salt..... | Bushels 8072 | 728 | | 19 | 636 | 73 | |
| Shingles, Staves and Laths.. | No. 173000 | 191 | | 188 | | 3 | |
| Soap..... | Lbs. 2433 | 161 | | 3 | | 159 | |
| Sugar..... | Do. 444 | 38 | | | | 38 | |
| Tea..... | Do. 1613 | 493 | | 210 | | 283 | |
| Tobacco..... | Do. 225 | 123 | | 66 | | 57 | |
| Woodware & Agricult'l Impl. | ..... | 1235 | | 23 | | 1212 | |
| Miscellaneous..... | ..... | 541 | | 15 | | 526 | |
| Totals..... | ..... | 846344 | | 1878 | 636 | 43830 | |

GENERAL STATEMENT OF IMPORTS.

BEAR RIVER.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|---|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | Great Britain. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Bread | Barrels 11 | 50 | | | | 50 | |
| Candles | Lbs. 540 | 79 | | | | 79 | |
| Coffee | Do. 60 | 6 | | | | 6 | |
| Corn and Wheat | Bushels 110 | 81 | | | | 81 | |
| Cornmeal and Oatmeal | Barrels 180 | 707 | | 104 | | 603 | |
| China, Glass & Earthenware | Packages 19 | 348 | | 258 | | 90 | |
| Cordage and Canvas | Do. 73 | 1506 | | 1076 | | 430 | |
| Cotton, Linen, Silk, and Woolen Manufactures | Do. 76 | 7757 | | 6457 | | 1300 | |
| Flour (Wheat) | Barrels 1986 | 11742 | | 78 | | 11664 | |
| Fruit | Lbs. 25 | 3 | | 3 | | | |
| Hardware, Iron and Cutlery | Packages 114 | 4455 | | 3649 | | 806 | |
| Leather & Do. Manufactures | Lbs. 523 | 146 | | | | 146 | |
| Lime and Plaster | Packages 30 | 30 | | 30 | | | |
| Molasses | Gallons 2423 | 415 | | 111 | 304 | | |
| Oakum | Lbs. 4300 | 303 | | 303 | | | |
| Oil | Gallons 75 | 90 | | 10 | | 80 | |
| Oats and Barley | Barrels 5 | 44 | | | | 44 | |
| Paint and Putty | Lbs. 318 | 31 | | 31 | | | |
| Pork and Hams | Barrels 26 | 373 | | 12 | | 361 | |
| Rice | Packages 2 | 22 | | 22 | | | |
| Salt | Bushels 24 | 4 | | 4 | | | |
| Soap | Packages 9 | 44 | | 22 | | 22 | |
| Sugar | Lbs. 5216 | 229 | | 104 | 125 | | |
| Tea | Do. 1641 | 537 | | 114 | | 423 | |
| Tobacco | Do. 432 | 184 | | 100 | | 84 | |
| Woodware & Agricul'l Impl. | | 168 | | | | 168 | |
| Miscellaneous | | 138 | | 28 | | 110 | |
| Totals | | \$29492 | | 12516 | 429 | 16547 | |

BEAVER RIVER.

| | | | | | | |
|---|----------------|--------|--|------|--|------|
| Apples | Barrels 7 | 9 | | | | 9 |
| Cornmeal and Oatmeal | Do. 140 | 448 | | | | 448 |
| Cordage and Canvas | Packages 7 | 110 | | 110 | | |
| Cotton, Linen, Silk, and Woolen Manufactures | Do. 11 | 499 | | | | 499 |
| Flour (Wheat) | Barrels 315 | 1925 | | | | 1925 |
| Fruit | Packages 3 | 14 | | | | 14 |
| Hardware, Iron and Cutlery | | 1547 | | 1547 | | |
| Hats and Caps | Packages 2 | 137 | | | | 137 |
| Leather & Do. Manufactures | Do. 1 | 47 | | | | 47 |
| Lime and Plaster | Do. 55 | 49 | | 30 | | 19 |
| Lumber | Supf. ft. 7000 | 109 | | 109 | | |
| Oil | Packages 5 | 106 | | | | 106 |
| Soap | Do. 6 | 14 | | | | 14 |
| Miscellaneous | | 1314 | | 1288 | | 26 |
| Totals | | \$6328 | | 3084 | | 3244 |

GENERAL STATEMENT OF IMPORTS.

BRIDGETOWN.

| ARTICLES. | Total Quantity. | Total value in Pounds. | IMPORTED FROM | | | |
|---|-------------------|---------------------------|-------------------|--|-----------------|-------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | Great Britain. | Other Countries. |
| Ale and Porter..... | Gallons 33 | 40 | | 40 | | |
| Beef..... | Barrels 12 | 150 | | | | 150 |
| Bread..... | Do. 4 | 37 | | 1 | | 36 |
| Burning Fluid..... | Gallons 144 | 143 | | 41 | | 102 |
| Cabinet Ware..... | Packages 59 | 752 | | 73 | | 679 |
| Candles..... | Lbs. 1049 | 143 | | | | 143 |
| Coffee..... | Do. 180 | 24 | | | | 24 |
| Corn and Wheat..... | Bushels 1300 | 1300 | | | | 1300 |
| Cornmeal and Oatmeal..... | Barrels 544 | 2023 | | | | 2023 |
| China, Glass & Earthenware. | Packages 40 | 982 | | 675 | | 307 |
| Cotton, Linen, Silk, and Woolen Manufactures.. | Do. 122 | 11655 | | 11447 | | 208 |
| Drugs & Apothecaries' Ware | Do. 48 | 1104 | | 397 | | 707 |
| Flour (Wheat)..... | Barrels 3643 | 21513 | | 1497 | | 20019 |
| Fruit..... | Bbls. 300 Pkgs. 4 | 53 | | | | 53 |
| Geneva and Whiskey..... | Gallons 157 | 101 | | 101 | | |
| Hardware, Iron and Cutlery. | Packages 319 | 4294 | | 2169 | | 2134 |
| Hats and Caps..... | Do. 3 | 95 | | | | 95 |
| Leather & Do. Manufactures. | Lbs. 703 Pkgs. 5 | 512 | | | | 512 |
| Lime and Plaster..... | Packages 210 | 241 | | 241 | | |
| Lard..... | Lbs. 337 | 38 | | | | 38 |
| Molasses..... | Gallons 1341 | 355 | | 162 | | 193 |
| Oil..... | Do. 732 | 435 | | 64 | | 371 |
| Paper Manuf. Books & Stat'y | Do. 16 | 35 | | 15 | | 20 |
| Pork and Hams..... | Barrels 68 | 1000 | | 120 | | 880 |
| Rum..... | Gallons 144 | 111 | | 111 | | |
| Salt..... | Bushels 467 | 150 | | 150 | | |
| Soap..... | Packages 14 | 75 | | | | 75 |
| Sugar..... | Lbs. 5411 | 277 | | 32 | | 245 |
| Tea..... | Do. 4934 | 1651 | | 180 | | 1471 |
| Tobacco..... | Do. 1272 | 830 | | | | 830 |
| Woodware & Agricult'l Impl. | | 2380 | | 505 | | 1875 |
| Miscellaneous..... | | 738 | | 373 | | 365 |
| Totals..... | | \$53263 | | 18385 | | 34878 |

CAPE CANSO.

| | | | | | | |
|------------------------------|-------------------|----------------|--|--------------|--|-------------|
| Butter..... | Lbs. 200 | 80 | | 80 | | |
| Cabinet Ware..... | | 66 | | | | 66 |
| Cornmeal and Oatmeal..... | Barrels 75 | 374 | | 374 | | |
| Codfish..... | Lbs. 78400 | 2800 | | 2800 | | |
| Flour (Wheat)..... | Barrels 2537 | 12199 | | 11195 | | 1004 |
| Herring..... | Do. 2856 | 5688 | | 5688 | | |
| Lard..... | Bbls. 10 Lbs. 337 | 259 | | 29 | | 230 |
| Molasses..... | Gallons 90 | 24 | | 24 | | |
| Oil..... | Do. 594 | 360 | | 360 | | |
| Oats and Barley..... | Bushels 12 | 10 | | 10 | | |
| Pork and Hams..... | Barrels 58 | 690 | | 130 | | 560 |
| Potatoes and Vegetables.... | Bushels 2130 | 639 | | 639 | | |
| Salt..... | Do. 18904 | 3477 | | 1677 | | 1800 |
| Salmon..... | Barrels 14 | 200 | | 200 | | |
| Shingles, Staves and Laths.. | No. 50000 | 60 | | 60 | | |
| Woodware & Agricult'l Impl. | | 45 | | 45 | | |
| Miscellaneous..... | | 710 | | 710 | | |
| Totals..... | | \$27681 | | 24021 | | 1860 |

GENERAL STATEMENT OF IMPORTS.

CANADA CREEK.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|---------------------------------------|------------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Cabinet Ware | Package 1 | 2 | 2 | | | | |
| Candles | Lbs. 210 | 25 | 8 | | 17 | | |
| Cornmeal and Oatmeal | Barrels 124 | 443 | 47 | | 396 | | |
| Codfish | Lbs. 1200 | 37 | 37 | | | | |
| Cordage and Canvas | Packages 40 | 314 | | | 314 | | |
| Flour, Wheat and Rye | Barrels 1671 | 9339 | 1142 | | 8197 | | |
| Hardware, Iron and Cutlery | Packages 81 | 1190 | 274 | | 916 | | |
| Herring | Barrels 27 | 123 | 123 | | | | |
| Leather and Leather Manuf. | Pkgs. 7 Lbs. 956 | 279 | 3 | | 276 | | |
| Lime and Plaster | Packages 62 | 62 | 62 | | | | |
| Lumber | Supf. ft. 50000 | 202 | 202 | | | | |
| Molasses | Gallons 1989 | 505 | 505 | | | | |
| Oakum | Lbs. 300 | 21 | 21 | | | | |
| Paper Manuf. Books & Stat'y | Package 1 | 5 | | | 5 | | |
| Paint and Putty | Lbs. 25 | 5 | 5 | | | | |
| Pork and Hams | Barrels 8 | 99 | 14 | | 85 | | |
| Potatoes and Vegetables | Bushels 3 | 2 | | | 2 | | |
| Rice | Pkg. 1 Lbs. 100 | 7 | 7 | | | | |
| Salt | Bushels 1219 | 277 | 268 | | 9 | | |
| Soap | Packages 5 | 12 | | | 12 | | |
| Sugar | Lbs. 70 | 6 | 6 | | | | |
| Tea | Do. 1664 | 600 | 50 | | 550 | | |
| Tobacco | Do. 237 | 85 | 28 | | 57 | | |
| Woodware & Agricul'l Impl. | | 412 | 7 | | 405 | | |
| Miscellaneous | | 86 | 57 | | 29 | | |
| Totals | | \$14138 | 2868 | | 11270 | | |

COW BAY.

| | | | | | |
|---|-------------|---------------|--|--|-------------|
| Apples | Barrels 20 | 39 | | | 39 |
| Beef | Do. 31 | 378 | | | 378 |
| Bread | Lbs. 100 | 9 | | | 9 |
| Burning Fluid | Gallons 80 | 56 | | | 56 |
| Brick | No. 3330 | 244 | | | 244 |
| Cabinet Ware | Packages 15 | 170 | | | 170 |
| Candles | Lbs. 204 | 29 | | | 29 |
| Coffee | Do. 80 | 20 | | | 20 |
| Cheese | Do. 150 | 18 | | | 18 |
| Clocks, &c. | | 24 | | | 24 |
| Cornmeal and Oatmeal | Barrels 80 | 270 | | | 270 |
| Cordage and Canvas | Packages 4 | 160 | | | 160 |
| Cotton, Linen, Silk, and Woolen Manufactures | Do. 1 | 258 | | | 258 |
| Drugs & Apothocaries' Ware | Do. 2 | 69 | | | 69 |
| Flour (Wheat) | Barrels 170 | 940 | | | 940 |
| Hardware, Iron and Cutlery | Packages 2 | 216 | | | 216 |
| Leather and Leather Manuf. | Do. 6 | 490 | | | 490 |
| Lard | Do. 4 | 8 | | | 8 |
| Oil | Gallons 210 | 60 | | | 60 |
| Oats and Barley | Bushels 3 | 9 | | | 9 |
| Totals | | \$3467 | | | 3467 |

GENERAL STATEMENT OF IMPORTS.

CHESTER.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|----------------------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|----------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Apples | Barrels 4 | 10 | ..... | ..... | ..... | 10 |
| Burning Fluid | Gallons 84 | 86 | ..... | ..... | ..... | 86 |
| Cornmeal and Oatmeal..... | Barrels 8 | 30 | ..... | ..... | ..... | 30 |
| China, Glass & Earthenware. | Package 1 | 5 | ..... | ..... | ..... | 5 |
| Drugs & Apothecaries' Ware | Do. 1 | 7 | ..... | ..... | ..... | 7 |
| Flour (Wheat)..... | Barrels 43 | 300 | ..... | ..... | ..... | 300 |
| Hardware, Iron and Cutlery..... | ..... | 12 | ..... | ..... | ..... | 12 |
| Pork and Hams..... | Barrels 2 | 28 | ..... | ..... | ..... | 28 |
| Woodwares & Agricult'l Impl..... | ..... | 6 | ..... | ..... | ..... | 6 |
| Miscellaneous..... | ..... | 28 | ..... | ..... | ..... | 28 |
| Totals..... | ..... | 8512 | ..... | ..... | ..... | 512 |

CHEVERIE.

| | | | | | |
|--|-----------------|---------------|-------|-------|-------------|
| Apples | Barrels 62 | 53 | ..... | ..... | 53 |
| Beef | Do. 2 | 32 | ..... | ..... | 32 |
| Brick | No. 2000 | 14 | ..... | ..... | 14 |
| Cabinet Ware | Packages 38 | 84 | ..... | ..... | 84 |
| Clocks, Watches and Jewelry ..... | ..... | 9 | ..... | ..... | 9 |
| Cornmeal and Oatmeal..... | Barrels 81 | 243 | ..... | ..... | 243 |
| Codfish..... | ..... | 13 | ..... | ..... | 13 |
| Cordage and Canvas..... | Packages 4 | 60 | ..... | ..... | 60 |
| Cotton, Linen, Silk and Woolen Manufactures.. | Do. 1 | 10 | ..... | ..... | 10 |
| Flour (Wheat and Rye).... | Barrels 1157 | 8074 | ..... | ..... | 8074 |
| Fruit..... | Lbs. 200 | 13 | ..... | ..... | 13 |
| Hardware, Iron and Cutlery. | Packages 13 | 56 | ..... | ..... | 56 |
| Leather & Do. Manufactures. | Sides 99 | 231 | ..... | ..... | 231 |
| Lumber | Supl. ft. 10000 | 200 | ..... | ..... | 200 |
| Molasses..... | Gallons 76 | 68 | ..... | ..... | 68 |
| Oil..... | Do. 11 | 13 | ..... | ..... | 13 |
| Pork and Hams..... | ..... | 306 | ..... | ..... | 306 |
| Potatoes and Vegetables.... | Bushels 20 | 10 | ..... | ..... | 10 |
| Salt..... | Do. 10 | 2 | ..... | ..... | 2 |
| Soap..... | Packages 6 | 12 | ..... | ..... | 12 |
| Tea | Lbs. 10 | 5 | ..... | ..... | 5 |
| Tobacco | Do. 30 | 20 | ..... | ..... | 20 |
| Miscellaneous ..... | ..... | 16 | ..... | ..... | 16 |
| Totals..... | ..... | \$9544 | ..... | ..... | 9544 |

GENERAL STATEMENT OF IMPORTS.

CLEMENTSPORT.

| ARTICLES | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|--|-----------------|-------------------------|----------------|-------------------------------------|--------------|----------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Ale and Porter..... | Gallons 30 | 9 | | 9 | | |
| Arms and Ammunition | Packages 2 | 8 | | 8 | | |
| Apples | Barrels 6 | 9 | | | | 9 |
| Bread | Do. 5 | 20 | | 9 | | 11 |
| Burning Fluid..... | Gallons 35 | 38 | | | | 38 |
| Brick | No. 115000 | 655 | | 40 | | 615 |
| Cabinet Ware | Packages 74 | 379 | | 33 | | 346 |
| Candles | Lbs. 560 | 74 | | | | 74 |
| Coffee | Do. 155 | 23 | | | | 23 |
| Cornmeal and Oatmeal..... | Barrels 182 | 747 | | 14 | | 733 |
| China, Glass & Earthenware. | Packages 16 | 181 | | 122 | | 59 |
| Cordage and Canvas..... | Do. 13 | 123 | | 65 | | 58 |
| Cotton, Linen, Silk and Woolen Manufactures.. | Do. 50 | 1055 | | 357 | | 698 |
| Drugs & Apothecaries' Ware | Do. 58 | 210 | | 5 | | 205 |
| Flour (Wheat) | Barrels 1449 | 9432 | | 397 | | 9035 |
| Fruit..... | Packages 9 | 36 | | 6 | | 30 |
| Hardware, Iron and Cutlery. | Pcs.192 Pks.152 | 864 | | 368 | | 496 |
| Hats and Caps..... | Packages 6 | 83 | | 4 | | 79 |
| Leather & Do. Manufactures. | Do. 22 | 405 | | 13 | | 392 |
| Lime and Plaster..... | Do. 189 | 194 | | 178 | | 16 |
| Lumber | Supf. ft. 10250 | 133 | | 133 | | |
| Molasses..... | Gallons 336 | 88 | | 86 | | 2 |
| Oakum | Pkgs.14 Lbs.700 | 78 | | 7 | | 71 |
| Oil..... | Gallons 211 | 144 | | 20 | | 124 |
| Paper Manuf. Books & Stat'y | Packages 3 | 5 | | | | 5 |
| Paint and Putty | Do. 8 | 20 | | 10 | | 10 |
| Pork and Hams..... | Barrels 7 | 138 | | | | 138 |
| Salt..... | Bushels 1605 | 372 | | 359 | | 13 |
| Shingles, Staves and Laths.. | No. 45750 | 75 | | 75 | | |
| Soap | Lbs. 863 | 67 | | 67 | | |
| Sugar | Do. 739 | 67 | | 9 | 2 | 56 |
| Tea | Do. 1630 | 607 | | 3 | | 604 |
| Tobacco | Do. 873 | 544 | | | | 544 |
| Woodware & Agricult'l Impl. | | 263 | | 4 | | 259 |
| Miscellaneous..... | | 66 | | 8 | | 58 |
| Totals..... | | \$17212 | | 2409 | 2 | 14801 |

CORNWALLIS.

| | | | | | | |
|--|------------------|-------|--|------|--|-------|
| Ale and Porter..... | Bbbs. 6 Glns. 90 | 63 | | 14 | | 49 |
| Apples..... | Barrels 57 | 120 | | | | 120 |
| Burning Fluid..... | Pkgs.2 Glns.157 | 139 | | 31 | | 108 |
| Cabinet Ware | Packages 110 | 1655 | | | | 1655 |
| Candles..... | Lbs. 541 Pks. 3 | 62 | | | | 62 |
| Cheese | Lbs. 200 Pks. 4 | 16 | | | | 16 |
| Clocks, Watches and Jewelry | Packages 1 | 33 | | | | 33 |
| Cornmeal and Oatmeal..... | Barrels 571 | 2002 | | 40 | | 1962 |
| China, Glass & Earthenware. | Packages 48 | 840 | | 440 | | 400 |
| Codfish | Lbs. 12088 | 404 | | 404 | | |
| Cotton, Linen, Silk and Woolen Manufactures.. | Packages 48 | 3083 | | 1983 | | 1100 |
| Drugs & Apothecaries' Ware | Do. 25 | 730 | | | | 730 |
| Flour (Wheat) | Barrels 8077 | 43921 | | 2153 | | 41768 |
| Fruit..... | Packages 74 | 235 | | | | 235 |
| Furs | Do. 1 | 100 | | | | 100 |
| Hardware, Iron, and Cutlery | Tons148 Pk.170 | 9435 | | 6185 | | 3250 |

GENERAL STATEMENT OF IMPORTS.

CORNWALLIS — (CONTINUED).

| ARTICLES. | Total Quantity. | Total value in dollars. | IMPORTED FROM | | | |
|------------------------------|------------------|----------------------------|-------------------|--|-----------------|-------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Hats and Caps..... | Packages 23 | 768 | | 68 | | 700 |
| Herring..... | Barrels 55 | 165 | | 165 | | |
| Leather & do. Manufactures. | Lbs.2023 Pks.77 | 1880 | | 80 | | 1800 |
| Lime and Plaster..... | Packages 952 | 952 | | 952 | | |
| Lumber..... | Supf. ft. 301000 | 3572 | | 3572 | | |
| Molasses..... | Pks.12 Gls.1259 | 359 | | 320 | | 39 |
| Oakum..... | Packages 110 | 392 | | 392 | | |
| Oil..... | Pks.39 Gls.1603 | 783 | | 259 | | 524 |
| Paper Manf. Books & Stat'y. | Packages 22 | 670 | | 20 | | 650 |
| Paint and Putty..... | Do. 59 | 235 | | 235 | | |
| Pork and Hams..... | Barrels 27 | 297 | | 50 | | 247 |
| Rice..... | Package 1 | 10 | | | | 10 |
| Salt..... | Bushels 2424 | 485 | | 485 | | |
| Shingles, Staves and Laths.. | No. 696000 | 1184 | | 1184 | | |
| Sugar..... | Pk.46 Lbs.14227 | 1025 | | 331 | | 694 |
| Tea..... | Pk.81 Lbs.5803 | 1750 | | 49 | | 1701 |
| Tobacco..... | Pk.35 Lbs.3669 | 1335 | | 90 | | 1245 |
| Woodware & Agricul'l Impl. | | 1917 | | 217 | | 1700 |
| Miscellaneous..... | | 830 | | 202 | | 628 |
| Totals..... | | \$81447 | | 19921 | | 61526 |

DIGBY.

| | | | | | | |
|---|----------------|----------------|--|--------------|--|--------------|
| Ale and Porter..... | Gallons 238 | 67 | | 49 | | 18 |
| Bread..... | Lbs. 2607 | 195 | | 124 | | 71 |
| Brandy..... | Gallons 14 | 46 | | 46 | | |
| Burning Fluid..... | Do. 40 | 32 | | 16 | | 16 |
| Candles..... | Lbs. 1089 | 164 | | 68 | | 96 |
| Coffee..... | Do. 964 | 136 | | 91 | | 45 |
| Cornmeal and Oatmeal..... | Barrels 852 | 2989 | | 1223 | | 1766 |
| China, Glass & Earthenware. | Packages 52 | 920 | | 826 | | 94 |
| Cotton, Linen, Silk, and Woolen Manufactures.. | Do. 196 | 19070 | | 19070 | | |
| Drugs & Apothecaries' Ware | Do. 34 | 583 | | 100 | | 483 |
| Flour (Wheat)..... | Barrels 3612 | 20481 | | 7571 | | 12910 |
| Fruit..... | Pkgs.35 Lbs.59 | 104 | | 25 | | 79 |
| Geneva and Whiskey..... | Gallons 474 | 564 | | 564 | | |
| Hardware, Iron and Cutlery. | Packages 357 | 12741 | | 4812 | | 7929 |
| Hats and Caps..... | Do. 5 | 88 | | 16 | | 72 |
| Leather & Do. Manufactures. | Do. 33 | 901 | | 99 | | 802 |
| Lime and Plaster..... | Do. 228 | 244 | | 244 | | |
| Molasses..... | Gallons 2255 | 675 | | 675 | | |
| Oil..... | Do. 1652 | 1186 | | 625 | | 561 |
| Oats and Barley..... | Bushels 82 | 41 | | 41 | | |
| Paint and Putty..... | Packages 24 | 131 | | 73 | | 58 |
| Pork and Hams..... | Barrels 5 | 24 | | 5 | | 19 |
| Rum..... | Gallons 386 | 400 | | 400 | | |
| Salt..... | Bushels 4020 | 950 | | 950 | | |
| Soap..... | Packages 18 | 86 | | 64 | | 22 |
| Sugar..... | Lbs. 6699 | 499 | | 499 | | |
| Tea..... | Do. 4957 | 1692 | | 802 | | 890 |
| Tobacco..... | Do. 4329 | 1876 | | 531 | | 1345 |
| Woodware & Agricul'l Impl. | | 440 | | 23 | | 417 |
| Miscellaneous..... | | 2496 | | 1070 | | 1426 |
| Totals..... | | \$69821 | | 40702 | | 29119 |

GENERAL STATEMENT OF IMPORTS.

FIVE ISLANDS.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|---|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Apples | Barrels 39 | 130 | | 16 | | 144 | |
| Brandy | Gallons 83 | 127 | | 127 | | | |
| Burning Fluid | Do. 2 | 2 | | 2 | | | |
| Brick | No. 1000 | 4 | | | | 4 | |
| Cabinet Ware | Pieces 85 | 95 | | 10 | | 85 | |
| Candles | Package 1 | 6 | | | | 6 | |
| Clocks, Watches & Jewelry | | 3 | | | | 3 | |
| Cornmeal and Oatmeal | Barrels 258 | 1055 | | 11 | | 1044 | |
| China, Glass & Earthenware | Packages 6 | 32 | | | | 32 | |
| Cotton, Linen, Silk and Woolen Manufactures | | 8 | | | | 8 | |
| Drugs & Apothecaries' ware | Do. 7 | 46 | | | | 46 | |
| Flour (Wheat) | Barrels 2556 | 17489 | | 166 | | 17323 | |
| Hardware, Iron and Cutlery | Packages 40 | 347 | | 25 | | 322 | |
| Leather and do. Manufactures | Do. 3 Lbs 996 | 382 | | 7 | | 375 | |
| Lime and Plaster | Do. 86 | 78 | | 62 | | 16 | |
| Molasses | Gallons 351 | 92 | | 54 | | 38 | |
| Oil | Do. 184 | 149 | | | | 149 | |
| Paper Manuf. Books & Stat'y | Package 1 | 3 | | | | 3 | |
| Pork and Hams | Barrel 1 | 20 | | | | 20 | |
| Potatoes and Vegetables | Bushels 6 | 7 | | | | 7 | |
| Salt | Do. 2253 | 420 | | 415 | | 5 | |
| Shingles, Staves and Laths | No. 18000 | 16 | | 16 | | | |
| Soap | Package 1 | 4 | | | | 4 | |
| Sugar | Lbs. 242 | 20 | | 15 | | 5 | |
| Tea | Lbs. 85 | 28 | | 23 | | 5 | |
| Woodware & Agricult'l Impl. | | 98 | | | | 98 | |
| Miscellaneous | | 129 | | 9 | | 120 | |
| Totals | | \$20790 | | 958 | | 19832 | |

FRENCH CROSS.

| | | | | | | |
|--|------------------|----------------|--|-------------|--|-------------|
| Cornmeal and Oatmeal | Barrels 22 | 73 | | 28 | | 45 |
| China, Glass & Earthenware | Packages 5 | 188 | | 150 | | 38 |
| Cotton, Linen, Silk, and Woolen Manufactures | Do. 8 | 539 | | 478 | | 61 |
| Flour (Wheat) | Barrels 1166 | 7121 | | 3060 | | 4061 |
| Hardware, Iron, and Cutlery | Packages 22 | 166 | | 49 | | 117 |
| Hats and Caps | Do. 1 | 29 | | | | 29 |
| Herring | Barrels 32 | 140 | | 140 | | |
| Leather & Do. Manufactures | Pkgs. 3 Lbs. 270 | 140 | | | | 140 |
| Lime and Plaster | Packages 18 | 18 | | 18 | | |
| Lumber | Supf. ft. 2000 | 32 | | 8 | | 24 |
| Molasses | Gallons 2099 | 589 | | 589 | | |
| Oil | Do. 144 | 70 | | 44 | | 26 |
| Rice | Package 1 | 10 | | | | 10 |
| Rum | Gallons 115 | 63 | | 63 | | |
| Salt | Bushels 1026 | 242 | | 242 | | |
| Sugar | Lbs. 1401 | 97 | | 97 | | |
| Tea | Lbs. 1601 | 472 | | 61 | | 401 |
| Tobacco | Lbs. 853 | 283 | | 12 | | 271 |
| Woodware & Agricult'l Impl. | | 288 | | 43 | | 245 |
| Miscellaneous | | 100 | | 76 | | 24 |
| Totals | | \$10660 | | 5158 | | 5502 |

GENERAL STATEMENT OF IMPORTS.

GLACE BAY.

| ARTICLES. | Total Quantity. | Total value in Pounds. | IMPORTED FROM | | | | |
|---------------------------------|-----------------|---------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Apples..... | Barrels 22 | 31 | | | | 31 | |
| Beef..... | Do. 24 | 345 | | | | 345 | |
| Bread..... | Do. 29 | 84 | | | | 84 | |
| Burning Fluid..... | Gallons 40 | 46 | | | | 46 | |
| Brick..... | No. 20000 | 50 | | | | 50 | |
| Cabinet Ware..... | Packages 47 | 97 | | | | 97 | |
| Candles..... | Bxs. 6 Lbs. 240 | 41 | | | | 41 | |
| Coffee..... | Bx. 1 Lbs. 150 | 23 | | | | 23 | |
| Corn and Wheat..... | Bushels 74 | 61 | | | | 61 | |
| Cornmeal and Oatmeal..... | Barrels 500 | 1637 | | | | 1637 | |
| China, Glass & Earthenware..... | Package 1 | 17 | | | | 17 | |
| Flour (Wheat)..... | Barrels 638 | 4219 | | | | 4219 | |
| Hardware, Iron and Cutlery..... | | 9196 | | | | 9196 | |
| Leather & Do. Manufactures..... | Lbs. 608 | 152 | | | | 152 | |
| Lime and Plaster..... | Packages 18 | 14 | | | | 14 | |
| Lumber..... | Supf. ft. 70500 | 666 | | | | 666 | |
| Molasses..... | Gallons 480 | 188 | | | | 188 | |
| Oil..... | Do. 78 | 78 | | | | 78 | |
| Oats..... | Bushels 6 | 13 | | | | 13 | |
| Paint and Putty..... | Package 1 | 1 | | | | 1 | |
| Pork and Hams..... | Barrels 33 | 420 | | | | 420 | |
| Potatoes and Vegetables..... | Bushels 15 | 13 | | | | 13 | |
| Shingles, Staves and Laths..... | No. 38000 | 114 | | | | 114 | |
| Soap..... | Lbs. 244 | 12 | | | | 12 | |
| Sugar..... | Lbs. 1331 | 86 | | | | 86 | |
| Tea..... | Lbs. 1009 | 315 | | | | 315 | |
| Woodware & Agricul'l Impl..... | | 140 | | | | 140 | |
| Miscellaneous..... | | 335 | | | | 335 | |
| Totals..... | | \$18294 | | | | 18294 | |

GREAT BRAS D'OR.

| | | | | | | |
|---------------------------------|--------------|---------------|-------------|--|------------|-----------|
| Brick..... | No. 60000 | 64 | | | 64 | |
| Cornmeal and Oatmeal..... | Barrels 40 | 170 | 170 | | | |
| Flour (Wheat)..... | Do. 43 | 271 | 250 | | | 21 |
| Herring..... | Do. 731 | 2122 | 2122 | | | |
| Leather & Do. Manufactures..... | Lbs. 860 | 86 | | | 86 | |
| Oil..... | Gallons 120 | 48 | 48 | | | |
| Salt..... | Bushels 2375 | 608 | 608 | | | |
| Salmon..... | Barrels 20 | 240 | 240 | | | |
| Tea..... | Lbs. 459 | 184 | 184 | | | |
| Tobacco..... | Lbs. 199 | 80 | 80 | | | |
| Woodware & Agricul'l Impl..... | | 74 | | | 74 | |
| Totals..... | | \$3947 | 3702 | | 224 | 21 |

GENERAL STATEMENT OF IMPORTS.

HARBORVILLE.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|--|-------------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Bread | Barrels 2 | 11 | | 11 | | |
| Brick | No. 2200 | 10 | | 6 | | 4 |
| Cabinet Ware | | 420 | | | | 420 |
| Candles | Lbs. 40 | 5 | | | | 5 |
| China, Glass & Earthenware. | Packages 5 | 155 | | 155 | | |
| Cordage and Canvas | Do. 10 | 679 | | | | 679 |
| Cotton, Linen, Silk and Woolen Manufactures.. | Do. 20 | 1965 | | 1938 | | 27 |
| Drugs & Apothecaries' Ware. | Do. 12 | 108 | | 8 | | 100 |
| Flour (Wheat) | Barrels 2374 | 13365 | | 1121 | | 12244 |
| Hardware, Iron and Cutlery. | Lbs. 3700 Pks. 72 | 704 | | 402 | | 302 |
| Hats and Caps | Packages 2 | 41 | | | | 41 |
| Herring | Barrels 42 | 140 | | 140 | | |
| Leather & do. Manufactures. | Pks. 10 Lbs. 1310 | 491 | | 6 | | 485 |
| Lime and Plaster | Packages 107 | 117 | | 117 | | |
| Lumber | Supf. ft. 11500 | 145 | | 145 | | |
| Molasses | Gallons 2340 | 566 | | 521 | 45 | |
| Oakum | Lbs. 100 | 9 | | | | 9 |
| Oil | Gallons 201 | 115 | | 16 | | 99 |
| Paper Manuf. Books & Stat'y | Packages 2 | 149 | | 149 | | |
| Pork and Hams | Barrels 4 | 68 | | 16 | | 52 |
| Potatoes and Vegetables.... | Bushels 6 | 4 | | 4 | | |
| Salt | Do. 915 | 332 | | 332 | | |
| Scalefish, &c. | Lbs. 2200 | 48 | | 48 | | |
| Shingles, Staves and Laths.. | No. 59000 | 70 | | 70 | | |
| Sugar | Lbs. 3882 | 255 | | 255 | | |
| Tea | Do. 3480 | 1158 | | 151 | | 1007 |
| Tobacco | Do. 1738 | 771 | | 109 | | 662 |
| Woodware & Agricult'l Impl. | | 344 | | 79 | | 265 |
| Miscellaneous | | 798 | | 621 | | 177 |
| Totals. | | \$23043 | | 6420 | 45 | 16578 |

HANTSPOET.

| | | | | | |
|-----------------------------|-----------------|----------------|--|-------------|--------------|
| Bread | Barrels 3 | 12 | | | 12 |
| Brick | No. 10330 | 69 | | | 69 |
| Cabinet Ware | Packages 66 | 348 | | | 348 |
| Candles | Lbs. 180 | 28 | | | 28 |
| Clocks, Watches and Jewelry | Package 1 | 3 | | | 3 |
| Cornmeal and Oatmeal | Barrels 247 | 1182 | | | 1182 |
| Flour (Wheat) | Do. 2432 | 12752 | | | 12752 |
| Hardware, Iron and Cutlery. | | 2262 | | 2107 | 155 |
| Leather & do. Manufactures. | Lbs. 1484 | 351 | | | 351 |
| Lime and Plaister | Packages 12 | 12 | | | 12 |
| Lumber | Supf. ft. 27750 | 210 | | | 210 |
| Molasses | Gallons 51 | 12 | | | 12 |
| Oil | Do. 20 | 16 | | | 16 |
| Paper Manuf. Books & Stat'y | Packages 15 | 30 | | | 30 |
| Pork and Hams | Barrels 20 | 262 | | | 262 |
| Soap | Lbs. 60 | 6 | | | 6 |
| Sugar | Lbs. 1150 | 103 | | | 103 |
| Woodware & Agricult'l Impl. | | 5 | | | 5 |
| Miscellaneous | | 172 | | | 172 |
| Totals. | | \$17835 | | 2107 | 15728 |

GENERAL STATEMENT OF IMPORTS.

HORTON.

| ARTICLES. | Total Quantity. | Total value in Pounds. | IMPORTED FROM | | | |
|---|-------------------|---------------------------|-------------------|--|-----------------|-------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Bread | Barrels 5 | 35 | | | | 35 |
| Burning Fluid | Gallons 41 | 34 | | | | 34 |
| Cabinet Ware | Packages 48 | 229 | | | | 229 |
| Coffee | Lbs. 60 | 10 | | | | 10 |
| Cornmeal and Oatmeal | Barrels 224 | 670 | | 45 | | 625 |
| China, Glass & Earthenware | | 197 | | | | 197 |
| Codfish | Lbs. 1380 | 40 | | 40 | | |
| Cotton, Linen, Silk, and Woolen Manufactures | | 23 | | | | 23 |
| Drugs & Apothecaries' ware | | 68 | | | | 68 |
| Flour (Wheat) | Barrels 3205 | 16866 | | 943 | | 15923 |
| Fruit | Package 1 | 53 | | | | 53 |
| Hardware, Iron and Cutlery | | 1366 | | 49 | | 1317 |
| Hats and Caps | | 308 | | | | 308 |
| Herring | Barrels 46 | 184 | | 184 | | |
| Hides and Skins | Barrel 1 | 50 | | | | 50 |
| Leather & do. Manufactures | | 589 | | | | 589 |
| Lime and Plaster | Packages 306 | 291 | | 291 | | |
| Lumber | Suppl. ft. 115450 | 674 | | 674 | | |
| Molasses | Gallons 2718 | 272 | | | 272 | |
| Oil | Do. 343 | 151 | | 27 | | 124 |
| Paper Manuf. Books & Stat'y | | 175 | | 50 | | 125 |
| Salt | Bushels 1188 | 217 | | 216 | | 1 |
| Sealefish, &c. | | 2 | | 2 | | |
| Salmon | Barrels 4 | 24 | | 24 | | |
| Shingles, Staves and Laths .. | No. 42200 | 117 | | 117 | | |
| Sugar | Lbs. 4238 | 243 | | | 243 | |
| Tea | Lbs. 2863 | 824 | | | | 824 |
| Tobacco | Pkgs. 2 Lbs. 221 | 175 | | | | 175 |
| Woodware & Agricult'l. Impl. | | 269 | | 117 | | 152 |
| Miscellaneous | | 1212 | | 217 | | 995 |
| Totals | | 825368 | | 2096 | 515 | 21857 |

JOGGINS.

| | | | | | | |
|---|-------------|------|--|------|--|------|
| Apples | Barrels 128 | 245 | | 20 | | 225 |
| Beef | Do. 12 | 125 | | | | 125 |
| Burning Fluid | Gallons 41 | 44 | | | | 44 |
| Brick | No. 6750 | 56 | | 34 | | 22 |
| Cabinet Ware | Packages 21 | 31 | | | | 31 |
| Candles | Lbs. 543 | 80 | | 50 | | 30 |
| Coffee | Do. 50 | 7 | | | | 7 |
| Cheese | Do. 630 | 77 | | | | 77 |
| Corn and Wheat | Bushels 90 | 47 | | 47 | | |
| Cornmeal and Oatmeal | Barrels 378 | 1467 | | 196 | | 1271 |
| China, Glass and Earthenware | Packages 16 | 243 | | 243 | | |
| Codfish | Lbs. 10628 | 277 | | 147 | | 130 |
| Cordage and Canvas | Packages 44 | 1094 | | 714 | | 380 |
| Cotton, Linen, Silk and Woolen Manufactures .. | Do. 82 | 6422 | | 6007 | | 415 |
| Drugs & Apothecaries' Wares .. | Do. 11 | 78 | | | | 78 |

GENERAL STATEMENT OF IMPORTS.

JOGGINS — (CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|--------------------------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Flour (Wheat) | Barrels 2915 | 15784 | | 2247 | | 13537 | |
| Geneva and Whiskey | Gallons 122 | 81 | | 81 | | | |
| Hardware, Iron, and Cutlery. | Packages 547 | 3479 | | 3055 | | 424 | |
| Herring | Barrels 38 | 175 | | 99 | | 76 | |
| Hides and Skins. | Packages 14 | 98 | | | | 98 | |
| Leather & Do. Manufactures. | Do. 22 | 777 | | 135 | | 642 | |
| Lime and Plaster. | Barrels 65 | 74 | | 74 | | | |
| Lard | Lbs. 100 | 12 | | | | 12 | |
| Mackerel | Barrels 3 | 31 | | | | 31 | |
| Molasses | Gallons 3681 | 959 | | 350 | | 609 | |
| Oakum | Packages 26 | 98 | | 98 | | | |
| Oil | Gallons 769 | 597 | | 415 | | 182 | |
| Pork and Hams. | Barrels 156 | 1900 | | 682 | | 1218 | |
| Rice | Packages 2 | 22 | | 11 | | 11 | |
| Rum. | Gallons 336 | 145 | | 145 | | | |
| Salt | Bushels 237 | 58 | | 58 | | | |
| Soap | Boxes 43 | 177 | | 134 | | 43 | |
| Sugar | Lbs. 10552 | 720 | | 369 | | 351 | |
| Tea | Do. 4425 | 1343 | | 814 | | 529 | |
| Tobacco | Do. 2092 | 1046 | | 513 | | 533 | |
| Woodware & Agricult'l Impl. | | 183 | | 29 | | 154 | |
| Miscellaneous. | | 1898 | | 857 | | 1041 | |
| Totals. | | \$39950 | | 17624 | | 22326 | |

LA HAVE.

| | | | | | | |
|--------------------------------------|------------------|--------|--|-----|------|------|
| Bread | Packages 1 | 3 | | | 3 | |
| Burning Fluid. | Gallons 40 | 40 | | | 40 | |
| Brick | No. 6000 | 28 | | | 28 | |
| Cabinet Ware | Pkgs. & pcs. 87 | 249 | | | 249 | |
| Candles. | Lbs. 40 | 6 | | | 6 | |
| Coffee | Do. 210 | 30 | | 20 | 10 | |
| Clocks, Watches and Jewelry. | Packages 3 | 54 | | | 54 | |
| Cornmeal and Oatmeal. | Barrels 72 | 247 | | | 247 | |
| China, Glass & Earthenware. | Packages 2 | 60 | | | 60 | |
| Cordage and Canvas. | Do. 2 | 8 | | 8 | | |
| Flour (Wheat) | Barrels 402 | 2873 | | | 2873 | |
| Hardware, Iron and Cutlery. | Packages 34 | 785 | | | 785 | |
| Leather & Do. Manufactures. | Pkgs. & Lbs. 125 | 78 | | | 78 | |
| Paper Manf. Books & Stat'y. | Packages 2 | 15 | | | 15 | |
| Pork and Hams. | Barrels 13 | 173 | | | 173 | |
| Salt. | Bushels 4050 | 251 | | 251 | | |
| Sugar | Lbs. 199 | 26 | | | 26 | |
| Woodware & Agricult'l Impl. | | 298 | | | 298 | |
| Miscellaneous | | 125 | | | 125 | |
| Totals. | | \$5349 | | 259 | 20 | 5070 |

GENERAL STATEMENT OF IMPORTS.

LIVERPOOL.

| ARTICLES. | Total Quantity. | Total value in Pounds. | IMPORTED FROM | | | | |
|--|-----------------|---------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Ale and Porter..... | Pks.9 Galls.125 | 82 | | | | 82 | |
| Apples..... | Packages 215 | 500 | | | | 500 | |
| Beef..... | Do. 40 | 483 | | | | 483 | |
| Bread..... | Do. 240 | 997 | | | 60 | 937 | |
| Brandy..... | Gallons 125 | 975 | | | | | 975 |
| Burning Fluid..... | Pkgs.10 Gls.205 | 442 | | | | 442 | |
| Butter..... | Packages 19 | 82 | | | | 82 | |
| Cabinet Ware..... | Do. 592 | 2773 | | | | 2773 | |
| Candles..... | Pkgs.29 Lbs.729 | 194 | | | | 194 | |
| Coffee..... | Pks.52 Lbs.2840 | 1129 | | | 674 | 415 | 40 |
| Cheese..... | Packages 2 | 7 | | | | 7 | |
| Clocks, Watches and Jewelry | Do. 51 | 664 | | | | 664 | |
| Corn and Wheat..... | Bushels 432 | 366 | | | | 366 | |
| Cornmeal and Oatmeal..... | Barrels 2523 | 10022 | | | | 10022 | |
| China, Glass & Earthenware. | Packages 174 | 1585 | 125 | | | 1460 | |
| Cotton, Linen, Silk and Woolen Manufactures.. | Do. 2 | 485 | | | | 485 | |
| Drugs & Apothecaries' Ware | Do. 19 | 579 | | | | 579 | |
| Flour (Wheat)..... | Barrels 5742 | 38732 | | | 4674 | 34058 | |
| (Rye)..... | Do. 15 | 73 | | | | 73 | |
| Fruit..... | Pk.155 Lbs.1632 | 660 | | | | 610 | 50 |
| Geneva and Whiskey..... | Pkgs 3 Galls.7 | 15 | | | 13 | | |
| Hardware, Iron and Cutlery. | Packages 487 | 11137 | 105520 | | | 5817 | |
| Hats and Caps..... | Do. 6 | 130 | | | | 130 | |
| Hides and Skins..... | No. 639 | 2557 | | | 1075 | | 1482 |
| Leather & Do. Manufactures. | Packages 49 | 2595 | | | | 2595 | |
| Lime and Plaster..... | Do. 61 | 76 | | | | 76 | |
| Lard..... | Do. 3 | 18 | | | | 18 | |
| Molasses..... | Pk.244 Gl.32507 | 10902 | | | 9282 | 36 | 1584 |
| Oil..... | Pkg.60 Gls.3426 | 2755 | | | | 2755 | |
| Oats and Barley..... | Bushels 5862 | 2773 | | 2773 | | | |
| Paper Manuf. Books & Stat'y | Packages 102 | 904 | | | | 904 | |
| Pork and Hams..... | Do. 338 | 3853 | | | | 3853 | |
| Potatoes and Vegetables.... | Pk.3 Bush.4384 | 1937 | | 1921 | 4 | 5 | |
| Rum..... | Pk.9 Galls.1000 | 1328 | | | 1188 | 149 | |
| Salt..... | Bushels 19598 | 7239 | | | 7239 | | |
| Salmon..... | Bls.6 Tins 2400 | 4860 | | 4860 | | | |
| Soap..... | Bls.10 Lbs.1618 | 133 | | | 30 | 156 | |
| Sugar..... | 317 80555 | 26670 | | | 26380 | 254 | 36 |
| Tea..... | 171 8514 | 3981 | | | | 3981 | |
| Tobacco..... | 51 5326 | 2324 | | | | 2324 | |
| Wine..... | Gallons 36 | 288 | | | | | 288 |
| Woodware & Agricult'l Impl. | | 1693 | | | | 1693 | |
| Miscellaneous..... | | 12798 | | 357 | 329 | 12112 | |
| Totals..... | | \$261470 | 105645 | 9911 | 50978 | 91081 | 3855 |

LONDONDERRY.

| | | | | | |
|-----------------------------|----------------|------|--|-----|------|
| Apples..... | Barrels 136 | 632 | | 8 | 624 |
| Bread..... | Do. 10 | 48 | | | 48 |
| Burning Fluid..... | Pk.1 Galls.46 | 77 | | | 77 |
| Brick..... | No. 7601 | 304 | | 161 | 143 |
| Cabinet Ware..... | Packages 2 | 56 | | | 56 |
| Coffee..... | Pkgs.2 Lbs.168 | 36 | | | 36 |
| Cheese..... | | 2 | | | 2 |
| Corn and Wheat..... | Bushels 228 | 147 | | | 147 |
| Cornmeal and Oatmeal..... | Barrels 921 | 2821 | | | 2821 |
| China, Glass & Earthenware. | Packages 57 | 793 | | 361 | 432 |

GENERAL STATEMENT OF IMPORTS.

LONDONDERRY — (CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|--|-------------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Cordage and Canvas..... | Packages 2 | 45 | | | | 45 | |
| Cotton, Linen, Silk and Woolen Manufactures.. | Do. 12 | 466 | | 52 | | 414 | |
| Drugs & Apothecaries' Ware. | Do. 138 | 1101 | | 56 | | 1045 | |
| Flour (Wheat) | Barrels 5669 | 27189 | | 12 | | 27177 | |
| Fruit..... | Packages 10 | 21 | | | | 21 | |
| Furs | No. 8 | 54 | | | | 54 | |
| Hardware, Iron, and Cutlery | Pcs. & pkgs. 538 | 4944 | | 1513 | | 3431 | |
| Hats and Caps..... | Packages 3 | 109 | | | | 109 | |
| Leather & Do. Manufactures. | Do. 34 | 1959 | | | | 1959 | |
| Lime and Plaster..... | Do. 142 | 149 | | 149 | | | |
| Molasses | Gallons 371 | 106 | | 74 | | 32 | |
| Oil..... | Pks. 14 Gls. 1131 | 898 | | 183 | | 685 | |
| Oats and Barley..... | Bushels 16 | 43 | | | | 43 | |
| Paper Manuf. Books & Stat'y | Package 1 | 34 | | | | 34 | |
| Paint and Putty..... | Do. 4 | 44 | | | | 44 | |
| Pork and Hams..... | Barrels 37 | 426 | | | | 426 | |
| Potatoes and Vegetables.... | Bushels 18 | 14 | | | | 14 | |
| Rice | Packages 3 | 26 | | | | 26 | |
| Salt..... | Bushels 2142 | 460 | | 197 | | 263 | |
| Soap..... | Pkgs. 7 Lbs. 120 | 18 | | | | 18 | |
| Sugar | 12 1265 | 251 | | 166 | | 85 | |
| Tea | Lbs. 7445 | 2242 | | | | 2242 | |
| Tobacco | Do. 1447 | 500 | | | | 500 | |
| Woodware & Agricul'l Impl. | | 1242 | | | | 1242 | |
| Miscellaneous | | 360 | | 155 | | 205 | |
| Totals..... | | \$47587 | | 3087 | | 44500 | |

LUNENBURGH.

| | | | | | | | |
|-----------------------------|---------------|---------|--|-----|------|------|-----|
| Apples | Barrel 1 | 2 | | | | 2 | |
| Bread | Packages 9 | 34 | | | | 34 | |
| Cabinet Ware | | 204 | | | | 204 | |
| Coffee | Lbs. 3456 | 544 | | | 444 | | 100 |
| Cornmeal and Oatmeal..... | Barrels 33 | 95 | | | | 95 | |
| Flour (Wheat) | Do. 1099 | 6699 | | | | 6699 | |
| Fruit..... | Packages 3 | 7 | | 7 | | | |
| Hardware, Iron and Cutlery. | | 68 | | 24 | | 44 | |
| Herring | Barrels 266 | 799 | | 799 | | | |
| Hides and Skins | No. 24 | 20 | | | | | 20 |
| Leather & do. Manufactures. | Lbs. 87 | 27 | | | | 27 | |
| Lime and Plaster..... | Packages 4 | 4 | | | | 4 | |
| Lard | Lbs. 237 | 24 | | | | 24 | |
| Mackerel | Barrels 8 | 32 | | 32 | | | |
| Molasses | Gallons 3663 | 699 | | | 699 | | |
| Oil..... | Do. 15 | 5 | | | | 5 | |
| Oats and Barley..... | Bushels 3 | 15 | | | | 15 | |
| Pork and Hams..... | Barrels 21 | 383 | | | | 383 | |
| Potatoes and Vegetables.... | Bushels 3 | 4 | | | | 4 | |
| Rum | Gallons 880 | 645 | | | 645 | | |
| Salt | Bushels 10104 | 826 | | | | | 826 |
| Sugar | Lbs. 21342 | 1051 | | | 999 | | 52 |
| Tobacco | Do. 21 | 14 | | | | 14 | |
| Woodware & Agricul'l Impl. | | 47 | | | | 47 | |
| Miscellaneous..... | | 109 | | | | 109 | |
| Totals..... | | \$12357 | | 862 | 2787 | 7710 | 998 |

GENERAL STATEMENT OF IMPORTS.

MAITLAND.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|--|-----------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Ale and Porter..... | Barrel 1 | 3 | | | | 3 |
| Apples..... | Do. 117 | 549 | | | | 549 |
| Beef..... | Do. 8 | 84 | | | | 84 |
| Bread..... | Do. 1 | 8 | | | | 8 |
| Burning Fluid..... | Gallons 3 | 2 | | | | 2 |
| Brick..... | No. 8000 | 51 | | | | 51 |
| Candles..... | Lbs. 60 | 6 | | | | 6 |
| Coffee..... | Do. 12 | 3 | | | | 3 |
| Cheese..... | Do. 245 | 25 | | | | 25 |
| Corn and Wheat..... | Bushels 215 | 358 | | | | 358 |
| Cornmeal and Oatmeal..... | Barrels 865 | 3046 | | | | 3046 |
| China, Glass & Earthenware..... | Packages 494 | 86 | | 8 | | 78 |
| Cotton, Linen, Silk and Woolen Manufactures..... | | 107 | | | | 107 |
| Drugs & Apothecaries' Ware..... | Packages 3 | 47 | | | | 47 |
| Flour (Wheat)..... | Barrels 6161 | 34587 | | 18 | | 34569 |
| Fruit..... | Packages 2 | 6 | | | | 6 |
| Hardware, Iron and Cutlery..... | Do. 66 | 901 | | 252 | | 649 |
| Hats and Caps..... | Do. 33 | 148 | | | | 148 |
| Leather & Do. Manufactures..... | Lbs. 3019 | 456 | | | | 456 |
| Lime and Plaister..... | Packages 62 | 73 | | 70 | | 3 |
| Lard..... | Lbs. 101 | 11 | | | | 11 |
| Lumber..... | Supf. ft. 10551 | 228 | | 228 | | |
| Molasses..... | Gallons 168 | 48 | | 17 | | 31 |
| Oil..... | Do. 264 | 118 | | | | 118 |
| Paper Manuf. Books & Stat'y..... | Package 1 | 14 | | | | 14 |
| Paint and Putty..... | Do. 1 | 6 | | | | 6 |
| Pork and Hams..... | Barrels 39 | 490 | | | | 490 |
| Potatoes and Vegetables..... | Bushels 12 | 13 | | | | 13 |
| Rice..... | Package 1 | 20 | | | | 20 |
| Salt..... | Bushels 1233 | 260 | | 260 | | |
| Shingles, Staves and Laths..... | No. 18000 | 18 | | 18 | | |
| Soap..... | Packages 11 | 39 | | | | 39 |
| Sugar..... | Lbs. 1742 | 99 | | | | 99 |
| Tea..... | Do. 22 | 9 | | | | 9 |
| Tobacco..... | Do. 317 | 135 | | | | 135 |
| Woodware & Agricul'l Impl..... | | 480 | | | | 480 |
| Miscellaneous..... | | 421 | | 122 | | 299 |
| Totals..... | | \$42955 | | 993 | | 41962 |

MARGARETSVILLE.

| | | | | | | |
|---|----------------|---------|--|------|--|------|
| Cornmeal and Oatmeal..... | Barrels 63 | 198 | | 24 | | 174 |
| China, Glass & Earthenware..... | Packages 7 | 174 | | 174 | | |
| Cotton, Linen, Silk, and Woolen Manufactures..... | Do. 14 | 1878 | | 1878 | | |
| Flour (Wheat)..... | Barrels 1584 | 9993 | | 2887 | | 7106 |
| Hardware, Iron and Cutlery..... | Packages 103 | 555 | | 305 | | 250 |
| Hats and Caps..... | Do. 2 | 47 | | | | 47 |
| Leather & Do. Manufactures..... | Lbs. 828 | 255 | | | | 255 |
| Lime and Plaster..... | Packages 155 | 159 | | 159 | | |
| Lumber..... | Supf. ft. 3000 | 60 | | 60 | | |
| Molasses..... | Gallons 656 | 173 | | 140 | | 33 |
| Salt..... | Bushels 918 | 229 | | 229 | | |
| Shingles, Staves and Laths..... | No. 6500 | 8 | | 8 | | |
| Tea..... | Lbs. 2019 | 576 | | 71 | | 505 |
| Tobacco..... | Do. 1838 | 720 | | | | 720 |
| Miscellaneous..... | | 246 | | 110 | | 136 |
| Totals..... | | \$15271 | | 6045 | | 9226 |

GENERAL STATEMENT OF IMPORTS.

MARGAREE.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|---|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Cotton, Linen, Silk and Woolen Manufactures.. | Package 1 | 5 | | | | 5 |
| Flour (Wheat) | Barrels 100 | 619 | | | | 619 |
| Herring | Do. 2 | 2 | | | | 2 |
| Molasses | Gallons 5 | 2 | | | | 2 |
| Rum | Do. 40 | 24 | | | | 24 |
| Salt | Bushels 2680 | 335 | | 335 | | |
| Totals | | \$987 | | 335 | | 652 |

PARRSBOROUGH.

| | | | | | | |
|--|------------------|---------|------|-------|--|------|
| Apples... | Barrels 36 | 52 | | 19 | | 33 |
| Beef | Do. 1 | 13 | | 13 | | |
| Bread | Do. 6 | 18 | | 18 | | |
| Burning Fluid | Gallons 44 | 40 | | 6 | | 34 |
| Brick | No. 650 | 8 | | 8 | | |
| Cabinet Ware | Packages 36 | 57 | | | | 57 |
| Candles | Lbs. 102 | 15 | | 8 | | 7 |
| Coffee | Do. 48 | 8 | | | | 8 |
| Cornmeal and Oatmeal | Barrels 297 | 1097 | | 746 | | 351 |
| China, Glass & Earthenware | Packages 7 | 201 | 137 | | | 64 |
| Codfish | Lbs. 448 | 12 | | | | 12 |
| Cordage and Canvas | Packages 100 | 2058 | | 1615 | | 443 |
| Cotton, Linen, Silk, and Woolen Manufactures.. | Do. 8 | 1871 | 1860 | 11 | | |
| Drugs & Apothecaries' ware | Do. 14 | 48 | | 39 | | 9 |
| Flour (Wheat) | Barrels 2077 | 11818 | | 6025 | | 5793 |
| Fruit | Packages 6 | 45 | | 31 | | 14 |
| Hardware, Iron and Cutlery | Lb. 7363 Pk. 201 | 2227 | 65 | 1386 | | 776 |
| Herring | Barrels 28 | 117 | | 75 | | 42 |
| Leather & do. Manufactures | Pk. 8 Lb. 209 | 241 | | 79 | | 162 |
| Lime and Plaster | Packages 8 | 8 | | 8 | | |
| Mackerel | Barrel 1 | 5 | | 5 | | |
| Molasses | Gallons 885 | 250 | | 161 | | 89 |
| Oakum | Lbs. 3048 | 242 | | 137 | | 105 |
| Oil | Gallons 329 | 146 | | 42 | | 104 |
| Paper Manf. Books & Stat'y | Package 1 | 1 | | 1 | | |
| Paint and Putty | Do. 1 | 4 | | | | 4 |
| Pork and Hams | Barrels 24 | 274 | | 73 | | 201 |
| Potatoes and Vegetables | Bushels 10 | 9 | | 4 | | 5 |
| Salt | Do. 1100 | 227 | | 198 | | 29 |
| Soap | Lbs. 663 | 52 | | 41 | | 11 |
| Sugar | Do. 277 | 23 | | 23 | | |
| Tea | Do. 1923 | 609 | 165 | 62 | | 382 |
| Tobacco | Do. 131 | 75 | | 63 | | 12 |
| Woodware & Agricul'l Impl. | | 110 | | 31 | | 79 |
| Miscellaneous | | 215 | | 145 | | 70 |
| Totals | | \$22196 | 2227 | 11073 | | 8896 |

GENERAL STATEMENT OF IMPORTS.

PICTOU.

| ARTICLES. | Total Quantity. | Total Value in Pounds. | IMPORTED FROM | | | | |
|---|------------------|---------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Ale and Porter..... | Packages 271 | 1538 | 509 | 1229 | | | |
| Arms and Ammunition | Do. 2196 | 9102 | 9102 | | | | |
| Apples..... | Barrels 412 | 775 | | 47 | | 728 | |
| Beef..... | Do. 1 | 8 | | | | 8 | |
| Bread..... | Packages 45 | 163 | | 10 | | 153 | |
| Brandy..... | Gallons 242 | 443 | 443 | | | | |
| Burning Fluid..... | Do. 939 | 960 | | | | 900 | |
| Butter..... | Lbs. 100 | 12 | | 12 | | | |
| Brick..... | No. 20000 | 132 | 25 | 10 | | 97 | |
| Cabinet Ware..... | Packages 989 | 2559 | 60 | | | 2499 | |
| Candles..... | Lbs. 392 | 48 | 21 | 14 | | 13 | |
| Coffee..... | Do. 714 | 78 | | | | 78 | |
| Cheese..... | Do. 11682 | 1522 | | 1158 | | 364 | |
| Clocks, Watches & Jewelry. | Packages 18 | 303 | 114 | | | 189 | |
| Corn and Wheat..... | Bushels 5366 | 3851 | | 1361 | | 2490 | |
| Cornmeal and Oatmeal..... | Barrels 996 | 3379 | 11 | 223 | | 3145 | |
| China, Glass & Earthenware. | Packages 447 | 2854 | 2032 | | | 822 | |
| Codfish..... | Lbs. 6709 | 168 | | 168 | | | |
| Cordage and Canvas..... | Packages 938 | 17267 | 17122 | | | 145 | |
| Cotton, Linen, Silk, and Woolen Manufactures.. | Do. 219 | 32259 | 29668 | 1296 | | 1295 | |
| Drugs & Apothecaries' Ware | Do. 315 | 3368 | 1159 | 69 | | 2140 | |
| Fishing Tackle..... | Do. 21 | 194 | 54 | 140 | | | |
| Flour (Wheat)..... | Barrels 15302 | 75033 | | 25911 | | 49122 | |
| Fruit..... | Packages 128 | 425 | 14 | | | 411 | |
| Furs..... | Do. 14 | 1638 | 153 | 1485 | | | |
| Geneva and Whiskey..... | Gallons 1215 | 681 | 671 | 10 | | | |
| Hardware, Iron and Cutlery. | ..... | 67830 | 59319 | 933 | | 7578 | |
| Hats and Caps..... | Packages 15 | 656 | 310 | | | 346 | |
| Herring..... | Barrels 731 | 2598 | | 2598 | | | |
| Hides and Skins..... | No. 1727 | 10030 | | 1242 | | 8788 | |
| Leather and Leather Manuf. | Packages 78 | 3899 | 1449 | | | 2450 | |
| Lime and Plaster..... | Barrels 1659 | 1100 | | | | 1100 | |
| Lard..... | Packages 18 | 109 | | 32 | | 77 | |
| Lumber..... | Supl. ft. 298000 | 1497 | | 1497 | | | |
| Mackerel..... | Barrels 8 | 40 | | 40 | | | |
| Molasses..... | Gallons 165 | 52 | | 9 | | 43 | |
| Oakum..... | Packages 209 | 627 | 588 | | | 39 | |
| Oil..... | Gallons 6675 | 3482 | 875 | 78 | | 2529 | |
| Oats and Barley..... | Bushels 11404 | 4310 | | 4310 | | | |
| Paper Manuf. Books & Stat'y | Packages 384 | 7025 | 3570 | 501 | | 2954 | |
| Paint and Putty..... | Do. 162 | 986 | 900 | 59 | | 33 | |
| Pork and Hams..... | Barrels 63 | 926 | | 434 | | 492 | |
| Potatoes and Vegetables.... | Bushels 3609 | 1187 | | 1104 | | 83 | |
| Rice..... | Packages 5 | 30 | 22 | 4 | | 4 | |
| Rum..... | Gallons 318 | 154 | 66 | | | 88 | |
| Salt..... | Bushels 13760 | 1204 | 391 | | | | |
| Salmon..... | Packages 12 | 66 | | 66 | | | |
| Shingles, Staves and Laths.. | No. 1592000 | 1509 | | 1509 | | | |
| Soap..... | Packages 215 | 1046 | 837 | 6 | | 203 | |
| Sugar..... | Lbs. 3242 | 1365 | 259 | 7 | | 1099 | |
| Tea..... | Do. 53044 | 15476 | 13256 | 28 | | 2192 | |
| Tobacco..... | Do. 161307 | 25854 | | 4 | | 25850 | |
| Wine..... | Gallons 105 | 190 | 180 | 10 | | | |
| Woodware & Agricul'l Impl. | ..... | 3610 | 98 | 197 | | 3315 | |
| Miscellaneous..... | ..... | 11976 | 2795 | 2513 | | 6668 | |
| Totals..... | | \$327534 | 145903 | 50318 | | 130500 | 813 |

GENERAL STATEMENT OF IMPORTS.

PORT ACADIA.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|---|------------------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Ale and Porter | Package 1 | 8 | | | | 8 | |
| Apples | Barrels 139 | 191 | | | | 191 | |
| Bread | Do. 4 | 19 | | | | 19 | |
| Burning Fluid | Gallons 133 | 79 | | | | 79 | |
| Brick | No. 14000 | 91 | | | | 91 | |
| Candles | Lbs. 505 | 68 | | | | 68 | |
| Coffee | Do. 60 | 13 | | | | 13 | |
| Clocks, Watches and Jewelry | | 9 | | | | 9 | |
| Corn and Wheat | Bags 188 | 291 | | | | 291 | |
| Cornmeal and Oatmeal | Barrels 732 | 2517 | | | | 2517 | |
| China, Glass and Earthenware | Packages 5 | 249 | | 120 | | 129 | |
| Cordage and Canvas | Do. 6 | 39 | | | | 39 | |
| Cotton, Linen, Silk and Woolen Manufactures | Do. 9 | 3963 | | 3911 | | 52 | |
| Drugs & Apothecaries' Wares | Do. 1 | 7 | | | | 7 | |
| Flour (Wheat) | Barrels 3401 | 19037 | | 45 | | 18992 | |
| (Rye) | Do. 5 | 22 | | | | 22 | |
| Hardware, Iron and Cutlery | | 1773 | | 1552 | | 221 | |
| Hats and Caps | Package 1 | 18 | | | | 18 | |
| Leather & do. Manufactures | Lbs. 321 Pkgs. 7 | 301 | | | | 301 | |
| Lime and Plaster | Packages 80 | 71 | | 11 | | 60 | |
| Lard | Do. 1 | 5 | | | | 5 | |
| Molasses | Gallons 4147 | 722 | | | 325 | 19 | 378 |
| Oakum | Packages 50 | 156 | | 148 | | 8 | |
| Oil | Do. 3 | 88 | | 72 | | 16 | |
| Oats and Barley | Bushels 40 | 16 | | 16 | | | |
| Paint and Putty | Packages 12 | 23 | | 12 | | 11 | |
| Pork and Hams | Barrels 66 | 856 | | 12 | | 844 | |
| Rice | Packages 5 | 35 | | | | 35 | |
| Rum | Gallons 200 | 60 | | | | | 60 |
| Salt | Bushels 4210 | 352 | | 2 | | | 350 |
| Soap | Packages 15 | 57 | | | | 57 | |
| Sugar | Lbs. 9393 | 356 | | | 278 | | 78 |
| Tea | Do. 789 | 288 | | 62 | | 226 | |
| Tobacco | Do. 253 | 209 | | | | 209 | |
| Woodware & Agricul'l. Impl. | | 580 | | | | 580 | |
| Miscellaneous | | 850 | | 158 | | 692 | 25 |
| Totals | | \$33419 | | 6121 | 603 | 25804 | 891 |

PORT MEDWAY.

| | | | | | | | |
|--|--------------|------|--|--|-----|------|----|
| Apples | Barrels 79 | 106 | | | | 106 | |
| Burning Fluid | Gallons 78 | 60 | | | | 60 | |
| Brick | No. 1000 | 5 | | | | 5 | |
| Cabinet Ware | | 49 | | | | 49 | |
| Coffee | Lbs. 616 | 116 | | | 111 | 5 | |
| Clocks, Watches and Jewelry | | 3 | | | | 3 | |
| Cornmeal and Oatmeal | Barrels 351 | 1255 | | | | 1255 | |
| China, Glass & Earthenware | Packages 3 | 148 | | | | 148 | |
| Cotton, Linen, Silk, and Woolen Manufactures | | 385 | | | | 385 | |
| Flour (Wheat) | Barrels 1422 | 7926 | | | | 7926 | |
| (Rye) | Do. 10 | 47 | | | | 47 | |
| Hardware, Iron and Cutlery | | 262 | | | | 262 | |
| Hats and Caps | | 30 | | | | | 30 |
| Leather & Do. Manufactures | Packages 27 | 929 | | | | 929 | |

GENERAL STATEMENT OF IMPORTS.

PORT MEDWAY — (CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|---------------------------------|-----------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Lime and Plaster..... | Barrels 87 | 56 | ..... | ..... | 56 | |
| Lard..... | Lbs. 419 | 41 | ..... | ..... | 41 | |
| Molasses..... | Gallons 7812 | 2097 | ..... | 1256 | ..... | 841 |
| Oil..... | Do. 419 | 144 | ..... | ..... | 144 | |
| Oats and Barley..... | Bushels 115 | 74 | ..... | ..... | 74 | |
| Pork and Hams..... | Barrels 42 | 593 | ..... | ..... | 593 | |
| Potatoes and Vegetables.... | Bushels 627 | 172 | ..... | 150 | 22 | |
| Salt..... | Do. 6222 | 1244 | ..... | 1244 | ..... |  |
| Sugar..... | Lbs. 5986 | 478 | ..... | 478 | ..... |  |
| Tea..... | Do. 45 | 13 | ..... | ..... | 13 | |
| Tobacco..... | Do. 110 | 45 | ..... | ..... | 45 | |
| Wine..... | Gallons 930 | 1475 | ..... | ..... | ..... | 1475 |
| Woodware & Agricult'l Impl..... | | 13 | ..... | ..... | 5 | 8 |
| Miscellaneous..... | | 1603 | ..... | ..... | 1603 | |
| Totals..... | | \$19369 | ..... | 150 3089 | 13776 | 2354 |

PORT GILBERT.

| | | | | | | |
|---|-------------------|---------|-------|----------|-------|-----|
| Apples..... | Barrels 2 | 22 | ..... | ..... | 22 | |
| Beef..... | Do. 6 | 84 | ..... | ..... | 84 | |
| Bread..... | Do. 2 | 14 | ..... | ..... | 14 | |
| Butter..... | Lbs. 296 | 78 | ..... | 38 | 40 | |
| Brick..... | No. 1000 | 10 | ..... | ..... | 10 | |
| Cabinet Ware..... | | 255 | ..... | ..... | 255 | |
| Candles..... | Lbs. 160 | 24 | ..... | ..... | 24 | |
| Coffee..... | Do. 30 | 18 | ..... | ..... | 18 | |
| Clocks, Watches and Jewelry..... | | 13 | ..... | ..... | 13 | |
| Corn and Wheat..... | Bags 3 | 6 | ..... | ..... | 6 | |
| Cornmeal and Oatmeal..... | Barrels 263 | 1043 | ..... | 63 | 980 | |
| China, Glass and Earthenware Packages | 6 | 135 | ..... | 135 | ..... |  |
| Cordage and Canvas..... | | 683 | ..... | ..... | 683 | |
| Cotton, Linen, Silk, and Woolen Manufactures.. | Packages 34 | 2102 | ..... | 1858 | 244 | |
| Drugs & Apothecaries' ware. | Do. 1 | 12 | ..... | ..... | 12 | |
| Flour (Wheat)..... | Barrels 903 | 5722 | ..... | 216 | 5506 | |
| Fruit..... | Lbs. 56 | 7 | ..... | ..... | 7 | |
| Hardware, Iron and Cutlery. | Lbs. 100 Pks. 104 | 3836 | ..... | 2387 | 1449 | |
| Hats and Caps..... | Package 1 | 7 | ..... | ..... | 7 | |
| Leather and do. Manufactures | Do. 8 | 90 | ..... | ..... | 90 | |
| Lime and Plaster..... | Barrels 39 | 39 | ..... | 25 | 14 | |
| Molasses..... | Gallons 2870 | 699 | ..... | 173 | 273 | |
| Oakum..... | Lbs. 6150 | 598 | ..... | 290 | 308 | |
| Oil..... | Gallons 133 | 66 | ..... | ..... | 66 | |
| Paper Manuf. Books & Stat'y | Package 1 | 29 | ..... | ..... | 29 | |
| Paint and Putty..... | | 38 | ..... | ..... | 38 | |
| Pork and Hams..... | Barrels 30 | 399 | ..... | 15 | 384 | |
| Salt..... | Bushels 1000 | 81 | ..... | ..... | 81 | |
| Soap..... | Lbs. 611 | 43 | ..... | 4 | 39 | |
| Sugar..... | Do. 11839 | 408 | ..... | 17 | 221 | 170 |
| Tea..... | Do. 411 | 175 | ..... | 33 | 142 | |
| Tobacco..... | Do. 211 | 105 | ..... | ..... | 105 | |
| Woodware & Agricult'l Impl..... | | 50 | ..... | ..... | 50 | |
| Miscellaneous..... | | 139 | ..... | 33 | 106 | |
| Totals..... | | \$17030 | ..... | 5254 588 | 11188 | |

GENERAL STATEMENT OF IMPORTS.

PORT HOOD.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|---------------------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Burning Fluid..... | Gallons 39 | 43 | | | | 43 | |
| Coffee..... | Lbs. 240 | 26 | | | | 26 | |
| Cornmeal and Oatmeal..... | Barrels 547 | 2708 | | | | 2708 | |
| Flour (Wheat)..... | Do. 254 | 1626 | | | | 1626 | |
| Leather & Do. Manufactures..... | Packages 3 | 420 | | | | 420 | |
| Molasses..... | Gallons 149 | 54 | | | | 54 | |
| Oil..... | Do. 117 | 53 | | | | 53 | |
| Potatoes and Vegetables..... | Bushels 450 | 225 | | 225 | | | |
| Tobacco..... | Lbs. 1100 | 460 | | | | 460 | |
| Miscellaneous..... | | 194 | | 100 | | 94 | |
| Totals..... | | \$5809 | | 325 | | 5484 | |

PORT WILLIAMS.*

| | | | | | | |
|---|-------------|------|--|------|--|-----|
| Cotton, Linen, Silk, and Woolen Manufactures— | Packages 2 | 100 | | 100 | | |
| Flour (Wheat)..... | Barrels 445 | 1996 | | 1356 | | 640 |
| Hardware, Iron and Cutlery..... | Packages 5 | 95 | | 95 | | |
| Leather & do. Manufactures..... | Do. 6 | 82 | | 18 | | 64 |
| Lime and Plaster..... | Do. 4 | 4 | | 4 | | |
| Molasses..... | Gallons 266 | 43 | | 43 | | |
| Salt..... | Bushels 904 | 201 | | 201 | | |
| Tea..... | Lbs. 41 | 16 | | 16 | | |
| Woodware & Agricul'l Impl..... | | 86 | | 80 | | 6 |
| Totals..... | | 2623 | | 1913 | | 710 |

* The returns for this Port are only for the three months ending September 30, 1863.

PORT MULGRAVE.

| | | | | | | |
|---|--------------|------|--|----|--|------|
| Apples..... | Barrels 98 | 165 | | | | 165 |
| Beef..... | Do. 10 | 44 | | | | 44 |
| Bread..... | Do. 33 | 121 | | | | 121 |
| Burning Fluid..... | Gallons 40 | 33 | | | | 33 |
| Butter..... | Lbs. 140 | 23 | | | | 23 |
| Brick..... | No. 8200 | 52 | | | | 52 |
| Candles..... | Lbs. 80 | 8 | | | | 8 |
| Coffee..... | Do. 208 | 26 | | | | 26 |
| Clocks, Watches and Jewelry..... | | 26 | | | | 26 |
| Cornmeal and Oatmeal..... | Barrels 105 | 427 | | 48 | | 379 |
| China, Glass and Earthenware..... | Packages 2 | 6 | | | | 6 |
| Cordage and Canvas..... | Do. 9 | 75 | | | | 75 |
| Cotton, Linen, Silk, and Woolen Manufactures..... | Do. 2 | 77 | | | | 77 |
| Drugs & Apothecaries' ware..... | Do. 2 | 25 | | | | 25 |
| Fishing Tackle..... | Do. 3 | 14 | | | | 14 |
| Flour (Wheat)..... | Barrels 1519 | 8430 | | 55 | | 8375 |
| Fruit..... | Packages 6 | 34 | | | | 34 |
| Hardware, Iron and Cutlery..... | | 135 | | | | 135 |
| Hats and Caps..... | Do. 2 | 72 | | | | 72 |

GENERAL STATEMENT OF IMPORTS.

PORT MULGRAVE — (CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|-------------------------------|------------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Herring and Bait. | Barrels 352 | 666 | | 450 | 216 | |
| Leather and do. Manufactures | Lbs. 826 Pks. 5 | 591 | | | 591 | |
| Lime and Plaster. | Packages 212 | 130 | | | 130 | |
| Lard. | Lbs. 139 | 14 | | | 14 | |
| Lumber. | Supf. ft. 2000 | 3 | | 3 | | |
| Molasses. | Package 1 | 2 | | | | 2 |
| Oil. | Gallons 150 | 73 | | | 73 | |
| Oats and Barley. | Bushels 3110 | 996 | | 964 | 32 | |
| Pork and Hams. | Barrels 42 | 517 | | 20 | 497 | |
| Potatoes and Vegetables. | Bushels 6543 | 2047 | | 2047 | | |
| Rice. | Packages 3 | 44 | | | 44 | |
| Salt. | Bushels 3530 | 1109 | | 352 | 757 | |
| Shingles, Staves and Laths. . | No. 501400 | 891 | | 859 | 32 | |
| Soap. | Lbs. 395 | 20 | | | 20 | |
| Sugar. | Do. 375 | 28 | | | 28 | |
| Tea. | Do. 768 | 218 | | | 218 | |
| Tobacco. | Pkgs. 3 Lbs. 165 | 38 | | | 38 | |
| Wine. | Gallons 10 | 4 | | | | 4 |
| Woodware & Agricul'l Impl. | | 54 | | | 54 | |
| Miscellaneous. | | 1474 | | 580 | 864 | 30 |
| Totals. | | \$18712 | | 5378 | 13298 | 36 |

PORT HAWKESBURY.

| | | | | | |
|-------------------------------|---------------|---------|--|-------|------|
| Apples. | Barrels 49 | 75 | | 45 | 30 |
| Bread. | Do. 15 | 45 | | | 45 |
| Burning Fluid. | Do. 1 | 27 | | | 27 |
| Brick. | No. 200 | 2 | | | 2 |
| Clocks, Watches and Jewelry | | 4 | | | 4 |
| Cornmeal and Oatmeal. | Barrels 700 | 2510 | | 1400 | 1110 |
| China, Glass & Earthenware. | Package 1 | 13 | | | 13 |
| Flour (Wheat). | Barrels 1648 | 8889 | | 3300 | 5589 |
| Hardware, Iron and Cutlery. | Packages 2 | 20 | | | 20 |
| Herring. | Barrels 388 | 776 | | 776 | |
| Leather & do. Manufactures. | Packages 11 | 127 | | | 127 |
| Lime and Plaster. | Do. 34 | 33 | | | 33 |
| Lard. | Do. 1 | 7 | | | 7 |
| Mackerel. | Barrels 163 | 652 | | 652 | |
| Oil. | Do. 2 | 35 | | | 35 |
| Oats and Barley. | Bushels 3 | 11 | | | 11 |
| Paper Manf. Books & Stat'y. | Package 1 | 4 | | | 4 |
| Pork and Hams. | Barrels 2 | 24 | | | 24 |
| Potatoes and Vegetables. | | 20 | | | 20 |
| Rum. | Casks 2 | 100 | | | 100 |
| Salt. | Bushels 78208 | 3528 | | 3528 | |
| Soap. | Packages 3 | 15 | | | 15 |
| Woodware & Agricul'l Impl. | | 27 | | | 27 |
| Miscellaneous. | | 1359 | | 1200 | 159 |
| Totals. | | \$18303 | | 10901 | 7402 |

GENERAL STATEMENT OF IMPORTS.

PUBNICO.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|-------------------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Apples... | Barrels | 218 | 293 | | | 293 | |
| Bread... | Packages | 3 | 12 | | | 12 | |
| Burning Fluid... | Gallons | 43 | 43 | | | 43 | |
| Brick... | No. | 3000 | 18 | | | 18 | |
| Cabinet Ware... | Packages | 50 | 66 | | | 66 | |
| Candles... | Do. | 2 | 8 | | | 8 | |
| Coffee... | Do. | 2 | 13 | | | 13 | |
| Clocks, Watches & Jewelry... | | | 4 | | | 4 | |
| Corn and Wheat... | Bushels | 76 | 58 | | | 58 | |
| Cornmeal and Oatmeal... | Barrels | 369 | 1235 | | | 1235 | |
| China, Glass & Earthenware... | Packages | 2 | 11 | | | 11 | |
| Drugs & Apothecaries' Ware | Do. | 10 | 19 | | | 19 | |
| Flour (Wheat) | Barrels | 1377 | 9790 | | | 9790 | |
| (Rye) | Do. | 43 | 175 | | | 175 | |
| Fruit... | Package | 1 | 3 | | | 3 | |
| Hardware, Iron and Cutlery. | Do. | 23 | 125 | | | 125 | |
| Leather & Do. Manufactures. | Do. | 9 | 147 | | | 147 | |
| Lime and Plaister... | Barrels | 38 | 38 | 4 | | 34 | |
| Lard... | Packages | 2 | 7 | | | 7 | |
| Lumber... | Supf. ft. | 306000 | 2452 | 52 | | 2400 | |
| Molasses... | Gallons | 395 | 72 | | | 14 | 58 |
| Oil... | Packages | 8 | 81 | | | 81 | |
| Paper Manuf. Books & Stat'y | Do. | 1 | 4 | | | 4 | |
| Paint and Putty... | Do. | 4 | 9 | | | 9 | |
| Pork and Hams... | Barrels | 21 | 246 | | | 246 | |
| Potatoes and Vegetables... | Bushels | 2 | 2 | | | 2 | |
| Rice... | Package | 1 | 15 | | | 15 | |
| Salt... | Bushels | 1898 | 187 | 7 | 167 | 13 | |
| Shingles, Staves and Laths.. | No. | 58000 | 121 | 37 | | 84 | |
| Soap... | Packages | 2 | 8 | | | 8 | |
| Sugar... | Lbs. | 440 | 15 | | | | 15 |
| Tea... | Do. | 90 | 24 | | | 24 | |
| Tobacco... | Do. | 119 | 89 | | | 89 | |
| Woodware & Agricul'l Impl. | | | 216 | | | 216 | |
| Miscellaneous... | | | 95 | | | 95 | |
| Totals... | | | \$15701 | 100 | 167 | 15361 | 73 |

PUGWASIL.

| | | | | | | |
|---|----------|-----|------|-----|-----|------|
| Ale and Porter... | Gallons | 184 | 59 | 59 | | |
| Brandy... | Do. | 34 | 60 | 60 | | |
| Cheese... | Lbs. | 12 | 1 | 1 | | |
| Clocks, Watches & Jewelry... | | | 4 | 1 | | |
| Corn and Wheat... | Bushels | 10 | 13 | 13 | | |
| Cornmeal and Oatmeal... | Barrels | 3 | 17 | 17 | | |
| China, Glass & Earthenware. | Packages | 4 | 38 | | | 38 |
| Cotton, Linen, Silk, and Woolen Manufactures.. | Do. | 2 | 12 | 12 | | |
| Flour (Wheat)... | Barrels | 888 | 4452 | 130 | | 4322 |
| Geneva and Whiskey... | Gallons | 38 | 50 | 50 | | |
| Hardware, Iron, and Cutlery. | Packages | 15 | 137 | | | 137 |
| Herring... | Barrels | 16 | 69 | 69 | | |
| Leather & Do. Manufactures. | Packages | 2 | 178 | 175 | 3 | |
| Molasses... | Gallons | 967 | 238 | 53 | 235 | |
| Oil... | Do. | 109 | 86 | | | 86 |

GENERAL STATEMENT OF IMPORTS.

PUGWASH—(CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|-----------------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|-------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. | |
| Oats and Barley..... | Bushels | 3 | 1 | 1 | | | |
| Paper Manf. Books & Stat'y. | Package | 1 | 14 | | | 14 | |
| Pork and Hams..... | Barrels | 2 | 32 | 32 | | | |
| Potatoes and Vegetables.... | Bushels | 910 | 293 | 293 | | | |
| Rum..... | Gallons | 160 | 112 | | 112 | | |
| Salt..... | Bushels | 4 | 2 | 2 | | | |
| Sugar..... | Lbs. | 5802 | 429 | 5 | 424 | | |
| Tea..... | Do. | 3190 | 1171 | 582 | 54 | 535 | |
| Tobacco..... | Do. | 69 | 35 | 35 | | | |
| Woodware & Agricul'l Impl. | | | 100 | 100 | | | |
| Miscellaneous..... | | | 414 | 322 | | 92 | |
| Totals..... | | | \$8067 | 867 | 1205 | 771 | 5224 |

RAGGED ISLANDS.

| | | | | | | |
|---------------------------------|-------------------|--------|----------------|-------------|-------------|--------------|
| Apples..... | Barrels | 45 | 13 | | | 13 |
| Beef..... | Do. | 81 | 698 | | | 698 |
| Bread..... | Do. | 65 | 193 | | | 193 |
| Burning Fluid..... | Gallons | 382 | 416 | | | 416 |
| Butter..... | Lbs. | 442 | 63 | 36 | 30 | |
| Cabinet Ware..... | Packages | 44 | 177 | | | 177 |
| Candles..... | Lbs. 136 Pkgs. 6 | | 62 | | | 62 |
| Coffee..... | Lbs. | 1516 | 201 | | 201 | |
| Cheese..... | Do. | 431 | 38 | | | 38 |
| Clocks, Watches & Jewelry..... | | | 61 | | | 61 |
| Corn and Wheat..... | Bushels | 257 | 275 | | | 275 |
| Cornmeal and Oatmeal..... | Barrels | 422 | 1676 | 6 | | 1670 |
| China, Glass & Earthenware..... | Packages | 6 | 65 | | | 65 |
| Codfish..... | Lbs. | 168000 | 3900 | 3900 | | |
| Cordage and Canvas..... | Packages | 10 | 198 | | | 188 |
| Drugs & Apothecaries' ware..... | Do. | 1 | 17 | | | 17 |
| Flour (Wheat)..... | Barrels | 2957 | 16224 | | | 16224 |
| (Rye)..... | Do. | 819 | 3639 | | | 3639 |
| Fruit..... | Packages | 2 | 17 | | | 17 |
| Hardware, Iron and Cutlery..... | Do. | 34 | 522 | | | 522 |
| Hats and Caps..... | Do. | 8 | 188 | | | 188 |
| Hides and Skins..... | No. | 97 | 163 | | 163 | |
| Leather & Do. Manufactures..... | Lbs. 303 Pkgs. 17 | | 1454 | | | 1454 |
| Lime and Plaster..... | Packages | 380 | 162 | | 5 | 157 |
| Lard..... | Lbs. | 5706 | 606 | | 28 | 578 |
| Molasses..... | Gallons | 14179 | 3431 | | 3431 | |
| Oil..... | Do. | 326 | 129 | | | 129 |
| Oats and Barley..... | Bushels | 150 | 60 | 60 | | |
| Paper Manuf. Books & Stat'y | Packages | 4 | 76 | | | 76 |
| Pork and Hams..... | Barrels | 170 | 1837 | | 37 | 1800 |
| Potatoes and Vegetables.... | Bushels | 580 | 142 | 142 | | |
| Rum..... | Gallons | 9 | 12 | | 12 | |
| Salt..... | Bushels | 36441 | 3493 | | 3493 | |
| Shingles, Staves and Laths..... | No. | 300000 | 300 | 300 | | |
| Soap..... | Lbs. | 689 | 34 | | 34 | |
| Sugar..... | Do. | 9987 | 403 | | 403 | |
| Tobacco..... | Do. | 637 | 281 | | 100 | 181 |
| Woodware & Agricul'l Impl. | | | 121 | | | 121 |
| Miscellaneous..... | | | 161 | | 34 | 127 |
| Totals..... | | | \$41481 | 4444 | 7971 | 29066 |

GENERAL STATEMENT OF IMPORTS.

ST. ANN'S.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|---------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Molasses | Gallons | 36 | 18 | | 18 | |
| Miscellaneous | | | 69 | 69 | | |
| Totals | | | \$87 | 69 | 18 | |

SHELBURNE.

| | | | | | | |
|---|---------------|------|---------|------|-----|-------|
| Apples | Barrels | 164 | 228 | | | 228 |
| Beef | Do. | 10 | 97 | | | 97 |
| Bread | Do. | 30 | 110 | | | 110 |
| Butter | Pkgs. 11 Lbs. | 930 | 254 | 60 | | 194 |
| Brick | No. | 2000 | 16 | | | 16 |
| Cabinet Ware | Package | 1 | 15 | | | 15 |
| Coffee | Lbs. | 688 | 71 | | | 71 |
| Cheese | No. | 60 | 101 | | | 101 |
| Clocks, Watches & Jewelry | Packages | 4 | 23 | | | 23 |
| Cornmeal and Oatmeal | Barrels | 478 | 1434 | 20 | | 1414 |
| China, Glass & Earthenware | Packages | 7 | 102 | | | 102 |
| Cordage and Canvas | Lbs. 320 Pkg. | 104 | 2128 | | | 2128 |
| Cotton, Linen, Silk, and Woolen Manufactures | Packages | 11 | 229 | | | 229 |
| Flour (Wheat) | Barrels | 2333 | 14972 | 4380 | | 10592 |
| (Rye) | Do. | 115 | 570 | 50 | | 520 |
| Fruit | Packages | 20 | 6 | | | 6 |
| Hardware, Iron and Cutlery | Do. | 73 | 872 | 22 | | 850 |
| Hats and Caps | Do. | 2 | 94 | | | 94 |
| Leather & do. Manufactures | Do. | 43 | 611 | | | 611 |
| Line and Plaster | Do. | 118 | 151 | 151 | | |
| Lard | Do. | 14 | 136 | | | 136 |
| Lumber | Supf. ft. | 1000 | 8 | 8 | | |
| Molasses | Gallons | 390 | 156 | 156 | | |
| Oil | Do. | 560 | 287 | 50 | | 237 |
| Oats and Barley | Bushels | 3 | 3 | | | 3 |
| Paper Manuf. Books & Stat'y | Packages | 19 | 111 | | | 111 |
| Paint and Putty | Do. | 4 | 20 | | | 20 |
| Pork and Hams | Barrels | 73 | 979 | | | 979 |
| Potatoes and Vegetables | Bushels | 315 | 210 | | | 210 |
| Rice | Packages | 2 | 30 | | | 30 |
| Salt | Bushels | 4020 | 760 | 200 | 560 | |
| Soap | Packages | 13 | 24 | | | 24 |
| Sugar | Do. | 5 | 592 | | | 592 |
| Tea | Lbs. | 515 | 212 | 12 | | 200 |
| Tobacco | Pks. 1 Lbs. | 483 | 200 | | | 200 |
| Woodware & Agricul'l. Impl. | | | 1265 | | | 1265 |
| Miscellaneous | | | 504 | 4 | | 500 |
| Totals | | | \$27581 | 5113 | 560 | 21816 |
| | | | | | | 592 |

GENERAL STATEMENT OF IMPORTS.

ST. MARY'S RIVER.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|--------------------------------------|-----------------|-------------------------|----------------|----------------------------------|--------------|---------------------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. Other Countries. |
| Apples..... | Barrels | 6 | 10 | | | 10 |
| Brick..... | No. | 6000 | 25 | | | 25 |
| Cabinet Ware..... | Pieces | 246 | 166 | | | 166 |
| Cheese..... | Packages | 7 | 20 | | | 20 |
| Cornmeal and Oatmeal..... | Barrels | 53 | 184 | | | 184 |
| Cordage and Canvas..... | Package | 1 | 8 | | | 8 |
| Flour (Wheat)..... | Barrels | 410 | 2498 | | | 2498 |
| Hardware, Iron, and Cutlery Bars 780 | Pkgs.3 | 1550 | 1535 | | | 15 |
| Hides and Skins..... | No. | 200 | 800 | 800 | | |
| Lard..... | Lbs. | 226 | 24 | | | 24 |
| Oakum..... | Do. | 3360 | 184 | 184 | | |
| Oil..... | Gallons | 30 | 32 | 32 | | |
| Oats and Barley..... | Bushels | 3 | 12 | | | 12 |
| Paint and Putty..... | | | 18 | 18 | | |
| Pork and Hams..... | Barrels | 7 | 95 | | | 95 |
| Salt..... | Bushels | 4608 | 173 | 173 | | |
| Tea..... | Pkgs.10 Lbs.86 | 251 | 251 | | | |
| Woodware & Agricult'l Impl..... | | 100 | | | | 100 |
| Miscellaneous..... | | 349 | 151 | | | 198 |
| Totals..... | | 86499 | 2344 | 800 | | 3355 |

SYDNEY, C. B.

| | | | | | | |
|---|--------------|----------------|------------|-----|--|--------------|
| Arms and Ammunition..... | Packages | 10 | 50 | | | 50 |
| Apples..... | Barrels | 146 | 260 | | | 260 |
| Bread..... | Do. | 5 | 23 | | | 23 |
| Brandy..... | Gallons | 9 | 27 | | | 27 |
| Cabinet Ware..... | Pcs. & pkgs. | 243 | 517 | | | 517 |
| Cheese..... | Do. | 2 | 23 | | | 23 |
| Clocks, Watches and Jewelry..... | | | 2 | | | 2 |
| Corn and Wheat..... | Bag | 1 | 2 | | | 2 |
| Cornmeal and Oatmeal..... | Do. | 730 | 2549 | | | 2549 |
| China, Glass and Earthenware | Packages | 5 | 64 | | | 64 |
| Cotton, Linen, Silk and Woolen Manufactures.. | Do. | 13 | 270 | 24 | | 246 |
| Drugs & Apothecaries' Ware. | Do. | 2 | 39 | | | 39 |
| Flour (Wheat)..... | Barrels | 1358 | 7701 | | | 7701 |
| Furs..... | Packages | 3 | 180 | | | 180 |
| Hardware, Iron and Cutlery. | Do. | 71 | 467 | | | 467 |
| Herring..... | Barrels | 210 | 540 | 540 | | |
| Leather & Do. Manufactures. | Lbs. | 940 | 226 | | | 226 |
| Lumber..... | Supf. ft. | 350 | 10 | | | 10 |
| Oil..... | Gallons | 355 | 144 | | | 144 |
| Paper Manuf. Books & Stat'y | Packages | 4 | 60 | | | 60 |
| Paint and Putty..... | Do. | 2 | 8 | | | 8 |
| Pork and Hams..... | Barrels | 3 | 39 | | | 39 |
| Potatoes and Vegetables..... | Bushels | 30 | 22 | | | 22 |
| Rice..... | Package | 1 | 14 | | | 14 |
| Soap..... | Do. | 1 | 3 | | | 3 |
| Tea..... | Lbs. | 230 | 115 | | | 115 |
| Wine..... | Gallons | 50 | 65 | | | 65 |
| Woodware & Agricult'l Impl..... | | 736 | | | | 736 |
| Miscellaneous..... | | 194 | | | | 194 |
| Totals..... | | \$14350 | 564 | | | 13694 |

GENERAL STATEMENT OF IMPORTS.

SYDNEY, NORTH.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------------------------|-------------------|-------------------------|----------------|---|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Apples | Barrels 198 | 442 | | | 442 | |
| Bread | Do. 76 | 336 | | 75 | | 261 |
| Burning Fluid | Gallons 71 | 94 | | | | 94 |
| Candles | Packages 6 | 84 | | | | 84 |
| Coffee | Lbs. 674 | 122 | | | | 122 |
| Cheese | Do. 530 | 175 | | | | 175 |
| Clocks, Watches and Jewelry | Packages 5 | 69 | | | | 69 |
| Corn and Wheat | Bushels 648 | 430 | | | | 430 |
| Cornmeal and Oatmeal | Barrels 963 | 3708 | | | | 3708 |
| Flour (Wheat) | Do. 3671 | 20304 | | 2780 | | 17614 |
| Geneva and Whiskey | Gallons 90 | 84 | | 84 | | |
| Hides and Skins | No. 50 | 75 | | | | 75 |
| Leather & Do. Manufactures | Lbs. 3151 | 851 | | | | 851 |
| Lumber | Supf. ft. 137000 | 820 | | 820 | | |
| Molasses | Gallons 1770 | 445 | | | | 239 |
| Oil | Do. 2502 | 1675 | | 1500 | | 175 |
| Paper Manuf. Books & Stat'y | Packages 4 | 58 | | | | 58 |
| Pork and Hams | Barrels 2 | 18 | | | | 18 |
| Potatoes and Vegetables | Bushels 940 | 188 | | 188 | | |
| Rice | Lbs. 100 | 4 | | | | 4 |
| Salt | Bushels 480 | 160 | | 160 | | |
| Soap | Bxs. 44 Lbs. 2006 | 247 | | 20 | | 227 |
| Sugar | Box 1 Lbs. 680 | 154 | | | | 123 |
| Tea | Chests 20 Lb. 434 | 653 | | 20 | | 633 |
| Tobacco | Pkgs. 3 Lb. 1151 | 1408 | | 250 | | 1122 |
| Wine | Gallons 86 | 226 | | 126 | | 100 |
| Woodware & Agricult'l Impl. | | 153 | | | | 153 |
| Miscellaneous | | 6235 | | 836 | | 5304 |
| Totals | | \$39308 | | 6859 | | 31981 |
| | | | | | | 468 |

TATAMAGOUCHE.

| | | | | | | |
|--|----------------|----------------|--------------|------------|-----------|------------|
| Bread | Barrel 1 | 8 | | | | 8 |
| Burning Fluid | Gallons 5 | 5 | | | | 5 |
| Clocks, Watches and Jewelry | | 40 | 40 | | | |
| Cornmeal and Oatmeal | Barrels 2 | 7 | | | | 7 |
| China, Glass & Earthenware | Packages 8 | 17 | 12 | | | 5 |
| Cordage and Canvas | Do. 212 | 6064 | 6064 | | | |
| Cotton, Linen, Silk and Woolen Manufactures | Do. 1 | 20 | 20 | | | |
| Flour (Wheat) | Barrels 13 | 101 | | 81 | | 20 |
| Geneva and Whiskey | Gallons 150 | 94 | 42 | 52 | | |
| Hardware, Iron and Cutlery | | 8013 | 7787 | 26 | | 200 |
| Molasses | Gallons 2311 | 490 | | 490 | | |
| Oakum | Packages 160 | 1250 | 1250 | | | |
| Oil | Pkgs. 1 Gl. 76 | 126 | 90 | | | 36 |
| Oats and Barley | Bushels 40 | 16 | | 16 | | |
| Paint and Putty | Packages 38 | 73 | 73 | | | |
| Potatoes and Vegetables | Bushels 180 | 72 | | 72 | | |
| Rum | Gallons 153 | 61 | | | 61 | |
| Salt | Bushels 24 | 8 | | | | 8 |
| Sugar | Lbs. 150 | 12 | | 12 | | |
| Tea | Do. 2616 | 1020 | 1020 | | | |
| Woodware & Agricult'l Impl. | | 153 | 48 | | | 105 |
| Miscellaneous | | 721 | 428 | | | 293 |
| Totals | | \$18371 | 16874 | 749 | 61 | 687 |

GENERAL STATEMENT OF IMPORTS.

TANGIER.

| ARTICLES. | Total Quantity. | Total value in Pounds. | IMPORTED FROM | | | |
|-----------------------------|------------------|---------------------------|-------------------|--|-----------------|-------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| China, Glass & Earthenware. | | 1 | | | | 1 |
| Hardware, Iron and Cutlery. | Lbs. 730 Pkgs. 4 | 1766 | | | | 1766 |
| Leather & do. Manufactures. | Packages | 84 | | | | 162 |
| Molasses. | Gallons | 730 | | | | 204 |
| Oats and Barley. | Bushels | 226 | | | 23 | 80 |
| Potatoes and Vegetables. | Do. | 2160 | | | 384 | 480 |
| Woodware & Agricult'l Impl. | | 54 | | | | 54 |
| Miscellaneous. | | 10 | | | | 10 |
| Totals. | | 83164 | | 407 | | 2757 |

THORNES COVE.

| | | | | | | |
|--|------------------|-------|------|------|------|------|
| Cabinet Ware | Packages | 5 | 17 | | | 17 |
| Cornmeal and Oatmeal. | Barrels | 152 | 553 | | 30 | 514 |
| Cotton, Linen, Silk, and Woolen Manufactures. | Packages | 5 | 258 | | 258 | |
| Flour (Wheat) | Barrels | 932 | 5283 | | 1076 | 4207 |
| Hardware, Iron and Cutlery. | Tons 7½ Pkgs. 7 | 517 | | | 485 | 32 |
| Leather & do. Manufactures. | Packages | 8 | 126 | | | 126 |
| Lime and Plaster | Do. | 14 | 14 | | 14 | |
| Lumber | Supf. ft. | 3000 | 53 | | 53 | |
| Molasses | Gallons | 707 | 180 | | 138 | 42 |
| Oil | Do. | 50 | 32 | | | 32 |
| Pork and Hams. | Barrels | 7 | 97 | | | 97 |
| Salt | Bushels | 928 | 119 | | 119 | |
| Shingles, Staves and Laths. | No. | 14000 | 52 | | 52 | |
| Sugar | Pkgs. 2 Lbs. 425 | 56 | | | 30 | 17 |
| Tea | Lbs. | 169 | 89 | | 58 | 31 |
| Tobacco | Do. | 98 | 66 | | 44 | 22 |
| Woodware & Agricult'l Impl. | | 42 | | | | 42 |
| Miscellaneous | | 90 | | | 60 | 30 |
| Totals. | | 87653 | | 2435 | 59 | 5159 |

TRURO.

| | | | | | | |
|---|--------------|------|-------|--|----|-------|
| Apples | Barrels | 68 | 421 | | | 421 |
| Burning Fluid. | Gallons | 123 | 125 | | | 125 |
| Brick. | No. | 2000 | 10 | | | 10 |
| Cabinet Ware | | | 829 | | | 829 |
| Candles. | Lbs. | 30 | 2 | | | 2 |
| Coffee | Do. | 60 | 14 | | | 14 |
| Clocks, Watches & Jewelry. | | | 25 | | | 25 |
| Corn and Wheat | Bags | 50 | 200 | | | 200 |
| Cornmeal and Oatmeal. | Barrels, &c. | 651 | 2625 | | | 2625 |
| China, Glass & Earthenware. | | | 181 | | | 181 |
| Cotton, Linen, Silk and Woolen Manufactures. | | | 1191 | | | 1191 |
| Drugs & Apothecaries' Ware | | | 1171 | | | 1171 |
| Flour (Wheat) | Barrels | 3579 | 21694 | | 63 | 21631 |
| Hardware, Iron and Cutlery. | | | 3960 | | | 3960 |
| Hats and Caps. | | | 445 | | | 445 |
| Herring | Barrels | 6 | 23 | | | 23 |

GENERAL STATEMENT OF IMPORTS.

TRURO—(CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Leather & Do. Manufactures. | Lbs. 2248 | 1438 | | | | 1438 |
| Lime and Plaster. | Packages 59 | 100 | | 40 | | 60 |
| Molasses. | Gallons 401 | 93 | | | | 93 |
| Oil. | Do. 1758 | 1121 | | | | 1121 |
| Oats and Barley. | Bushels 30 | 66 | | | | 66 |
| Paper Manuf. Books & Stat'y | | 60 | | | | 60 |
| Pork and Hams. | Barrels 15 | 226 | | | | 226 |
| Salt. | Bushels 1677 | 609 | | 534 | | 75 |
| Shingles, Staves and Laths. | No. 19000 | 24 | | 12 | | 12 |
| Sugar. | Pkg. 1 Lbs. 145 | 11 | | | | 11 |
| Tea. | Lbs. 421 | 155 | | | | 155 |
| Woodware & Agricul'l Impl. | | 451 | | | | 451 |
| Miscellaneous | | 633 | | | | 633 |
| Totals. | | \$37903 | | 649 | | 37254 |

TUSKET.

| | | | | | | |
|--|-------------------|----------------|--|-------------|--|--------------|
| Apples. | Barrels 103 | 156 | | | | 156 |
| Beef. | Do. 4 | 40 | | | | 40 |
| Bread. | Do. 36 | 115 | | | | 115 |
| Brick. | No. 12500 | 84 | | | | 84 |
| Cabinet Ware | Packages 82 | 548 | | | | 548 |
| Candles | Pkgs. 5 Lbs. 200 | 30 | | | | 30 |
| Coffee | Packages 2 | 17 | | | | 17 |
| Cheese | Do. 6 | 26 | | | | 26 |
| Corn and Wheat. | Bags 20 | 34 | | | | 34 |
| Cornmeal and Oatmeal. | Barrels 1070 | 3715 | | | | 3715 |
| China, Glass & Earthenware. | Packages 14 | 186 | | | | 186 |
| Cordage and Canvas. | Do. 57 | 2993 | | 2817 | | 176 |
| Cotton, Linen, Silk and Woolen Manufactures. | Do. 8 | 837 | | 594 | | 243 |
| Flour (Wheat) | Barrels 2974 | 17692 | | | | 17692 |
| (Rye) | Do. 20 | 74 | | | | 74 |
| Fruit. | Packages 26 | 114 | | | | 114 |
| Hardware, Iron and Cutlery. | Pcs. 260 pks. 145 | 4396 | | 2454 | | 1942 |
| Hats and Caps. | Packages 2 | 86 | | | | 86 |
| Leather and do. Manufactures | Pkgs. 10 Lbs. 583 | 319 | | | | 319 |
| Oakum | Packages 20 | 140 | | 140 | | |
| Oil. | Pkgs. 12 Gls. 412 | 229 | | | | 229 |
| Paper Manuf. Books & Stat'y | Package 1 | 17 | | | | 17 |
| Pork and Hams. | Barrels 170 | 2034 | | | | 2034 |
| Salt. | Bushels 2400 | 360 | | | | 360 |
| Soap | Packages 10 | 39 | | | | 39 |
| Sugar | Lbs. 2620 | 104 | | | | 104 |
| Tea | Pkg. 38 Lbs. 2045 | 655 | | | | 655 |
| Tobacco | Pkg. 11 Lbs. 1174 | 422 | | | | 422 |
| Woodware & Agricul'l. Impl. | | 451 | | 145 | | 312 |
| Miscellaneous. | | 403 | | | | 398 |
| Totals. | | \$36322 | | 6150 | | 29703 |

WALLACE.

| | | | | | | |
|----------------------------|-------------|---------------|--|------------|--|-------------|
| Codfish | Lbs. 336 | 9 | | 9 | | |
| Flour (Wheat) | Barrel 1 | 8 | | 8 | | |
| Oats and Barley | Bushels 160 | 80 | | 80 | | |
| Potatoes and Vegetables. | Do. 530 | 105 | | 105 | | |
| Salt. | Do. 1009 | 603 | | 603 | | |
| Woodware & Agricul'l Impl. | | 1590 | | 60 | | 1530 |
| Totals. | | \$2395 | | 865 | | 1530 |

GENERAL STATEMENT OF IMPORTS.

WALTON.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|---------------------------------|-----------------|----------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Apples..... | Barrels | 33 | 122 | | | 122 | |
| Brick..... | No. | 1000 | 5 | | | 5 | |
| Cabinet Ware..... | Packages | 2 | 28 | | | 28 | |
| Cornmeal and Oatmeal..... | Barrels | 191 | 690 | | | 690 | |
| Flour (Wheat)..... | Do. | 777 | 4662 | | | 4662 | |
| Hardware, Iron and Cutlery..... | Packages | 2 | 17 | | | 17 | |
| Herring..... | Barrels | 30 | 120 | | | 120 | |
| Lime and Plaster..... | Packages | 8 | 8 | | | 8 | |
| Oil..... | Gallons | 40 | 28 | | | 28 | |
| Pork and Hams..... | Barrels | 23 | 327 | | | 327 | |
| Rice..... | Package | 1 | 8 | | | 8 | |
| Sugar..... | Pk. 1 Lbs. | 200 | 12 | | | 12 | |
| Miscellaneous..... | | | 34 | | | 34 | |
| Totals..... | | | \$6061 | | | 6061 | |

WESTPORT.

| | | | | | |
|---|----------------|--------|----------------|-------------|-------------|
| Apples..... | Barrels | 329 | 360 | | 360 |
| Beef..... | Do. | 5 | 35 | 35 | |
| Bread..... | Do. | 27 | 96 | 36 | 60 |
| Butter..... | Pkgs. 2 Lbs. | 1654 | 265 | 201 | 64 |
| Cabinet Ware..... | | | 30 | 5 | 25 |
| Candles..... | Lbs. | 320 | 40 | | 40 |
| Coffee..... | Do. | 140 | 32 | 2 | 30 |
| Cheese..... | Do. | 577 | 58 | | 58 |
| Cornmeal and Oatmeal..... | Bushels | 185 | 706 | 99 | 607 |
| China, Glass & Earthenware..... | Packages | 8 | 209 | 209 | |
| Cordage and Canvas..... | | | 156 | | 156 |
| Cotton, Linen, Silk and Woolen Manufactures..... | Do. | 7 | 970 | 891 | 79 |
| Flour (Wheat)..... | Barrels | 1158 | 7470 | 1285 | 6185 |
| (Rye)..... | Do. | 84 | 358 | 20 | 338 |
| Fruit..... | Package | 1 | 7 | | 7 |
| Hardware, Iron and Cutlery..... | Lbs. 300 Pkgs. | 6 | 90 | 3 | 87 |
| Hats and Caps..... | Packages | 2 | 34 | | 34 |
| Leather & Do. Manufactures..... | Lbs. 486 Pkgs. | 4 | 215 | 8 | 207 |
| Lime and Plaster..... | Packages | 186 | 132 | 45 | 87 |
| Lard..... | Do. | 486 | 66 | | 66 |
| Lumber..... | Supf. ft. | 1500 | 11 | 11 | |
| Molasses..... | Gallons | 33 | 13 | 13 | |
| Paint and Putty..... | Packages | 3 | 11 | 11 | |
| Pork and Hams..... | Barrels | 12 | 190 | 45 | 145 |
| Salt..... | Bushels | 3107 | 234 | 184 | 50 |
| Shingles, Staves and Laths..... | No. | 123000 | 347 | 291 | 56 |
| Sugar..... | Lbs. | 63 | 8 | | 8 |
| Tea..... | Pkgs. 7 Lbs. | 540 | 202 | 80 | 122 |
| Tobacco..... | Pkgs. 2 Lbs. | 261 | 140 | 93 | 47 |
| Miscellaneous..... | | | 474 | 150 | 324 |
| Totals..... | | | \$12959 | 3717 | 9242 |

WEYMOUTH.

| | | | | | |
|---------------------|---------------|-----|-----|----|-----|
| Ale and Porter..... | Pks. 6 Galls. | 119 | 94 | 38 | 56 |
| Apples..... | Barrels | 22 | 77 | 2 | 75 |
| Beef..... | Do. | 15 | 191 | | 191 |

GENERAL STATEMENT OF IMPORTS.

WEYMOUTH — (CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|---|-------------------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Bread | Barrels 35 | 210 | | | | 210 | |
| Burning Fluid | Gallons 51 | 27 | | 15 | | 12 | |
| Butter | Lbs. 60 | 11 | | 11 | | | |
| Brick | No. 14600 | 94 | | 49 | | 45 | |
| Cabinet Ware | Packages 10 | 74 | | | | 74 | |
| Candles | Lbs. 1231 | 185 | | 12 | | 173 | |
| Coffee | Do. 365 | 44 | | | | 44 | |
| Cheese | No. 2 Lbs. 469 | 56 | | 2 | | 54 | |
| Clocks, Watches & Jewelry | | 4 | | | | 4 | |
| Corn and Wheat | Bags 83 | 46 | | | | 46 | |
| Cornmeal and Oatmeal | Barrels 1542 | 6235 | | 21 | | 6214 | |
| China, Glass & Earthenware | Packages 16 | 231 | | 195 | | 36 | |
| Cordage and Canvas | Do. 182 | 4670 | 3062 | 672 | | 936 | |
| Cotton, Linen, Silk and Woolen Manufactures | Do. 151 | 15288 | 4214 | 8156 | | 2910 | 8 |
| Drugs & Apothecaries' ware | Do. 6 | 103 | 52 | | | 51 | |
| Fishing Tackle | Do. 2 | 17 | | | | 17 | |
| Flour (Wheat) | Barrels 3480 | 24229 | | 1021 | | 23208 | |
| Fruit | Lbs. 1525 | 172 | | 6 | | 166 | |
| Hardware, Iron and Cutlery | | 4492 | 1328 | 2105 | | 1059 | |
| Hats and Caps | Packages 5 | 194 | | | | 194 | |
| Leather & Do. Manufactures | Lbs. 246 Pks. 54 | 1745 | | | | 1745 | |
| Lime and Plaster | Barrels 751 | 346 | | 346 | | | |
| Lard | Lbs. 431 | 46 | | | | 46 | |
| Molasses | Gallons 3956 | 960 | | 68 | 433 | 279 | 180 |
| Oakum | Pks. 34 Lbs. 500 | 320 | 160 | 24 | | 136 | |
| Oil | Gallons 869 | 639 | 65 | 126 | | 448 | |
| Oats and Barley | Bushels 165 | 249 | | 46 | | 203 | |
| Paper Manuf. Books & Stat'y | | 155 | | | | 155 | |
| Paint and Putty | Packages 18 | 54 | | 37 | | 17 | |
| Pork and Hams | Barrels 102 | 1729 | | 4 | | 1725 | |
| Potatoes and Vegetables | Bushels 386 | 99 | | 15 | | 84 | |
| Rice | Pkg. 1 Lbs. 300 | 24 | | 11 | | 13 | |
| Rum | Gallons 157 | 79 | | | 79 | | |
| Salt | Bushels 914 | 131 | | 20 | | 39 | 72 |
| Soap | Pkgs. 5 Lbs. 2066 | 151 | | | | 151 | |
| Sugar | Lbs. 13204 | 592 | | | 303 | 202 | 87 |
| Tea | Do. 4123 | 1495 | 375 | 212 | | 908 | |
| Tobacco | Do. 1929 | 1264 | | 149 | | 1115 | |
| Woodware & Agricul'l Impl. | | 224 | | 4 | | 220 | |
| Miscellaneous | | 1353 | 568 | 99 | | 680 | 6 |
| Totals | | 868399 | 9834 | 13406 | 815 | 43931 | 353 |

WILMOT.

| | | | | | | |
|--|-------------------|------|--|------|-----|------|
| Cabinet Ware | Package 1 | 4 | | 4 | | |
| Corn and Wheat | Bags 50 | 130 | | | | 130 |
| Cornmeal and Oatmeal | Barrels 55 | 210 | | | | 210 |
| Cotton, Linen, Silk, and Woolen Manufactures | Packages 59 | 5452 | | 5256 | | 196 |
| Flour (Wheat) | Barrels 1276 | 6422 | | 2797 | | 3625 |
| Fruit | Lbs. 24 | 3 | | | 3 | |
| Hardware, Iron, and Cutlery | Lb. 2912 Pks. 245 | 665 | | 665 | | |
| Hides and Skins | Package 1 | 7 | | | | 7 |
| Leather & Do. Manufactures | Lbs. 220 | 71 | | 12 | | 59 |
| Lime and Plaster | Packages 109 | 116 | | 116 | | |
| Molasses | Gallons 2777 | 692 | | 542 | 120 | 30 |

GENERAL STATEMENT OF IMPORTS.

WILMOT — (CONTINUED.)

| ARTICLES. | Total Quantity. | Total Value in Pounds. | IMPORTED FROM | | | |
|----------------------------------|-----------------|---------------------------|-------------------|--|----------------|-------------------|
| | | | Great Britain. | British Colonies, North America. | West India. | United States. | Other Countries. |
| Oakum | Packages | 4 | 15 | | | 15 |
| Oil | Gallons | 38 | 18 | | | 18 |
| Rum | Do. | 102 | 52 | 2 | | 50 |
| Salt | Bushels | 771 | 256 | 256 | | |
| Shingles, Staves and Laths | No. | 3000 | 3 | 3 | | |
| Sugar | Lbs. | 1031 | 41 | 26 | 15 | |
| Tea | Do. | 2108 | 727 | 214 | | 513 |
| Tobacco | Do. | 677 | 246 | 140 | | 106 |
| Woodware & Agricult'l Impl. | | | 8 | 8 | | |
| Miscellaneous | | | 65 | 34 | | 31 |
| Totals. | | \$15203 | 10078 | 135 | 4990 | |

WINDSOR.

| | | | | | |
|---|---------------|---------------|--------------|--------------|--------------|
| Apples | Barrels | 93 | 246 | | 246 |
| Bread | Packages | 67 | 246 | 107 | 109 |
| Burning Fluid | Do. | 12 | 412 | | 412 |
| Butter | Do. | 60 | 726 | 720 | |
| Brick | No. | 6200 | 32 | | 32 |
| Cabinet Ware | Pcs. & pkgs. | 100 | 1267 | | 1267 |
| Candles | Packages | 21 | 122 | | 122 |
| Coffee | Do. | 8 | 80 | | 80 |
| Cheese | Do. | 1 | 4 | | 4 |
| Clocks, Watches and Jewelry | Do. | 10 | 680 | 507 | 173 |
| Corn and Wheat | Bags 32 Bush. | 60 | 151 | | 151 |
| Cornmeal and Oatmeal | Barrels | 1026 | 3499 | | 3499 |
| China Glass and Earthenware | Packages | 26 | 479 | 48 | 431 |
| Cordage and Canvas | Do. | 4 | 46 | 46 | |
| Cotton, Linen, Silk, and Woolen Manufactures | Do. | 36 | 1775 | 804 | 967 |
| Drugs & Apothecaries' Ware | Do. | 26 | 349 | 194 | 245 |
| Flour (Wheat) | Barrels | 6870 | 40974 | | 40974 |
| Fruit | Packages | 3 | 10 | | 10 |
| Hardware, Iron and Cutlery | | | 19163 | 19748 | 3995 |
| Hats and Caps | Do. | 1 | 33 | | 33 |
| Herring | Barrels | 2 | 7 | | 7 |
| Leather and do. Manufactures | Pk 21 Lbs. | 2089 | 1179 | 30 | 1089 |
| Lime and Plaster | Do. | 235 | 245 | 162 | 83 |
| Lard | Do. | 13 | 86 | | 86 |
| Lumber | Supl. ft. | 68081 | 1393 | 1234 | 159 |
| Molasses | Packages | 3 | 21 | | 21 |
| Oakum | Do. | 283 | 1006 | 611 | 311 |
| Oil | Do. | 43 | 1244 | 676 | 54 |
| Oats and Barley | Bushels | 8 | 21 | | 21 |
| Paper Manf. Books & Stat'y. | Packages | 138 | 7219 | 3536 | 3689 |
| Paint and Putty | Do. | 82 | 714 | 275 | 123 |
| Pork and Hams | Barrels | 86 | 956 | | 956 |
| Potatoes and Vegetables | Bushels | 27 | 21 | | 21 |
| Salt | Do. | 2556 | 581 | 526 | 55 |
| Shingles, Staves and Laths | No. | 479000 | 323 | 323 | |
| Soap | Packages | 80 | 141 | | 141 |
| Sugar | Do. | 5 | 59 | | 59 |
| Tea | Do. | 67 | 1146 | | 1146 |
| Tobacco | Do. | 14 | 268 | | 268 |
| Woodware & Agricult'l Impl. | | | 2781 | 1815 | 966 |
| Miscellaneous | | | 5148 | 260 | 2553 |
| Totals. | | 894818 | 12570 | 17054 | 65194 |

GENERAL STATEMENT OF IMPORTS.

YARMOUTH.

| ARTICLES. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|--|------------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|--------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. | |
| Ale and Porter | Packages 126 | 838 | | 118 | | 720 | |
| Apples | Barrels 3775 | 4647 | | 11 | | 4636 | |
| Beef | Do. 401 | 4616 | | 247 | | 4369 | |
| Bread | Do. 745 | 2984 | | 4 | | 2980 | |
| Burning Fluid | Pk.872 Gl.1811 | 2367 | | 488 | | 1879 | |
| Butter | Lbs. 19881 | 3957 | | 47 | | 3910 | |
| Brick | No. 84000 | 509 | | 176 | | 333 | |
| Cabinet Ware | Pes. & pks. 2765 | 8335 | | 1364 | 56 | 6915 | |
| Candles | Lbs. 3712 | 483 | | | | 483 | |
| Coffee | Do. 4688 | 775 | | 12 | | 719 | |
| Cheese | Do. 8720 | 862 | | 2 | | 860 | |
| Clocks, Watches & Jewelry | | 1011 | | | | 1011 | |
| Corn and Wheat | Bushels 29879 | 16192 | | 608 | | 15584 | |
| Cornmeal and Oatmeal | Barrels 3132 | 11014 | | 75 | | 10939 | |
| China, Glass & Earthenware | Packages 351 | 7686 | 781 | 1561 | | 5344 | |
| Codfish | Lbs. 46520 | 1163 | | | | 1163 | |
| Cordage and Canvas | Packages 3233 | 42414 | 25639 | 7837 | | 8938 | |
| Cotton, Linen, Silk, and Woolen Manufactures | Do. 720 | 60706 | 5293 | 40123 | | 15290 | |
| Drugs & Apothecaries' Ware | Do. 345 | 9860 | | | | 9860 | |
| Fishing Tackle | Do. 74 | 3156 | 1424 | 10 | | 1722 | |
| Flour (Wheat) | Barrels 24979 | 132438 | | 9035 | | 123403 | |
| (Rye) | Do. 572 | 2308 | | | | 2308 | |
| Fruit | Packages 1379 | 4664 | | 46 | 118 | 4465 | |
| Furs | Do. 6 | 309 | | | | 309 | |
| Hardware, Iron and Cutlery | Do. 3064 | 82362 | 41253 | 10391 | 1211 | 29321 | |
| Hats and Caps | Do. 163 | 5652 | | 434 | | 4618 | |
| Herring | Barrels 5820 | 13600 | | 13600 | | | |
| Hides and Skins | No. 1084 | 813 | | | 418 | 395 | |
| Leather & Do. Manufactures | Packages 824 | 21879 | | 615 | | 21264 | |
| Lime and Plaster | Do. 1962 | 1117 | | 537 | | 580 | |
| Lard | Lbs. 17725 | 1982 | | 4 | | 1978 | |
| Lumber | Supl. ft. 566000 | 6611 | | 4004 | | 2607 | |
| Mackerel | Barrels 56 | 168 | | | | 168 | |
| Molasses | Pk.962 Gl.1588 | 20644 | | 29 | 3870 | 46 | |
| Oakum | Packages 1940 | 4597 | 3964 | | | 633 | |
| Oil | Gallons 11240 | 5714 | 1576 | | | 4138 | |
| Oats and Barley | Bushels 5776 | 1888 | | 1888 | | | |
| Paper Manuf. Books & Stat'y | Packages 132 | 5946 | 279 | 14 | | 5653 | |
| Paint and Putty | Do. 1521 | 4230 | 2500 | | | 1730 | |
| Pork and Hams | Do. 452 | 14401 | | 504 | | 13897 | |
| Potatoes and Vegetables | Bushels 3809 | 1685 | | 196 | | 1489 | |
| Rice | Packages 160 | 738 | | 738 | | | |
| Rum | Gallons 412 | 265 | | | 29 | 236 | |
| Salt | Bushels 81616 | 7550 | 2160 | 17 | 1375 | 397 | |
| Shingles, Staves and Laths | No. 3629000 | 6375 | | 5909 | | 406 | |
| Soap | Lbs. 27302 | 1670 | 218 | 17 | | 1435 | |
| Sugar | Do. 177788 | 9859 | 709 | 251 | 2274 | 1591 | |
| Tea | Do. 62388 | 21086 | 4706 | 119 | | 16261 | |
| Tobacco | Do. 21558 | 9397 | | 53 | | 9344 | |
| Woodware & Agricult'l Impl. | | 8354 | 60 | 170 | | 8124 | |
| Miscellaneous | | 28002 | 3196 | 1863 | 2620 | 19899 | |
| Totals | | 8009219 | 94796 | 102379 | 16971 | 373949 | 21124 |

AN ABSTRACT

Of the value of the Principal Articles of Merchandise imported into each Port in the Province of Nova Scotia, for the year ended 30th September, 1863, and indicating from what Country imported.

| PORTS. | Total Value in Dollars. | IMPORTED FROM. | | | | |
|------------------|-------------------------|----------------|------------------------------------|--------------|----------------|------------------|
| | | Great Britain. | British Colonies North America. | West Indies. | United States. | Other Countries. |
| Advocate Harbor | 5098 | | 1800 | | 3298 | |
| Amherst | 59712 | 800 | 25379 | | 33533 | |
| Annapolis | 61479 | | 37820 | 993 | 25666 | |
| Antigonish | 51829 | 14927 | 2251 | 440 | 14208 | |
| Arichat | 103367 | 1290 | 3241 | | 61680 | 31156 |
| Baldock | 5403 | | 3895 | | 1508 | |
| Barrington | 16341 | | 1878 | 636 | 43830 | |
| Bear River | 29492 | | 12516 | 429 | 16547 | |
| Beaver River | 6328 | | 3084 | | 3244 | |
| Bridgetown | 53263 | | 18385 | | 34878 | |
| Canso (Cape) | 27381 | | 24621 | | 1860 | 1800 |
| Canada Creek | 14138 | | 2868 | | 11270 | |
| Cow Bay | 3467 | | | | 3467 | |
| Chester | 512 | | | | 512 | |
| Cheverie | 9544 | | | | 9544 | |
| Clementson | 17212 | | 2409 | 2 | 14801 | |
| Cornwallis | 81147 | | 19921 | | 61526 | |
| Digby | 69821 | | 40702 | | 29119 | |
| Five Islands | 29790 | | 958 | | 19832 | |
| French Cross | 10660 | | 5158 | | 5502 | |
| Glace Bay | 18294 | | | | 18294 | |
| Great Bras d'Or | 3947 | | 3792 | | 224 | 21 |
| Halifax | 7495855 | 3467616 | 681455 | 197627 | 2249872 | 399285 |
| Harberville | 23043 | | 6429 | 15 | 16578 | |
| Hantsport | 17835 | | 2107 | | 15728 | |
| Horton | 25393 | | 2996 | 515 | 21857 | |
| Joggies | 39950 | | 17324 | | 22626 | |
| LaHave | 5349 | | 259 | 20 | 5070 | |
| Liverpool | 261470 | 105645 | 3944 | 50978 | 91081 | 3855 |
| Londonderry | 17987 | | 3087 | | 44500 | |
| Lunenburg | 12357 | | 862 | 2787 | 7710 | 998 |
| Malinaud | 12955 | | 993 | | 41962 | |
| Margaretville | 15271 | | 6945 | | 9226 | |
| Margaree | 987 | | 335 | | | 652 |
| Par-borough | 22496 | 2227 | 11073 | | 8896 | |
| Picton | 327564 | 145903 | 59318 | | 130500 | 813 |
| Port Acadia | 33419 | | 6121 | 603 | 25804 | 891 |
| Port Medway | 19469 | | 159 | 3989 | 13776 | 2354 |
| Port Gilbert | 17030 | | 5254 | 588 | 11188 | |
| Port Hood | 5809 | | 325 | | 5484 | |
| Port Williams | 2623 | | 1913 | | 710 | |
| Port Mulgrave | 18712 | | 5378 | | 13298 | 36 |
| Port Hawkebury | 18303 | | 10901 | | 7402 | |
| Pubnico | 15791 | | 100 | 167 | 15361 | 73 |
| Pugwash | 8067 | 867 | 1205 | 771 | 5224 | |
| Ragged Island | 41481 | | 1444 | 7971 | 29060 | |
| St. Ann's | 87 | | 69 | 18 | | |
| Shelburne | 27581 | | 5113 | 560 | 21316 | 592 |
| St. Mary's River | 6499 | 2344 | 800 | | 3355 | |
| Sydney, C. B. | 14359 | | 564 | | 13694 | 92 |
| Sydney, North | 33398 | | 6859 | | 31981 | 168 |
| Tatamagouche | 18371 | 16874 | 749 | 61 | 687 | |
| Tangier | 3164 | | 467 | | 2757 | |
| Thorne's Cove | 7653 | | 2435 | 59 | 5159 | |
| Truro | 37963 | | 649 | | 37254 | |
| Tusket | 36322 | | 6150 | | 29703 | 469 |
| Wallace | 2395 | | 865 | | 1530 | |
| Walton | 6061 | | | | 6061 | |
| Westport | 12959 | | 3717 | | 9242 | |
| Weymouth | 68399 | 9834 | 13466 | 815 | 43931 | 353 |
| Wilmot | 15203 | | 10078 | 135 | 4990 | |
| Windsor | 94818 | 12570 | 17051 | | 65194 | |
| Yarmouth | 699219 | 94796 | 102379 | 16971 | 373949 | 21124 |
| Totals | \$10291391 | 3875693 | 1216621 | 286280 | 3857765 | 965032 |

GENERAL STATEMENT

Of the Principal Articles of British and Foreign Merchandize imported into Nova Scotia during the year ending 30th September, 1863, shewing the quantity and value of each Article, the Port where entered, and indicating from what Countries imported.

ALE AND PORTER.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | |
|--------------|-----------------|----------|-------------------------|----------------|-------------------------------------|--------------|----------------|
| | Packages. | Gallons. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Amherst | 5 | | 28 | | 28 | | |
| Annapolis | 1 | | 9 | | 9 | | |
| Arichat | 1 | | 6 | | | | 6 |
| Baddeck | | 10 | 5 | | 5 | | |
| Barrington | 1 | | 3 | | 3 | | |
| Bridgetown | | 38 | 40 | | 40 | | |
| Clementsport | | 30 | 9 | | 9 | | |
| Cornwallis. | 6 | 90 | 63 | | 14 | | 49 |
| Digby. | | 238 | 67 | | 49 | | 18 |
| Halifax | 4370 | | 30244 | 28818 | 462 | | 964 |
| Liverpool. | 9 | 125 | 82 | | | | 82 |
| Maitland | 1 | | 3 | | | | 3 |
| Pictou. | 271 | | 1538 | 309 | 1229 | | |
| Port Acadia. | 1 | | 8 | | | | 8 |
| Pugwash | | 184 | 59 | | 59 | | |
| Weymouth | 6 | 119 | 94 | | 38 | | 56 |
| Yarmouth | 126 | | 838 | | 118 | | 720 |
| Totals. | 4798 | 834 | \$33096 | 29127 | 2063 | | 1906 |

ARMS AND AMMUNITION.

| | Packages. | | | | |
|---------------|-----------|---------|-------|----|--------|
| Amherst | 3 | 10 | | 4 | 6 |
| Arichat | 15 | 130 | | | 130 |
| Clementsport | 2 | 8 | | 8 | |
| Halifax | 5254 | 22801 | 22801 | | |
| Pictou. | 2196 | 9102 | 9102 | | |
| Sydney, C. B. | 10 | 50 | | | 50 |
| Totals. | 7480 | \$32101 | 31903 | 12 | 56 130 |

APPLES.

| | Packages. | | | | |
|-----------------|-----------|-------|--|----|-------|
| Advocate Harbor | 13 | 61 | | 6 | 55 |
| Amherst | 126 | 388 | | 76 | 312 |
| Antigonish | 47 | 78 | | | 78 |
| Arichat | 696 | 935 | | | 935 |
| Barrington | 553 | 916 | | 19 | 897 |
| Beaver River. | 7 | 9 | | | 9 |
| Cow Bay | 20 | 39 | | | 39 |
| Chester | 4 | 10 | | | 10 |
| Cheverie | 62 | 53 | | | 53 |
| Clementsport | 6 | 9 | | | 9 |
| Cornwallis. | 57 | 120 | | | 120 |
| Five Islands. | 39 | 130 | | 16 | 114 |
| Glace Bay | 22 | 31 | | | 31 |
| Halifax | 4262 | 11594 | | 6 | 11588 |
| Joggins | 128 | 245 | | 20 | 225 |
| Liverpool. | 215 | 500 | | | 500 |
| Londonderry | 136 | 632 | | 8 | 624 |
| Lunenburg | 1 | 2 | | | 2 |
| Maitland | 117 | 549 | | | 549 |
| Parrsborough | 36 | 52 | | 19 | 33 |

GENERAL STATEMENT OF IMPORTS.

APPLES — (CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Pounds. | IMPORTED FROM | | | |
|-----------------------|-----------------|---------------------------|-------------------|---|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America, West Indies. | United States. | Other Countries. |
| | Packages. | | | | | |
| Pictou..... | 412 | 775 | | 47 | | 728 |
| Port Acadia..... | 139 | 191 | | | | 191 |
| Port Medway..... | 79 | 106 | | | | 106 |
| Port Gilbert..... | 2 | 22 | | | | 22 |
| Port Mulgrave..... | 98 | 165 | | | | 165 |
| Port Hawkesbury..... | 49 | 75 | | 45 | | 30 |
| Pubnico..... | 218 | 293 | | | | 293 |
| Ragged Islands..... | 45 | 13 | | | | 13 |
| Shelburne..... | 164 | 228 | | | | 228 |
| St. Mary's River..... | 6 | 10 | | | | 10 |
| Sydney, C. B..... | 146 | 260 | | | | 260 |
| Sydney, North..... | 198 | 442 | | | | 442 |
| Truro..... | 68 | 421 | | | | 421 |
| Tusket..... | 103 | 156 | | | | 156 |
| Walton..... | 33 | 122 | | | | 122 |
| Westport..... | 329 | 360 | | | | 360 |
| Weymouth..... | 22 | 77 | | 2 | | 75 |
| Windsor..... | 96 | 246 | | | | 246 |
| Yarmouth..... | 3775 | 4647 | | 11 | | 4636 |
| Totals..... | 12529 | \$24962 | | 275 | | 24687 |

BEEF.

| | Packages. | | | |
|----------------------|-----------|---------|-----|-------|
| Advocate Harbor..... | 5 | 60 | | 60 |
| Ariclat..... | 19 | 205 | 50 | 155 |
| Barrington..... | 6 | 58 | 4 | 54 |
| Bridgetown..... | 12 | 150 | | 150 |
| Cow Bay..... | 31 | 378 | | 378 |
| Cheverie..... | 2 | 32 | | 32 |
| Glace Bay..... | 24 | 345 | | 345 |
| Halifax..... | 2064 | 18146 | 80 | 18066 |
| Joggins..... | 12 | 125 | | 125 |
| Liverpool..... | 40 | 483 | | 483 |
| Maitland..... | 8 | 84 | | 84 |
| Parrsborough..... | 1 | 13 | 13 | |
| Pictou..... | 1 | 8 | | 8 |
| Port Gilbert..... | 6 | 84 | | 84 |
| Port Mulgrave..... | 10 | 44 | | 44 |
| Ragged Islands..... | 81 | 698 | | 698 |
| Shelburne..... | 10 | 97 | | 97 |
| Tusket..... | 4 | 40 | | 40 |
| Westport..... | 5 | 35 | 35 | |
| Weymouth..... | 15 | 191 | | 191 |
| Yarmouth..... | 401 | 4616 | 247 | 4369 |
| Totals..... | 2757 | \$25892 | 420 | 25463 |

GENERAL STATEMENT OF IMPORTS.

BREAD.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|-----------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Amherst | 24 | 87 | | 18 | | 69 | |
| Annapolis | 23 | 59 | | 20 | | 39 | |
| Antigonish | 11 | 61 | | | | 61 | |
| Arichat | 261 | 806 | | 142 | | 407 | 257 |
| Barrington | 72 | 271 | | | | 271 | |
| Bear River | 11 | 50 | | | | 50 | |
| Bridgetown | 4 | 37 | | 1 | | 36 | |
| Cow Bay | 1 | 9 | | | | 9 | |
| Clementsport | 5 | 20 | | 9 | | 11 | |
| Digby | 65 | 195 | | 124 | | 71 | |
| Glace Bay | 20 | 84 | | | | 84 | |
| Halifax | 7682 | 20994 | 922 | 12 | | 20060 | |
| Harborville | 2 | 11 | | 11 | | | |
| Hantsport | 3 | 12 | | | | 12 | |
| Horton | 5 | 35 | | | | 35 | |
| La Have | 1 | 3 | | | | 3 | |
| Liverpool | 240 | 997 | | | 60 | 937 | |
| Londonderry | 10 | 48 | | | | 48 | |
| Lunenburg | 9 | 34 | | | | 34 | |
| Maitland | 1 | 8 | | | | 8 | |
| Parrsborough | 6 | 18 | | 18 | | | |
| Pictou | 45 | 163 | | 10 | | 153 | |
| Port Acadia | 4 | 19 | | | | 19 | |
| Port Gilbert | 2 | 14 | | | | 14 | |
| Port Mulgrave | 33 | 121 | | | | 121 | |
| Port Hawkesbury | 15 | 45 | | | | 45 | |
| Pubnico | 3 | 12 | | | | 12 | |
| Ragged Islands | 65 | 163 | | | | 163 | |
| Shelburne | 30 | 110 | | | | 110 | |
| Sydney, C. B. | 5 | 23 | | | | 23 | |
| Sydney, North | 76 | 336 | | 75 | | 261 | |
| Tatamagouche | 1 | 8 | | | | 8 | |
| Tusket | 36 | 115 | | | | 115 | |
| Westport | 27 | 96 | | 36 | | 60 | |
| Weymouth | 35 | 210 | | | | 210 | |
| Windsor | 67 | 216 | | 107 | | 109 | |
| Yarmouth | 745 | 2984 | | 4 | | 2980 | |
| Totals | 9645 | \$28474 | 922 | 587 | 60 | 26648 | 257 |

BRANDY.

| | Packages. | Gallons. | | | | | |
|-----------------|-------------|------------|----------------|--------------|-------------|-------------|--------------|
| | | | | | | | |
| Advocate Harbor | | 67 | 70 | 70 | | | |
| Annapolis | | 32 | 74 | 74 | | | |
| Digby | | 14 | 46 | 46 | | | |
| Five Islands | | 83 | 127 | 127 | | | |
| Halifax | 2187 | 59375 | 20753 | 1338 | 1400 | 35884 | |
| Liverpool | | 125 | 375 | | | 375 | |
| Pictou | | 242 | 443 | 443 | | | |
| Pugwash | | 34 | 60 | 60 | | | |
| Sydney, C. B. | | 9 | 27 | | | 27 | |
| Totals | 2187 | 603 | \$60597 | 21256 | 1655 | 1400 | 36286 |

GENERAL STATEMENT OF IMPORTS.

BURNING FLUID.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|-----------------|-----------------|----------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| | Packages. | Gallons. | | | | | | |
| Amherst | | 46 | 44 | | 6 | | 38 | |
| Annapolis | | 159 | 103 | | 13 | | 90 | |
| Antigonish | | 162 | 84 | | | | 84 | |
| Arichat | 7 | 129 | 108 | | | | 108 | |
| Barrington | | 20 | 21 | | | | 21 | |
| Bridgetown | | 144 | 143 | | 41 | | 102 | |
| Cow Bay | | 80 | 56 | | | | 56 | |
| Chester | | 84 | 86 | | | | 86 | |
| Clementsport | | 35 | 38 | | | | 38 | |
| Cornwallis | 2 | 157 | 139 | | 31 | | 108 | |
| Digby | | 40 | 32 | | 16 | | 16 | |
| Five Islands | | 2 | 2 | | 2 | | | |
| Glace Bay | | 40 | 46 | | | | 46 | |
| Halifax | 302 | | 13065 | | 1220 | | 11845 | |
| Horton | | 41 | 34 | | | | 34 | |
| Joggins | | 41 | 44 | | | | 44 | |
| La Have | | 40 | 40 | | | | 40 | |
| Liverpool | 10 | 205 | 442 | | | | 442 | |
| Londonderry | 1 | 46 | 77 | | | | 77 | |
| Maitland | | 3 | 2 | | | | 2 | |
| Parrsborough | | 44 | 40 | | 6 | | 34 | |
| Pictou | | 939 | 900 | | | | 900 | |
| Port Acadia | | 133 | 79 | | | | 79 | |
| Port Medway | | 78 | 60 | | | | 60 | |
| Port Hood | | 39 | 43 | | | | 43 | |
| Port Mulgrave | | 40 | 33 | | | | 33 | |
| Port Hawkesbury | 1 | | 27 | | | | 27 | |
| Pubnico | | 43 | 43 | | | | 43 | |
| Ragged Islands | | 382 | 416 | | | | 416 | |
| Sydney, (North) | | 71 | 94 | | | | 94 | |
| Tatamagouche | | 5 | 5 | | | | 5 | |
| Truro | | 123 | 125 | | | | 125 | |
| Weymouth | | 51 | 27 | | 15 | | 12 | |
| Windsor | 12 | | 412 | | | | 412 | |
| Yarmouth | 872 | 1811 | 2367 | | 488 | | 1879 | |
| Totals | 1207 | 5233 | \$19277 | | 1838 | | 17439 | |

BUTTER.

| | Packages. | Lbs. | | | |
|----------------|-----------|-------|---------|-------|------|
| | | | | | |
| Barrington | | 579 | 89 | 66 | 23 |
| Canso (Cape) | | 200 | 80 | 80 | |
| Halifax | 1866 | | 18413 | 10256 | 8157 |
| Liverpool | 19 | | 82 | | 82 |
| Pictou | | 100 | 12 | 12 | |
| Port Gilbert | | 396 | 78 | 38 | 40 |
| Port Mulgrave | | 140 | 23 | | 23 |
| Ragged Islands | | 442 | 66 | 36 | 30 |
| Shelburne | 11 | 930 | 254 | 60 | 194 |
| Westport | 2 | 1654 | 265 | 201 | 64 |
| Weymouth | | 60 | 11 | 11 | |
| Windsor | 60 | | 720 | 720 | |
| Yarmouth | | 19881 | 3957 | 47 | 3910 |
| Totals | 1958 | 23382 | \$24050 | 11527 | 30 |

GENERAL STATEMENT OF IMPORTS.

BRICK.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|------------------|-----------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Advocate Harbor | Number. 1500 | 5 | | | | 5 |
| Amherst | 7350 | 76 | | 76 | | |
| Arichat | 59600 | 392 | | | | 392 |
| Barrington | 13550 | 79 | | 8 | | 71 |
| Cow Bay | 3330 | 244 | | | | 244 |
| Cheverie | 2000 | 14 | | | | 14 |
| Clementsport | 115000 | 655 | | 40 | | 615 |
| Five Islands | 1000 | 4 | | | | 4 |
| Glace Bay | 20000 | 50 | | | | 50 |
| Great Bras d'Or | 60000 | 64 | | | | 64 |
| Halifax | 204660 | 1375 | 88 | | | 1287 |
| Harborville | 2200 | 10 | | 6 | | 4 |
| Hantsport | 10330 | 69 | | | | 69 |
| Joggins | 6750 | 56 | | 34 | | 22 |
| La Have | 6000 | 28 | | | | 28 |
| Londonderry | 7600 | 304 | | 161 | | 143 |
| Maitland | 8000 | 51 | | | | 51 |
| Parrsborough | 650 | 8 | | 8 | | |
| Pictou | 20000 | 132 | 25 | 10 | | 97 |
| Port Acadia | 14000 | 91 | | | | 91 |
| Port Medway | 1000 | 5 | | | | 5 |
| Port Gilbert | 1000 | 10 | | | | 10 |
| Port Mulgrave | 8200 | 52 | | | | 52 |
| Port Hawkesbury | 200 | 2 | | | | 2 |
| Pubnico | 3000 | 18 | | | | 18 |
| Shelburne | 2000 | 16 | | | | 16 |
| St. Mary's River | 6000 | 25 | | | | 25 |
| Truro | 2000 | 10 | | | | 10 |
| Tusket | 13500 | 84 | | | | 84 |
| Walton | 1000 | 5 | | | | 5 |
| Weymouth | 14600 | 94 | | 49 | | 45 |
| Windsor | 6200 | 32 | | | | 32 |
| Yarmouth | 84000 | 509 | | 176 | | 333 |
| Totals | 706220 | \$4569 | 113 | 568 | | 3888 |

CABINET WARES.

| | Pieces and Packages. | | | | | |
|-----------------|----------------------|-------|------|-----|--|-------|
| Advocate Harbor | 36 | 28 | | 6 | | 22 |
| Amherst | 272 | 1402 | | 147 | | 1255 |
| Annapolis | 18 | 448 | | 74 | | 374 |
| Antigonish | 84 | 333 | | | | 333 |
| Arichat | 281 | 1271 | | 10 | | 1261 |
| Barrington | 370 | 932 | | | | 932 |
| Bridgetown | 59 | 752 | | 73 | | 679 |
| Canso (Cape) | | 66 | | | | 66 |
| Canada Creek | 1 | 2 | | 2 | | |
| Cow Bay | 15 | 170 | | | | 170 |
| Cheverie | 38 | 84 | | | | 84 |
| Clementsport | 74 | 379 | | 33 | | 346 |
| Cornwallis | 110 | 1655 | | | | 1655 |
| Five Islands | 85 | 95 | | 10 | | 85 |
| Glace Bay | 47 | 97 | | | | 97 |
| Halifax | 5811 | 22103 | 6510 | 125 | | 15442 |
| Harborville | | 420 | | | | 420 |

GENERAL STATEMENT OF IMPORTS.

CABINET WARES—(CONTINUED).

| PORTS. | Total Quantity. | Total value in Pounds. | IMPORTED FROM | | | | |
|------------------|----------------------|---------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| | Pieces and Packages. | | | | | | |
| Hantsport | 66 | 348 | | | | 348 | |
| Horton | 48 | 229 | | | | 229 | |
| Joggins | 21 | 31 | | | | 31 | |
| La Have | 87 | 249 | | | | 249 | |
| Liverpool | 592 | 2773 | | | | 2773 | |
| Londonderry | 2 | 56 | | | | 56 | |
| Lunenburg | | 204 | | | | 204 | |
| Parrsborough | 36 | 57 | | | | 57 | |
| Pictou | 989 | 2559 | 60 | | | 2499 | |
| Port Medway | | 49 | | | | 49 | |
| Port Gilbert | | 255 | | | | 255 | |
| Pubnico | 50 | 66 | | | | 66 | |
| Ragged Islands | 44 | 177 | | | | 177 | |
| Shelburne | 1 | 15 | | | | 15 | |
| St. Mary's River | 246 | 166 | | | | 166 | |
| Sydney, C. B. | 243 | 517 | | | | 517 | |
| Thorne's Cove | 5 | 17 | | | | 17 | |
| Truro | | 820 | | | | 820 | |
| Tusket | 82 | 548 | | | | 548 | |
| Walton | 2 | 28 | | | | 28 | |
| Westport | | 30 | | 5 | | 25 | |
| Weymouth | 10 | 74 | | | | 74 | |
| Wilmot | 1 | 4 | | 4 | | | |
| Windsor | 100 | 1267 | | | | 1267 | |
| Yarmouth | 2765 | 8335 | | 1364 | 56 | 6915 | |
| Totals | 12693 | 849120 | 6570 | 1853 | 56 | 40615 | 23 |

CANDLES.

| | Packages. | | Lbs. | | | | |
|--------------|-----------|------|------|------|----|--|------|
| | | | | | | | |
| Amherst | | 353 | 46 | | 17 | | 29 |
| Annapolis | | 647 | 91 | | 14 | | 77 |
| Antigonish | | 78 | 20 | | | | 20 |
| Arichat | 136 | 4014 | 573 | | | | 513 |
| Barrington | | 1880 | 233 | | 6 | | 227 |
| Bear River | | 540 | 79 | | | | 79 |
| Bridgetown | | 1040 | 143 | | | | 143 |
| Canada Creek | | 210 | 25 | | 8 | | 17 |
| Cow Bay | | 204 | 29 | | | | 29 |
| Clementsport | | 560 | 74 | | | | 74 |
| Cornwallis | 3 | 541 | 62 | | | | 62 |
| Digby | | 1089 | 164 | | 68 | | 96 |
| Five Islands | 1 | | 6 | | | | 6 |
| Glace Bay | 6 | 240 | 41 | | | | 41 |
| Halifax | 1217 | | 7133 | 1700 | 50 | | 5383 |
| Harborville | | 40 | 5 | | | | 5 |
| Hantsport | | 180 | 28 | | | | 28 |
| Joggins | | 543 | 80 | | 50 | | 30 |
| La Have | | 40 | 6 | | | | 6 |
| Liverpool | 29 | 720 | 194 | | | | 194 |
| Maitland | | 60 | 6 | | | | 6 |
| Parrsborough | | 102 | 15 | | 8 | | 7 |
| Pictou | | 302 | 48 | 21 | 14 | | 13 |
| Port Acadia | | 505 | 68 | | | | 68 |

GENERAL STATEMENT OF IMPORTS.

CANDLES — (CONTINUED).

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|---------------------|-----------------|-------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| Port Gilbert..... | Packages. | Lbs. | 24 | | | | 24 | |
| Port Mulgrave..... | | 80 | 8 | | | | 8 | |
| Pubnico..... | 2 | | 8 | | | | 8 | |
| Ragged Islands..... | 6 | 136 | 62 | | | | 62 | |
| Sydney (North)..... | 6 | | 84 | | | | 84 | |
| Truro..... | | 30 | 2 | | | | 2 | |
| Tusket..... | 5 | 200 | 30 | | | | 30 | |
| Westport..... | | 320 | 40 | | | | 40 | |
| Weymouth..... | | 1231 | 185 | | 12 | | 173 | |
| Windsor..... | 24 | | 122 | | | | 122 | |
| Yarmouth..... | | 3712 | 483 | | | | 483 | |
| Totals..... | 1435 | 19757 | \$10217 | 1721 | 247 | | 8189 60 | |

COFFEE.

| | Packages. | Lbs. | Total value in Dollars. | IMPORTED FROM | | | Other Countries. |
|---------------------|-----------|-------|-------------------------|----------------|-------------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | United States. | |
| Amherst..... | | 269 | 42 | 24 | | | 18 |
| Annapolis..... | | 384 | 34 | 16 | | | 18 |
| Antigonish..... | | 250 | 22 | | | | 22 |
| Arichat..... | 17 | 1216 | 177 | 18 | | | 116 63 |
| Barrington..... | | 804 | 77 | | | | 77 |
| Bear River..... | | 60 | 6 | | | | 6 |
| Bridgetown..... | | 180 | 24 | | | | 24 |
| Cow Bay..... | | 80 | 20 | | | | 20 |
| Clementsport..... | | 155 | 23 | | | | 23 |
| Digby..... | | 964 | 136 | 91 | | | 45 |
| Glace Bay..... | 1 | 150 | 23 | | | | 23 |
| Halifax..... | 2365 | | 4991 | 1394 | 408 | 2927 | 8997 9865 |
| Horton..... | | 60 | 10 | | | | 10 |
| Joggins..... | | 50 | 7 | | | | 7 |
| La Have..... | | 210 | 30 | | | 20 | 10 |
| Liverpool..... | 52 | 2840 | 1129 | | | 674 | 415 40 |
| Londonderry..... | 2 | 163 | 36 | | | | 36 |
| Lunenburg..... | | 3456 | 544 | | | 444 | 100 |
| Maitland..... | | 12 | 3 | | | | 3 |
| Parrsborough..... | | 48 | 8 | | | | 8 |
| Pictou..... | | 714 | 78 | | | | 78 |
| Port Acadia..... | | 60 | 13 | | | | 13 |
| Port Medway..... | | 616 | 116 | | | 111 | 5 |
| Port Gilbert..... | | 90 | 18 | | | | 18 |
| Port Hood..... | | 240 | 26 | | | | 26 |
| Port Mulgrave..... | | 208 | 26 | | | | 26 |
| Pubnico..... | 2 | | 13 | | | | 13 |
| Ragged Islands..... | | 1516 | 201 | | | 201 | |
| Shelburne..... | | 688 | 71 | | | | 71 |
| Sydney (North)..... | | 674 | 122 | | | | 122 |
| Truro..... | | 60 | 14 | | | | 14 |
| Tusket..... | 2 | | 17 | | | | 17 |
| Westport..... | | 140 | 32 | | 2 | | 30 |
| Weymouth..... | | 365 | 44 | | | | 44 |
| Windsor..... | 8 | | 80 | | | | 80 |
| Yarmouth..... | | 4688 | 775 | | 12 | | 713 50 |
| Totals..... | 2449 | 21415 | \$54008 | 1394 | 571 | 30777 | 11148 10118 |

GENERAL STATEMENT OF IMPORTS.

CHEESE.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|------------------|-----------------|-------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Amherst | 4 | | 14 | | | | | 14 |
| Arichat | 68 | 2293 | 212 | | | | | 212 |
| Barrington | | 3029 | 335 | | | | | 335 |
| Cow Bay | | 150 | 18 | | | | | 18 |
| Cornwallis | 4 | 200 | 16 | | | | | 16 |
| Halifax | 1006 | | 4079 | 1272 | | | | 2807 |
| Joggins | | 630 | 77 | | | | | 77 |
| Liverpool | 2 | | 7 | | | | | 7 |
| Londonderry | | | 2 | | | | | 2 |
| Maitland | | 245 | 25 | | | | | 25 |
| Pictou | | 11082 | 1522 | | 1158 | | | 364 |
| Pugwash | | 12 | 1 | | 1 | | | |
| Ragged Islands | | 431 | 38 | | | | | 38 |
| Shelburne | 69 | | 101 | | | | | 101 |
| St. Mary's River | 7 | | 20 | | | | | 20 |
| Sydney, C. B. | 2 | | 23 | | | | | 23 |
| Sydney, North | | 530 | 175 | | | | | 175 |
| Tusket | 6 | | 26 | | | | | 26 |
| Westport | | 577 | 58 | | | | | 58 |
| Weymouth | | 469 | 56 | | 2 | | | 54 |
| Windsor | 1 | | 4 | | | | | 4 |
| Yarmouth | | 8729 | 862 | | 2 | | | 860 |
| Totals | 1160 | 28368 | \$7671 | 1272 | 1163 | | | 5236 |

CLOCKS, WATCHES, &c.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|-----------------|-----------------|------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Amherst | | | 67 | | 67 | | | |
| Arichat | 6 | | 37 | | | | | 37 |
| Barrington | 13 | | 53 | | | | | 53 |
| Cow Bay | | | 24 | | | | | 24 |
| Cheverie | | | 9 | | | | | 9 |
| Cornwallis | 1 | | 33 | | | | | 33 |
| Five Islands | | | 3 | | | | | 3 |
| Halifax | | | 13998 | 5126 | 958 | | | 7904 |
| Hantsport | 1 | | 3 | | | | | 3 |
| La Have | 3 | | 54 | | | | | 54 |
| Liverpool | 57 | | 664 | | | | | 664 |
| Pictou | 18 | | 303 | 144 | | | | 159 |
| Port Acadia | | | 9 | | | | | 9 |
| Port Medway | | | 3 | | | | | 3 |
| Port Gilbert | | | 13 | | | | | 13 |
| Port Mulgrave | | | 26 | | | | | 26 |
| Port Hawkesbury | | | 4 | | | | | 4 |
| Pabnieo | | | 4 | | | | | 4 |
| Pugwash | | | 4 | | 4 | | | |
| Ragged Islands | | | 61 | | | | | 61 |
| Shelburne | 4 | | 23 | | | | | 23 |
| Sydney, C. B. | | | 2 | | | | | 2 |
| Sydney, North | 5 | | 69 | | | | | 69 |
| Tatamagouche | | | 40 | 40 | | | | |
| Truro | | | 25 | | | | | 25 |
| Weymouth | | | 4 | | | | | 4 |
| Windsor | 10 | | 680 | | 507 | | | 173 |
| Yarmouth | | | 1011 | | | | | 1011 |
| Totals | | | \$17216 | 5310 | 1536 | | | 10370 |

GENERAL STATEMENT OF IMPORTS.

CORN AND WHEAT.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|----------------------|-----------------|----------|----------------------------|-------------------|-------------------|-----------------|-------------------|---------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| | Packages. | Bushels. | | | | | | |
| Amherst | | 2 | 4 | | 4 | | | |
| Barrington | | 178 | 123 | | | | 123 | |
| Bear River | | 110 | 81 | | | | 81 | |
| Bridgetown | | 1300 | 1300 | | | | 1300 | |
| Glace Bay | | 74 | 61 | | | | 61 | |
| Halifax | | 55065 | 56786 | | 8135 | | 48651 | |
| Joggins | | 90 | 47 | | 47 | | | |
| Liverpool | | 432 | 366 | | | | 366 | |
| Londonderry | | 228 | 147 | | | | 147 | |
| Maitland | | 215 | 358 | | | | 358 | |
| Pictou | | 5366 | 3851 | | 1361 | | 2490 | |
| Port Acadia | 188 | | 291 | | | | 291 | |
| Port Gilbert | 3 | | 6 | | | | 6 | |
| Pubnico | | 76 | 58 | | | | 58 | |
| Pugwash | | 10 | 13 | | 13 | | | |
| Ragged Islands | | 257 | 275 | | | | 275 | |
| Sydney, C. B. | 1 | | 2 | | | | 2 | |
| Sydney, North | | 648 | 430 | | | | 430 | |
| Truro | 50 | | 200 | | | | 200 | |
| Tusket | 20 | | 34 | | | | 34 | |
| Weymouth | 83 | | 46 | | | | 46 | |
| Wilmot | 50 | | 130 | | | | 130 | |
| Windsor | 32 | 60 | 151 | | | | 151 | |
| Yarmouth | | 20879 | 16192 | | 608 | | 15584 | |
| Totals | 427 | 94990 | \$80952 | | 10168 | | 70784 | |

CORNMEAL AND OATMEAL.

| | Barrels. | | | |
|-----------------------|----------|--------|------|-------|
| Advocate Harbor | 41 | 135 | 87 | 48 |
| Amherst | 314 | 1131 | 144 | 987 |
| Annapolis | 823 | 2795 | 1000 | 1795 |
| Antigonish | 65 | 221 | | 221 |
| Arichat | 896 | 3230 | | 3230 |
| Barrington | 688 | 2404 | 88 | 2316 |
| Bear River | 180 | 707 | 104 | 603 |
| Beaver River | 140 | 448 | | 448 |
| Bridgetown | 544 | 2026 | | 2026 |
| Canso (Cape) | 75 | 374 | 374 | |
| Canada Creek | 124 | 443 | 47 | 396 |
| Cow Bay | 80 | 270 | | 270 |
| Chester | 8 | 30 | | 30 |
| Cheverie | 81 | 243 | | 243 |
| Clementsport | 182 | 747 | 14 | 733 |
| Cornwallis | 571 | 2002 | 40 | 1962 |
| Digby | 862 | 2989 | 1223 | 1766 |
| Five Islands | 258 | 1055 | 11 | 1044 |
| French Cross | 22 | 73 | 28 | 45 |
| Glace Bay | 500 | 1637 | | 1637 |
| Great Bras d'Or | 40 | 170 | 170 | |
| Halifax | 25000 | 86460 | 253 | 83545 |
| Hantsport | 247 | \$1182 | | 1182 |

GENERAL STATEMENT OF IMPORTS.

CORNMEAL AND OATMEAL — (CONTINUED.)

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------------|-----------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Horton..... | 224 | 670 | | 45 | 625 | |
| Joggins..... | 378 | 1467 | | 196 | 1271 | |
| La Have..... | 72 | 247 | | | 247 | |
| Liverpool..... | 2523 | 10022 | | | 10022 | |
| Londonderry..... | 921 | 2821 | | | 2821 | |
| Launenburg..... | 33 | 95 | | | 95 | |
| Maitland..... | 865 | 3046 | | | 3046 | |
| Margaretsville..... | 63 | 198 | | 24 | 174 | |
| Parrsborough..... | 297 | 1097 | | 746 | 351 | |
| Pictou..... | 996 | 3379 | 11 | 223 | 3145 | |
| Port Acadia..... | 732 | 2517 | | | 2517 | |
| Port Medway..... | 351 | 1255 | | | 1255 | |
| Port Gilbert..... | 263 | 1043 | | 63 | 980 | |
| Port Hood..... | 547 | 2708 | | | 2708 | |
| Port Mulgrave..... | 105 | 427 | | 48 | 379 | |
| Port Hawkerbury..... | 700 | 2510 | | 1400 | 1110 | |
| Pubnico..... | 369 | 1235 | | | 1235 | |
| Pugwash..... | 3 | 17 | | 17 | | |
| Ragged Islands..... | 422 | 1676 | | 6 | 1670 | |
| Shelburne..... | 478 | 1434 | | 20 | 1414 | |
| St. Mary's River..... | 53 | 184 | | | 184 | |
| Sydney, C. B..... | 730 | 2549 | | | 2549 | |
| Sydney, North..... | 963 | 3708 | | | 3708 | |
| Tatamagouche..... | 2 | 7 | | | 7 | |
| Thorne's Cove..... | 152 | 553 | | 39 | 514 | |
| Truro..... | 651 | 2625 | | | 2625 | |
| Tusket..... | 1070 | 3715 | | | 3715 | |
| Walton..... | 191 | 690 | | | 690 | |
| Westport..... | 185 | 706 | | 99 | 607 | |
| Weymouth..... | 1542 | 6235 | | 21 | 6214 | |
| Wilmot..... | 55 | 210 | | | 210 | |
| Windsor..... | 1026 | 3499 | | | 3499 | |
| Yarmouth..... | 3132 | 11014 | | 75 | 10939 | |
| Totals..... | 51825 | \$184331 | 264 | 9014 | 175053 | |

CHINA, GLASS, AND EARTHENWARE.

| | Packages. | | | | |
|----------------------|-----------|------|-----|-----|-----|
| Advocate Harbor..... | 3 | 22 | | | 22 |
| Amherst..... | 168 | 1045 | | 619 | 426 |
| Annapolis..... | 53 | 615 | | 484 | 131 |
| Antigonish..... | 60 | 747 | 365 | 262 | 120 |
| Arichat..... | 22 | 186 | 60 | | 8 |
| Barrington..... | 36 | 300 | | 6 | 294 |
| Bear River..... | 19 | 348 | | 258 | 90 |
| Bridgetown..... | 40 | 982 | | 675 | 307 |
| Chester..... | 1 | 5 | | | 5 |
| Clementsport..... | 16 | 181 | | 122 | 59 |
| Cornwallis..... | 48 | 840 | | 440 | 400 |
| Digby..... | 52 | 920 | | 826 | 94 |
| Five Islands..... | 6 | 32 | | | 32 |
| French Cross..... | 5 | 188 | | 150 | 38 |

GENERAL STATEMENT OF IMPORTS.

CHINA, GLASS, AND EARTHENWARE — (CONTINUED).

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|----------------------|-------------------|-------------------------|-------------------|--|-------------------|------------------|
| | | | Great Britain. | British Colonies. North America West Indies. | United States. | Other Countries. |
| | Packages. | | | | | |
| Glace Bay | 1..... | 17..... | | | 17..... | |
| Halifax | 9286..... | 76051..... | 65992..... | 138..... | 9921..... | |
| Harborville | 5..... | 155..... | | 155..... | | |
| Horton | | 197..... | | | 197..... | |
| Joggins | 16..... | 243..... | | 243..... | | |
| La Have..... | 2..... | 60..... | | | 60..... | |
| Liverpool..... | 174..... | 1585..... | 125..... | | 1460..... | |
| Londonderry..... | 57..... | 793..... | | 361..... | 432..... | |
| Maitland | 494..... | 86..... | | 8..... | 78..... | |
| Margaretsville..... | 7..... | 174..... | | 174..... | | |
| Parrsborough | 7..... | 201..... | 137..... | | 64..... | |
| Pictou..... | 447..... | 2854..... | 2032..... | | 822..... | |
| Port Acadia..... | 5..... | 249..... | | 120..... | 129..... | |
| Port Medway..... | 3..... | 148..... | | | 148..... | |
| Port Gilbert..... | 6..... | 135..... | | 135..... | | |
| Port Mulgrave..... | 2..... | 6..... | | | 6..... | |
| Port Hawkesbury..... | 1..... | 13..... | | | 13..... | |
| Pubnico..... | 2..... | 11..... | | | 11..... | |
| Pugwash..... | 4..... | 38..... | | | 38..... | |
| Ragged Islands..... | 6..... | 65..... | | | 65..... | |
| Shelburne..... | 7..... | 102..... | | | 102..... | |
| Sydney, C. B..... | 5..... | 64..... | | | 64..... | |
| Tatamagouche..... | 8..... | 17..... | 12..... | | 5..... | |
| Tangier..... | | 1..... | | | 1..... | |
| Truro..... | | 181..... | | | 181..... | |
| Tusket..... | 14..... | 186..... | | | 186..... | |
| Westport..... | 8..... | 209..... | | 209..... | | |
| Weymouth..... | 16..... | 231..... | | 195..... | 36..... | |
| Windsor..... | 26..... | 479..... | | 48..... | 431..... | |
| Yarmouth..... | 351..... | 7686..... | 781..... | 1561..... | 5344..... | |
| Totals..... | 11489..... | 998648..... | 69504..... | 7189..... | 21837..... | 118..... |

CODFISH.

| | | | | | |
|----------------------|---------------------|--------------------|--------------------|-------------------|-------------------|
| Advocate Harbor..... | 168..... | 5..... | | 5..... | |
| Amherst..... | 3080..... | 106..... | 106..... | | |
| Canso (Cape)..... | 78400..... | 2800..... | 2800..... | | |
| Canada Creek..... | 1200..... | 37..... | 37..... | | |
| Cheverie..... | | 13..... | | 13..... | |
| Cornwallis..... | 12088..... | 404..... | 404..... | | |
| Halifax..... | 7809738..... | 246897..... | 219480..... | 11892..... | 15525..... |
| Horton..... | 1380..... | 40..... | 40..... | | |
| Joggins..... | 10628..... | 277..... | 147..... | 130..... | |
| Parrsborough..... | 448..... | 12..... | | 12..... | |
| Pictou..... | 6700..... | 168..... | 168..... | | |
| Ragged Islands..... | 168000..... | 3900..... | 3900..... | | |
| Wallace..... | 336..... | 9..... | 9..... | | |
| Yarmouth..... | 46520..... | 1163..... | | 1163..... | |
| Totals..... | 8138686..... | 255831..... | 227091..... | 13215..... | 15525..... |

GENERAL STATEMENT OF IMPORTS.

CORDAGE AND CANVAS.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|------------------|-----------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Amherst | 6 | 31 | | 10 | 21 | |
| Annapolis | 23 | 548 | | 434 | 114 | |
| Arichat | 380 | 7675 | | | 2628 | 5047 |
| Barrington | 42 | 202 | | | 202 | |
| Bear River | 73 | 1506 | | 1076 | 430 | |
| Beaver River | 7 | 110 | | 110 | | |
| Canada Creek | 40 | 314 | | | 314 | |
| Cow Bay | 4 | 160 | | | 160 | |
| Cheverie | 4 | 60 | | | 60 | |
| Clementsport | 13 | 123 | | 65 | 58 | |
| Halifax | 34950 | 345925 | 319470 | 554 | 25001 | |
| Harborville | 10 | 679 | | | 679 | |
| Joggins | 44 | 1094 | | 714 | 380 | |
| La Have | 2 | 8 | | 8 | | |
| Londonderry | 2 | 45 | | | 45 | |
| Parrsborough | 100 | 2058 | | 1615 | 443 | |
| Pictou | 938 | 17267 | 17122 | | 145 | |
| Port Acadia | 6 | 39 | | | 39 | |
| Port Gilbert | | 683 | | | 683 | |
| Port Mulgrave | 9 | 75 | | | 75 | |
| Ragged Islands | 10 | 198 | | | 198 | |
| Shelburne | 114 | 2128 | | | 2128 | |
| St. Mary's River | 1 | 8 | | | 8 | |
| Tatamagouche | 212 | 6064 | 6064 | | | |
| Tusket | 57 | 2992 | | 2817 | 176 | |
| Westport | | 156 | | | 156 | |
| Weymouth | 182 | 4670 | 3062 | 672 | 936 | |
| Windsor | 4 | 46 | | 46 | | |
| Yarmouth | 9233 | 42414 | 25639 | 7837 | 8938 | |
| Totals | 40466 | 8436379 | 371357 | 15958 | 44017 | 5047 |

COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------|-----------------|-------------------------|----------------|--|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Advocate Harbor | 2 | 119 | | 119 | | |
| Amherst | 184 | 7583 | | 6319 | 1267 | |
| Annapolis | 168 | 17853 | | 16695 | 1158 | |
| Antigonish | 42 | 6853 | 6473 | | 380 | |
| Arichat | 77 | 8325 | | | 427 | 7898 |
| Barrington | 40 | 557 | | 15 | 542 | |
| Bear River | 76 | 7757 | | 6457 | 1300 | |
| Beaver River | 11 | 499 | | | 499 | |
| Bridgetown | 122 | 11655 | | 11447 | 208 | |
| Cow Bay | 1 | 258 | | | 258 | |
| Cheverie | 1 | 10 | | | 10 | |
| Clementsport | 50 | 1055 | | 357 | 698 | |
| Cornwallis | 48 | 3083 | | 1983 | 1100 | |
| Digby | 196 | 19070 | | 19070 | | |
| Five Islands | | 8 | | | 8 | |
| French Cross | 8 | 539 | | 478 | 61 | |
| Halifax | 7758 | 1800254 | 1717738 | 6373 | 350 | 41903 |
| Harborville | 20 | 1965 | | 1938 | 27 | |
| Horton | | 23 | | | 23 | |
| Joggins | 82 | 6422 | | 6007 | 415 | |
| Liverpool | 2 | 485 | | | 485 | |
| Londonderry | 12 | 466 | | 52 | 414 | |
| Maitland | | 107 | | | 107 | |
| Margaretsville | 14 | 1878 | | 1878 | | |

GENERAL STATEMENT OF IMPORTS.

COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES — (CONTINUED.)

| PORTS. | Total Quantity. | Total value in dollars. | IMPORTED FROM | | | | |
|---------------------|-----------------|----------------------------|-------------------|-------------------|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| | Packages. | | | | | | |
| Margarce | 1 | 5 | | | | | 5 |
| Parrsborough | 8 | 1871 | 1860 | 11 | | | |
| Pictou | 219 | 32259 | 29668 | 1296 | | 1295 | |
| Port Acadia | 9 | 3963 | | 3911 | | 52 | |
| Port Medway | | 385 | | | | 385 | |
| Port Gilbert | 34 | 2102 | | 1858 | | 244 | |
| Port Williams | 2 | 100 | | 100 | | | |
| Port Mulgrave | 2 | 77 | | | | 77 | |
| Pugwash | 2 | 12 | | 12 | | | |
| Shelburne | 11 | 229 | | | | 229 | |
| Sydney, C. B. | 13 | 270 | | 24 | | 246 | |
| Tatamagouche | 1 | 20 | 20 | | | | |
| Thorne's Cove | 5 | 258 | | 258 | | | |
| Truro | | 1191 | | | | 1191 | |
| Tusket | 8 | 837 | | 594 | | 243 | |
| Westport | 7 | 970 | | 891 | | 79 | |
| Weymouth | 151 | 15288 | 4214 | 8156 | | 2910 | 8 |
| Wilmot | 59 | 5452 | | 5256 | | 196 | |
| Windsor | 36 | 1773 | | 806 | | 967 | |
| Yarmouth | 720 | 60706 | 5293 | 40123 | | 15290 | |
| Totals | 10202 | \$ 2024595 | 1765266 | 142484 | 350 | 74694 | 41801 |

DRUGS.

| | | | | | | | |
|----------------------|-----------|-----------|-------|------|-----|-------|-----|
| | Packages. | | | | | | |
| Amherst | 107 | 1148 | | 405 | | 743 | |
| Annapolis | 137 | 685 | | 18 | | 667 | |
| Antigonish | 146 | 977 | 71 | | | 906 | |
| Aricbat | 27 | 360 | | | | 171 | 189 |
| Barrington | 23 | 208 | | | | 208 | |
| Bridgetown | 48 | 1104 | | 397 | | 707 | |
| Cow Bay | 2 | 69 | | | | 69 | |
| Chester | 1 | 7 | | | | 7 | |
| Clementsport | 58 | 210 | | 5 | | 205 | |
| Cornwallis | 25 | 730 | | | | 730 | |
| Digby | 34 | 583 | | 100 | | 483 | |
| Five Islands | 7 | 46 | | | | 46 | |
| Halifax | 3392 | 46358 | 27879 | 220 | 898 | 17361 | |
| Harborville | 12 | 108 | | 8 | | 100 | |
| Horton | | 68 | | | | 68 | |
| Joggins | 11 | 78 | | | | 78 | |
| Liverpool | | 579 | | | | 579 | |
| Londonderry | 138 | 1101 | | 56 | | 1045 | |
| Maitland | 3 | 47 | | | | 47 | |
| Parrsborough | 14 | 48 | | 39 | | 9 | |
| Pictou | 315 | 3368 | 1159 | 69 | | 2140 | |
| Port Acadia | 1 | 7 | | | | 7 | |
| Port Gilbert | 1 | 12 | | | | 12 | |
| Port Mulgrave | 2 | 25 | | | | 25 | |
| Pubnico | 10 | 19 | | | | 19 | |
| Ragged Islands | 1 | 17 | | | | 17 | |
| Sydney, C. B. | 2 | 39 | | | | 39 | |
| Truro | | 1171 | | | | 1171 | |
| Weymouth | 6 | 103 | 52 | | | 51 | |
| Windsor | 26 | 349 | | 104 | | 245 | |
| Yarmouth | 345 | 9860 | | | | 9860 | |
| Totals | 4894 | \$ 869484 | 29161 | 1421 | 898 | 37815 | 189 |

GENERAL STATEMENT OF IMPORTS.

FISHING TACKLE.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|--------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| | Packages. | | | | | | |
| Amherst | 1 | 3 | | 3 | | | |
| Annapolis | 1 | 14 | | 14 | | | |
| Arichat | 13 | 2912 | | | | 2912 | |
| Barrington | 12 | 114 | | | 114 | | |
| Halifax | 565 | 54452 | 52922 | 148 | 1382 | | |
| Pictou..... | 21 | 194 | 54 | 140 | | | |
| Port Mulgrave..... | 3 | 14 | | | 14 | | |
| Weymouth | 2 | 17 | | | 17 | | |
| Yarmouth | 74 | 3156 | 1424 | 10 | 1722 | | |
| Totals..... | 692 | 860876 | 54400 | 315 | 3249 | 2912 | |

FLOUR (WHEAT).

| | Barrels. | | | |
|-----------------------|----------|--------|-------|--------|
| Advocate Harbor..... | 596 | 3600 | 978 | 2622 |
| Amherst | 2429 | 14820 | 4204 | 10626 |
| Annapolis | 4353 | 24755 | 9138 | 15617 |
| Antigonish..... | 586 | 3488 | 407 | 3081 |
| Arichat | 5917 | 33913 | 3063 | 30850 |
| Baddeck | 170 | 920 | 740 | 180 |
| Barrington | 5009 | 24714 | 284 | 24430 |
| Bear River | 1986 | 11742 | 78 | 11664 |
| Beaver River | 315 | 1925 | | 1925 |
| Bridgetown | 3643 | 21516 | 1497 | 20019 |
| Canso (Cape)..... | 2537 | 12199 | 1195 | 1004 |
| Canada Creek..... | 1671 | 9339 | 1142 | 8197 |
| Cow Bay | 170 | 940 | | 940 |
| Chester | 43 | 300 | | 300 |
| Cheverie | 1157 | 8074 | | 8074 |
| Clementsport..... | 1449 | 9432 | 397 | 9035 |
| Cornwallis..... | 8077 | 43921 | 2153 | 41768 |
| Digby | 3612 | 20481 | 7571 | 12910 |
| Five Islands..... | 2556 | 17489 | 106 | 17323 |
| French Cross..... | 1166 | 7121 | 3060 | 4061 |
| Glace Bay | 638 | 4219 | | 4219 |
| Great Bras d'Or | 43 | 271 | 250 | 21 |
| Halifax | 162320 | 938631 | 65754 | 872277 |
| Harborville | 2374 | 13365 | 1121 | 12244 |
| Hantsport..... | 2432 | 12752 | | 12752 |
| Horton | 3205 | 16866 | 943 | 15923 |
| Joggins | 2915 | 15784 | 2247 | 13537 |
| La Have..... | 402 | 2873 | | 2873 |
| Liverpool | 5742 | 38732 | 4674 | 34058 |
| Londonderry | 5669 | 27189 | 12 | 27177 |
| Lunenburg | 1099 | 6699 | | 6699 |
| Maitland | 6161 | 34587 | 18 | 34569 |
| Margaretsville..... | 1584 | 9993 | 2887 | 7106 |
| Margaree | 100 | 619 | | 619 |
| Parrsborough | 2077 | 11818 | 6025 | 5793 |
| Pictou..... | 15302 | 75033 | 25911 | 49122 |
| Port Acadia..... | 3401 | 19037 | 45 | 18992 |
| Port Medway..... | 1422 | 7926 | | 7926 |
| Port Gilbert | 903 | 5722 | 216 | 5506 |
| Port Hood..... | 254 | 1626 | | 1626 |

GENERAL STATEMENT OF IMPORTS.

FLOUR (WHEAT) — (CONTINUED).

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|-------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Port Williams. | 445 | 1996 | | 1356 | | 640 | |
| Port Mulgrave. | 1519 | 8430 | | 55 | | 8375 | |
| Port Hawkesbury. | 1648 | 8889 | | 3300 | | 5589 | |
| Pubnico. | 1377 | 9790 | | | | 9790 | |
| Pugwash. | 888 | 4452 | | 130 | | 4322 | |
| Ragged Islands. | 2957 | 16224 | | | | 16224 | |
| Shelburne. | 2333 | 14972 | | 4380 | | 10592 | |
| St. Mary's River. | 410 | 2498 | | | | 2498 | |
| Sydney, C. B. | 1358 | 7701 | | | | 7701 | |
| Sydney, North. | 3671 | 20394 | | 2780 | | 7614 | |
| Tatamagouche. | 13 | 101 | | 81 | | 20 | |
| Thorne's Cove. | 932 | 5283 | | 1076 | | 4207 | |
| Truro. | 3579 | 21694 | | 63 | | 21631 | |
| Tusket. | 2974 | 17692 | | | | 17692 | |
| Wallace. | 1 | 8 | | 8 | | | |
| Walton. | 777 | 4662 | | | | 4662 | |
| Westport. | 1158 | 7470 | | 1285 | | 6185 | |
| Weymouth. | 3480 | 24229 | | 1021 | | 23208 | |
| Willnot. | 1276 | 6422 | | 2797 | | 3625 | |
| Windsor. | 6870 | 40974 | | | | 40974 | |
| Yarmouth. | 24979 | 132438 | | 9035 | | 123403 | |
| Totals. | 328130 | \$ 1870160 | | 178869 | | 1685977 | 640 |

FLOUR (RYE).

| | Barrel. | | | |
|-----------------|---------|---------|-----|-------|
| Baddeck. | 100 | 400 | 400 | |
| Barrington. | 160 | 662 | 10 | 652 |
| Halifax. | 3728 | 17148 | | 17148 |
| Liverpool. | 15 | 73 | | 73 |
| Port Acadia. | 5 | 22 | | 22 |
| Port Medway. | 10 | 47 | | 47 |
| Pubnico. | 43 | 175 | | 175 |
| Ragged Islands. | 819 | 3639 | | 3639 |
| Shelburne. | 115 | 570 | 50 | 520 |
| Tusket. | 20 | 74 | | 74 |
| Westport. | 84 | 358 | 20 | 338 |
| Yarmouth. | 572 | 2308 | | 2308 |
| Totals. | 5671 | \$25476 | 480 | 24996 |

FRUIT.

| | Packages. | Lbs. | | | |
|---------------|-----------|------|-----|----|-----|
| Amherst. | 58 | | 223 | 60 | 163 |
| Annapolis. | 34 | | 114 | 22 | 92 |
| Antigonish. | 44 | | 207 | | 207 |
| Arichat. | 21 | | 92 | | 64 |
| Barrington. | 44 | | 68 | | 68 |
| Bear River. | | 25 | 3 | 3 | |
| Beaver River. | 3 | | 14 | | 14 |
| Bridgetown. | 4 | 310 | 53 | | 53 |
| Cheverie. | | 200 | 13 | | 13 |

GENERAL STATEMENT OF IMPORTS.

FRUIT — (CONTINUED).

| PORTS. | Total Quantity. | | Total value in dollars. | IMPORTED FROM | | | | |
|----------------|-----------------|------|----------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Clementsport | 9 | | 36 | | 6 | | 30 | |
| Cornwallis | 74 | | 235 | | | | 235 | |
| Digby | 35 | 59 | 104 | | 25 | | 79 | |
| Halifax | 17057 | | 28913 | 5455 | | 184 | 11957 | 11317 |
| Horton | 1 | 1 | 53 | | | | 53 | |
| Liverpool | 155 | 1632 | 660 | | | | 610 | 50 |
| Londonderry | 10 | | 21 | | | | 21 | |
| Lunenburg | 3 | | 7 | | 7 | | | |
| Maitland | 2 | | 6 | | | | 6 | |
| Parrsborough | 6 | | 45 | | 31 | | 14 | |
| Pictou | 128 | | 425 | 14 | | | 411 | |
| Port Gilbert | | 56 | 7 | | | | 7 | |
| Port Mulgrave | 6 | | 34 | | | | 34 | |
| Pubnico | 1 | | 3 | | | | 3 | |
| Ragged Islands | 2 | | 17 | | | 17 | | |
| Shelburne | 20 | | 6 | | | | 6 | |
| Tusket | 26 | | 114 | | | | 114 | |
| Westport | 1 | | 7 | | | | 7 | |
| Weymouth | | 1525 | 172 | | 6 | | 166 | |
| Wilmot | | 24 | 3 | | 3 | | | |
| Windsor | 3 | | 10 | | | | 10 | |
| Yarmouth | 1370 | | 4664 | | 46 | 118 | 4465 | 35 |
| Totals | 19117 | 3832 | \$36329 | 5469 | 209 | 302 | 18919 | 11430 |

FURS.

| | Quantity. | | Total value in dollars. | IMPORTED FROM | | | | |
|---------------|-----------|------|----------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Cornwallis | 1 | | 100 | | | | 100 | |
| Halifax | 150 | | 24492 | 14305 | 8958 | | 769 | 460 |
| Londonderry | No. 8 | | 54 | | | | 54 | |
| Pictou | 14 | | 1638 | 153 | 1485 | | | |
| Sydney, C. B. | 3 | | 180 | | | | 180 | |
| Yarmouth | 6 | | 309 | | | | 309 | |
| Totals | 187 | | \$26773 | 14458 | 10443 | | 1412 | 460 |

GENEVA AND WHISKEY.

| PORTS. | Quantity. | | Total value in dollars. | IMPORTED FROM | | | | |
|---------------|-----------|--------|----------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | Packages. | Galls. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Amherst | | 2 | 4 | | | | 4 | |
| Annapolis | | 202 | 120 | | 120 | | | |
| Baddeck | | 48 | 118 | | 118 | | | |
| Bridgetown | | 157 | 101 | | 101 | | | |
| Digby | | 474 | 564 | | 564 | | | |
| Halifax | 2180 | | 78632 | 49048 | 2567 | | 5 | 27012 |
| Joggins | | 122 | 81 | | 81 | | | |
| Liverpool | 3 | 7 | 13 | | | | 13 | |
| Pictou | | 1215 | 681 | 671 | 10 | | | |
| Pugwash | | 38 | 50 | 50 | | | | |
| Sydney, North | | 90 | 84 | | 84 | | | |
| Tatamagouche | | 150 | 94 | 42 | 52 | | | |
| Totals | 2183 | 2505 | \$80542 | 49811 | 3697 | 18 | 27016 | |

GENERAL STATEMENT OF IMPORTS.

HARDWARE, &c.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|------------------|-----------------|------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Advocate Harbor | 6200 | 19 | 231 | | 190 | | 41 | |
| Amherst | | 3894 | 11376 | | 5383 | | 5993 | |
| Annapolis | | 518 | 7561 | | 5957 | | 1604 | |
| Antigonish | | 990 | 8966 | 3197 | 644 | | 5125 | |
| Arichat | | 473 | 3669 | | 20 | | 2014 | 1635 |
| Baddeck | | | 7 | | | | 7 | |
| Barrington | | 250 | 1536 | | 28 | | 1508 | |
| Bear River | | 114 | 4455 | | 3649 | | 806 | |
| Beaver River | | | 1547 | | 1547 | | | |
| Bridgetown | | 319 | 4294 | | 2160 | | 2134 | |
| Canada Creek | | 81 | 1190 | | 274 | | 916 | |
| Cow Bay | | 2 | 216 | | | | 216 | |
| Chester | | | 12 | | | | 12 | |
| Cheverie | | 13 | 56 | | | | 56 | |
| Clementsport | | 344 | 864 | | 368 | | 496 | |
| Cornwallis | 148 | 170 | 9435 | | 6185 | | 3250 | |
| Digby | | 357 | 12741 | | 4812 | | 7929 | |
| Five Islands | | 40 | 347 | | 25 | | 322 | |
| French Cross | | 22 | 166 | | 49 | | 117 | |
| Glacc Bay | | | 9196 | | | | 9196 | |
| Halifax | 63278 | 512 | 540533 | 463301 | 2950 | | 74282 | |
| Harborville | 3700 | 72 | 704 | | 402 | | 302 | |
| Hantsport | | | 2262 | | 2107 | | 155 | |
| Horton | | | 1366 | | 49 | | 1317 | |
| Joggins | | 547 | 3479 | | 3055 | | 424 | |
| La Have | | 34 | 785 | | | | 785 | |
| Liverpool | | 487 | 111337 | 105520 | | | 5817 | |
| Londonderry | | 538 | 4944 | | 1513 | | 3431 | |
| Luncenburg | | | 68 | | 24 | | 44 | |
| Maitland | | 66 | 901 | | 252 | | 649 | |
| Margaretsville | | 103 | 555 | | 305 | | 250 | |
| Parrsborough | 7363 | 201 | 2227 | 65 | 1386 | | 776 | |
| Pictou | | | 67830 | 59319 | 933 | | 7578 | |
| Port Acadia | | | 1773 | | 1552 | | 221 | |
| Port Medway | | | 262 | | | | 262 | |
| Port Gilbert | 100 | 104 | 3836 | | 2387 | | 1449 | |
| Port Williams | | 5 | 95 | | 95 | | | |
| Port Mulgrave | | | 135 | | | | 135 | |
| Port Hawkesbury | | 2 | 20 | | | | 20 | |
| Pubnico | | 23 | 125 | | | | 125 | |
| Pugwash | | 15 | 137 | | | | 137 | |
| Ragged Islands | | 34 | 522 | | | | 522 | |
| Shelburne | | 73 | 872 | | 22 | | 850 | |
| St. Mary's River | | 783 | 1550 | 1535 | | | 15 | |
| Sydney, C. B. | | 71 | 467 | | | | 467 | |
| Tatamagouche | | | 8013 | 7787 | 26 | | 200 | |
| Tangier | 730 | 4 | 1766 | | | | 1766 | |
| Thorne's Cove | 16800 | 7 | 517 | | 485 | | 32 | |
| Truro | | | 3960 | | | | 3960 | |
| Tusket | | 405 | 4396 | | 2454 | | 1942 | |
| Walton | | 2 | 17 | | | | 17 | |
| Westport | 300 | 6 | 90 | | 3 | | 87 | |
| Weymouth | | | 4492 | 1323 | 2105 | | 1059 | |
| Wilmot | 2912 | 245 | 665 | | 665 | | | |
| Windsor | | | 19166 | 10748 | 3995 | | 4423 | |
| Yarmouth | | 3064 | 82362 | 41253 | 10391 | 1211 | 29321 | 186 |
| Totals | | | 3950094 | 694053 | 68447 | 1211 | 184562 | 1821 |

GENERAL STATEMENT OF IMPORTS.

HATS AND CAPS.

| PORTS. | Total Quantity. | Total value in dollars. | IMPORTED FROM | | | |
|----------------|-----------------|----------------------------|-------------------|--|-----------------|-------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| | Packages. | | | | | |
| Amherst | 30 | 942 | | 142 | | 800 |
| Annapolis | 5 | 139 | | | | 139 |
| Antigonish | 15 | 794 | 56 | | | 738 |
| Aricbat | 1 | 19 | | | | 19 |
| Barrington | 9 | 63 | | | | 63 |
| Beaver River | 2 | 137 | | | | 137 |
| Bridgetown | 3 | 95 | | | | 95 |
| Clementsport | 6 | 83 | | 4 | | 79 |
| Cornwallis | 23 | 768 | | 68 | | 700 |
| Digby | 5 | 88 | | 16 | | 72 |
| French Cross | 1 | 29 | | | | 29 |
| Halifax | 614 | 30192 | 16072 | 74 | | 14046 |
| Harborville | 2 | 41 | | | | 41 |
| Horton | | 308 | | | | 308 |
| Liverpool | 6 | 130 | | | | 130 |
| Londonderry | 3 | 109 | | | | 109 |
| Maitland | 33 | 148 | | | | 148 |
| Margaretsville | 2 | 47 | | | | 47 |
| Pictou | 15 | 656 | 310 | | | 346 |
| Port Acadia | 1 | 18 | | | | 18 |
| Port Medway | | 30 | | | | |
| Port Gilbert | 1 | 7 | | | | 7 |
| Port Mulgrave | 2 | 72 | | | | 72 |
| Ragged Islands | 8 | 188 | | | | 188 |
| Shelburne | 2 | 94 | | | | 94 |
| Truro | | 445 | | | | 445 |
| Tusket | 2 | 86 | | | | 86 |
| Westport | 2 | 34 | | | | 34 |
| Weymouth | 5 | 194 | | | | 194 |
| Windsor | 1 | 33 | | | | 33 |
| Yarmouth | 163 | 5052 | | 434 | | 4618 |
| Totals | 962 | \$41041 | 16438 | 738 | | 23835 |
| | | | | | | 30 |

HERRING AND BAIT.

| | Packages. | Barrels. | | | | |
|-----------------|-----------|----------|-------|-------|------|------|
| Advocate Harbor | | 1 | 5 | | 5 | |
| Amherst | | 28 | 108 | | 108 | |
| Baddeck | | 9 | 36 | | | 36 |
| Canso (Cape) | | 2856 | 5688 | | 5688 | |
| Canada Creek | | 27 | 123 | | 123 | |
| Cornwallis | | 55 | 165 | | 165 | |
| French Cross | | 32 | 140 | | 140 | |
| Great Bras d'Or | | 731 | 2122 | | 2122 | |
| Halifax | 38456 | | 52822 | 51304 | | 1370 |
| Harborville | | 42 | 140 | | 140 | |
| Horton | | 46 | 184 | | 184 | |
| Joggins | | 38 | 175 | | 99 | 76 |
| Lunenburg | | 266 | 799 | | 799 | |
| Margarec | | 2 | 2 | | | |
| Parrsborough | | 28 | 117 | | 75 | 42 |
| Pictou | | 731 | 2598 | | 2598 | |

GENERAL STATEMENT OF IMPORTS.

HERRING AND BAIT—(CONTINUED).

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|-----------------------|-----------------|----------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| Port Mulgrave | Packages. | Barrels. | 666 | 450 | | 216 | | |
| Port Hawkesbury | | 388 | 776 | 776 | | | | |
| Pugwash..... | | 16 | 69 | 69 | | | | |
| Sydney, C. B. | | 210 | 540 | 540 | | | | |
| Truro..... | | 6 | 23 | | | 23 | | |
| Walton | | 30 | 120 | | | 120 | | |
| Windsor | | 2 | 7 | | | 7 | | |
| Yarmouth..... | | 5820 | 13600 | 13600 | | | | |
| Totals..... | 38456 | 11716 | \$81025 | 78985 | | 1890 | 150 | |

HIDES AND SKINS.

| | Packages. | Number. | Total value in Dollars. | IMPORTED FROM | | | Other Countries. |
|-----------------------|-----------|---------|-------------------------|----------------|-------------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | United States. | |
| Amherst | | 12 | 68 | 68 | | | |
| Annapolis | | 25 | 220 | | | 220 | |
| Barrington | | 1 | 5 | | | 5 | |
| Halifax | 20564 | | 25221 | 18416 | 70 | 4935 | 1800 |
| Horton..... | 1 | | 50 | | | 50 | |
| Joggins | 14 | | 98 | | | 98 | |
| Liverpool..... | | 639 | 2557 | | 1075 | | 1482 |
| Lunenburg | | 24 | 20 | | | | 20 |
| Pictou | | 1727 | 10030 | 1242 | | 8788 | |
| Ragged Islands..... | | 97 | 163 | | 163 | | |
| St. Mary's River..... | | 200 | 800 | 800 | | | |
| Sydney, North..... | | 50 | 75 | | | 75 | |
| Wilnot | | 1 | 7 | | | 7 | |
| Yarmouth..... | | 1084 | 813 | | 418 | | 395 |
| Totals..... | 20579 | 3860 | \$40127 | 20526 | 1726 | 14178 | 3697 |

LEATHER AND LEATHER MANUFACTURES.

| | Pcs. & Pkgs. | Lbs. | Total value in Dollars. | IMPORTED FROM | | |
|-----------------------|--------------|------|-------------------------|----------------|-------------------|----------------|
| | | | | Great Britain. | British Colonies. | United States. |
| Advocate Harbor | | 85 | 23 | 13 | | 10 |
| Amherst | 212 | | 3503 | 691 | | 2812 |
| Annapolis | | | 901 | 192 | | 709 |
| Antigonish | 22 | | 1085 | 51 | | 1034 |
| Arichat | 102 | | 4284 | | | 2003 |
| Baddeck | | 1738 | 395 | | | 395 |
| Barrington | 62 | | 1433 | 30 | | 1403 |
| Bear River | | 523 | 146 | | | 146 |
| Beaver River..... | 1 | | 47 | | | 47 |
| Bridgetown | 5 | 703 | 512 | | | 512 |
| Canada Creek..... | 7 | 956 | 279 | 3 | | 276 |
| Cow Bay | 6 | | 490 | | | 490 |
| Cheverie | 99 | | 231 | | | 231 |
| Clementsport | 22 | | 405 | 13 | | 392 |
| Cornwallis..... | 77 | 2123 | 1880 | 80 | | 1800 |
| Digby..... | 33 | | 901 | 99 | | 802 |
| Five Islands..... | 3 | 996 | 382 | 7 | | 375 |
| French Cross..... | 3 | 270 | 140 | | | 140 |
| Glace Bay | | 608 | 152 | | | 152 |
| Great Bras d'Or..... | | 860 | 86 | | | 86 |
| Halifax | 8501 | | 177040 | 78934 | 1627 | 96479 |
| Harborville..... | 10 | 1810 | 491 | 6 | | 485 |

GENERAL STATEMENT OF IMPORTS.

LEATHER AND LEATHER MANUFACTURES—(CONTINUED).

| PORTS. | Total Quantity. | | Total value in Pounds. | IMPORTED FROM | | | |
|-----------------|-----------------|-------|---------------------------|-------------------|-------------------------------------|-----------------|-------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Hantsport | | 1484 | 351 | | | | 351 |
| Horton | | | 589 | | | | 589 |
| Joggins | 22 | | 777 | | 135 | | 642 |
| La Have | 7 | 125 | 78 | | | | 78 |
| Liverpool | 49 | | 2593 | | | | 2593 |
| Londonderry | 34 | | 1959 | | | | 1959 |
| Lunenburg | | 87 | 27 | | | | 27 |
| Maitland | | 3019 | 456 | | | | 456 |
| Margaretsville | | 828 | 255 | | | | 255 |
| Parrsborough | 8 | 269 | 241 | | 79 | | 162 |
| Pictou | 78 | | 3899 | 1449 | | | 2450 |
| Port Acadia | 7 | 921 | 301 | | | | 301 |
| Port Medway | 27 | | 929 | | | | 929 |
| Port Gilbert | 8 | | 90 | | | | 90 |
| Port Hood | 3 | | 420 | | | | 420 |
| Port Williams | 6 | | 82 | | 18 | | 64 |
| Port Mulgrave | 5 | 826 | 591 | | | | 591 |
| Port Hawkesbury | 11 | | 127 | | | | 127 |
| Pubnico | 9 | | 147 | | | | 147 |
| Pugwash | 2 | | 178 | 175 | 3 | | |
| Ragged Islands | 17 | 303 | 1454 | | | | 1454 |
| Shelburne | 43 | | 611 | | | | 611 |
| Sydney, C. B. | | 940 | 226 | | | | 226 |
| Sydney (North) | | 3151 | 851 | | | | 851 |
| Tangier | 84 | | 162 | | | | 162 |
| Thorne's Cove | 8 | | 126 | | | | 126 |
| Truro | | 2248 | 1438 | | | | 1438 |
| Tusket | 10 | 583 | 319 | | | | 319 |
| Westport | 4 | 486 | 215 | | 8 | | 207 |
| Weymouth | 54 | 246 | 1745 | | | | 1745 |
| Wilmot | 7 | 220 | 71 | | 12 | | 59 |
| Windsor | 21 | 2089 | 1179 | | 90 | | 1089 |
| Yarmouth | 824 | | 21879 | | 615 | | 21264 |
| Totals | 10506 | 27997 | \$239174 | 80699 | 3721 | | 152563 |

LIME AND PLAISTER.

| | Packages. | | | |
|--------------|-----------|------|------|------|
| Amherst | 35 | 38 | 38 | |
| Annapolis | 199 | 199 | 199 | |
| Arichat | 334 | 316 | | 316 |
| Barrington | 190 | 150 | 40 | 110 |
| Bear River | 30 | 30 | 30 | |
| Beaver River | 55 | 49 | 30 | 19 |
| Bridgetown | 21 | 241 | 241 | |
| Canada Creek | 62 | 62 | 62 | |
| Clementsport | 189 | 194 | 178 | 16 |
| Cornwallis | 952 | 952 | 952 | |
| Digby | 228 | 244 | 244 | |
| Five Islands | 86 | 78 | 62 | 16 |
| French Cross | 18 | 18 | 18 | |
| Glace Bay | 18 | 14 | | 14 |
| Halifax | 3852 | 3402 | 2313 | 1089 |
| Harborville | 107 | 117 | 117 | |
| Hantsport | 12 | 12 | | 12 |
| Horton | 306 | 291 | 291 | |

GENERAL STATEMENT OF IMPORTS.

LIME AND PLAISTER—(CONTINUED).

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|-----------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| | Packages. | | | | | | |
| Joggins | 65 | 74 | 74 | | | | |
| Liverpool | 61 | 76 | | | 76 | | |
| Londonderry | 142 | 149 | 149 | | | | |
| Lunenburg | 4 | 4 | | | 4 | | |
| Maitland | 62 | 73 | 70 | | 3 | | |
| Margaretsville | 155 | 159 | 159 | | | | |
| Parrsborough | 8 | 8 | 8 | | | | |
| Pictou | 1650 | 1100 | | | 1100 | | |
| Port Acadia | 80 | 71 | 11 | | 60 | | |
| Port Medway | 87 | 56 | | | 56 | | |
| Port Gilbert | 39 | 39 | 25 | | 14 | | |
| Port Williams | 4 | 4 | 4 | | | | |
| Port Mulgrave | 212 | 130 | | | 130 | | |
| Port Hawkesbury | 34 | 33 | | | 33 | | |
| Pubnico | 38 | 38 | 4 | | 34 | | |
| Ragged Islands | 380 | 162 | | 5 | 157 | | |
| Shelburne | 118 | 151 | 151 | | | | |
| Thorne's Cove | 14 | 14 | 14 | | | | |
| Truro | 59 | 100 | 40 | | 60 | | |
| Walton | 8 | 8 | | | 8 | | |
| Westport | 186 | 132 | 45 | | 87 | | |
| Weymouth | 751 | 346 | 346 | | | | |
| Wilmot | 109 | 116 | 116 | | | | |
| Windsor | 235 | 245 | 162 | | 83 | | |
| Yarmouth | 1362 | 1117 | 537 | | 580 | | |
| Totals | 12746 | \$10812 | 6730 | 5 | 4077 | | |

LARD.

| | Packages. | Lbs. | | | | |
|------------------------|-----------------|-------|---------|------|-------|-------|
| | Annapolis | 5 | | | | 24 |  |  | 24 |
| Arielat | 57 | 482 | 482 | | 482 | |
| Barrington | | 2668 | 255 | | 255 | |
| Bridgetown | | 337 | 38 | | 38 | |
| Canso (Cape) | 10 | 337 | 259 | 29 | 230 | |
| Cow Bay | 4 | | 8 | | 8 | |
| Halifax | 2125 | | 14696 | 1250 | 13446 | |
| Joggins | | 100 | 12 | | 12 | |
| Liverpool | 3 | | 18 | | 18 | |
| Lunenburg | | 237 | 24 | | 24 | |
| Maitland | | 101 | 11 | | 11 | |
| Pictou | 18 | | 109 | 32 | 77 | |
| Port Acadia | 1 | | 5 | | 5 | |
| Port Medway | | 419 | 41 | | 41 | |
| Port Mulgrave | | 139 | 14 | | 14 | |
| Port Hawkesbury | 1 | | 7 | | 7 | |
| Pubnico | 2 | | 7 | | 7 | |
| Ragged Islands | | 5706 | 606 | 28 | 578 | |
| Shelburne | 14 | | 136 | | 136 | |
| St. Mary's River | | 226 | 24 | | 24 | |
| Westport | | 486 | 66 | | 66 | |
| Weymouth | | 431 | 46 | | 46 | |
| Windsor | 13 | | 86 | | 86 | |
| Yarmouth | | 17725 | 1982 | 4 | 1978 | |
| Totals | 2253 | 33284 | \$18956 | 1315 | 28 | 17613 |

APPENDIX No. 2—TRADE RETURNS.

GENERAL STATEMENT OF IMPORTS.

LUMBER.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------|----------------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Advocate Harbor | Suppl. feet. 5125 | 59 | | | | 59 |
| Amherst | 5000 | 4 | | 4 | | |
| Annapolis | 13000 | 176 | | 176 | | |
| Arichat | 46772 | 713 | | 345 | | 368 |
| Barrington | 7200 | 70 | | 70 | | |
| Beaver River | 7000 | 109 | | 109 | | |
| Canada Creek | 50000 | 202 | | 202 | | |
| Cheverie | 10000 | 200 | | | | 200 |
| Clementsport | 10250 | 133 | | 133 | | |
| Cornwallis | 301000 | 3572 | | 3572 | | |
| French Cross | 2000 | 32 | | 8 | | 24 |
| Glace Bay | 70500 | 666 | | | | 666 |
| Halifax | 260000 | 6837 | | 1654 | | 5183 |
| Harborville | 11500 | 145 | | 145 | | |
| Hantsport | 27750 | 210 | | | | 210 |
| Horton | 115450 | 674 | | 674 | | |
| Maitland | 10551 | 228 | | 228 | | |
| Margaretsville | 3000 | 60 | | 60 | | |
| Pictou | 298000 | 1497 | | 1497 | | |
| Port Mulgrave | 2000 | 3 | | 3 | | |
| Pubnico | 306000 | 2452 | | 52 | | 2400 |
| Shelburne | 1000 | 8 | | 8 | | |
| Sydney, C. B. | 350 | 10 | | | | 10 |
| Sydney, North | 137000 | 820 | | 820 | | |
| Thorne's Cove | 3000 | 53 | | 53 | | |
| Westport | 1500 | 11 | | 11 | | |
| Windsor | 68081 | 1393 | | 1234 | | 159 |
| Yarmouth | 566000 | 6611 | | 4004 | | 2607 |
| Totals | 2339029 | \$26948 | | 15062 | | 11886 |

MACKEREL.

| | Barrels. | | | |
|-----------------|----------|---------|------|------|
| Amherst | 21 | 107 | 107 | |
| Halifax | 3787 | 15662 | 6412 | 9250 |
| Joggins | 3 | 31 | | 31 |
| Lunenburg | 8 | 32 | 32 | |
| Parrsborough | 1 | 5 | 5 | |
| Pictou | 8 | 40 | 40 | |
| Port Hawkesbury | 163 | 652 | 652 | |
| Yarmouth | 56 | 168 | | 168 |
| Totals | 4047 | \$16697 | 7248 | 9449 |

GENERAL STATEMENT OF IMPORTS.

OAKUM.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|------------------|-----------------|-------|----------------------------|-------------------|-------------------------------------|-----------------|-------------------|---------------------|
| | Packages. | lbs. | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Advocate Harbor | 2 | 972 | 91 | | 33 | | 61 | |
| Annapolis | 22 | | 120 | | 120 | | | |
| Aricbat | 62 | | 259 | | | | 259 | |
| Bear River | | 4300 | 303 | | 303 | | | |
| Canada Creek | | 300 | 21 | | 21 | | | |
| Clementsport | 14 | 700 | 78 | | 7 | | 71 | |
| Cornwallis | 110 | | 392 | | 392 | | | |
| Halifax | 6762 | | 18175 | 14205 | | | 3970 | |
| Harborville | | 100 | 9 | | | | 9 | |
| Joggins | 26 | | 98 | | 98 | | | |
| Parrsborough | | 3048 | 242 | | 137 | | 105 | |
| Pictou | 209 | | 627 | 588 | | | 39 | |
| Port Acadia | 50 | | 156 | | 148 | | 8 | |
| Port Gilbert | | 6150 | 598 | | 290 | | 308 | |
| St. Mary's River | | 3360 | 184 | 184 | | | | |
| Tatamagouche | 160 | | 1250 | 1250 | | | | |
| Tusket | 20 | | 140 | | 140 | | | |
| Weymouth | 34 | 500 | 320 | 160 | 24 | | 136 | |
| Wilmot | 4 | | 15 | | | | 15 | |
| Windsor | 283 | | 1006 | 611 | 311 | | 84 | |
| Yarmouth | 1940 | | 4597 | 3964 | | | 633 | |
| Totals | 9638 | 19410 | \$28684 | 20962 | 2024 | | 5698 | |

OATS, BARLEY, PEAS, AND BEANS.

| PORTS. | Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|------------------|-----------|------|----------------------------|-------------------|-------------------------------------|-----------------|-------------------|---------------------|
| | Bushels. | lbs. | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Advocate Harbor | 11 | | 16 | | | | 16 | |
| Aricbat | 560 | | 190 | | 190 | | | |
| Barrington | 1572 | | 559 | | 554 | | 5 | |
| Bear River | 15 | | 44 | | | | 44 | |
| Canso (Cape) | 12 | | 10 | | 10 | | | |
| Cow Bay | 3 | | 9 | | | | 9 | |
| Digby | 82 | | 41 | | 41 | | | |
| Glace Bay | 6 | | 13 | | | | 13 | |
| Halifax | 13919 | | 81146 | 186 | 77946 | | 3014 | |
| Liverpool | 5862 | | 2773 | | 2773 | | | |
| Londonderry | 16 | | 43 | | | | 43 | |
| Lunenburg | 3 | | 15 | | | | 15 | |
| Pictou | 11404 | | 4310 | | 4310 | | | |
| Port Acadia | 40 | | 16 | | 16 | | | |
| Port Medway | 115 | | 74 | | | | 74 | |
| Port Mulgrave | 3110 | | 996 | | 964 | | 32 | |
| Port Hawkesbury | 3 | | 11 | | | | 11 | |
| Pugwash | 3 | | 1 | | 1 | | | |
| Ragged Islands | 150 | | 60 | | 60 | | | |
| Shelburne | 3 | | 3 | | | | 3 | |
| St. Mary's River | 3 | | 12 | | | | 12 | |
| Tatamagouche | 40 | | 16 | | 16 | | | |
| Tangier | 226 | | 103 | | 23 | | 80 | |
| Truro | 30 | | 66 | | | | 66 | |
| Wallace | 160 | | 80 | | 80 | | | |
| Weymouth | 165 | | 249 | | 46 | | 203 | |
| Windsor | 8 | | 21 | | | | 21 | |
| Yarmouth | 5776 | | 1888 | | 1888 | | | |
| Totals | 167997 | | \$92755 | 186 | 88918 | | 3651 | |

GENERAL STATEMENT OF IMPORTS.

OIL.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | Other Countries. |
|-----------------------|-----------------|----------|----------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | Packages. | Gallons. | | Great Britain. | British Colonies, North America. | West Indies. | United States. | |
| Advocate Harbor..... | | 6 | 6 | | | | 6 | |
| Amherst..... | | 2211 | 878 | | 479 | | 399 | |
| Annapolis..... | 3 | 412 | 280 | | 129 | | 151 | |
| Antigonish..... | 5 | 62 | 537 | 499 | 17 | | 21 | |
| Arichat..... | 33 | 687 | 589 | | | | 221 | 368 |
| Baddeck..... | | 85 | 34 | | | | 34 | |
| Barrington..... | | 2566 | 1210 | | 18 | | 1192 | |
| Bear River..... | | 75 | 90 | | 10 | | 80 | |
| Beaver River..... | 5 | | 106 | | | | 106 | |
| Bridgetown..... | | 732 | 435 | | 64 | | 371 | |
| Canso (Cape)..... | | 594 | 360 | | 360 | | | |
| Cow Bay..... | | 210 | 60 | | | | 60 | |
| Cheverie..... | | 11 | 13 | | | | 13 | |
| Clementsport..... | | 211 | 144 | | 20 | | 124 | |
| Cornwallis..... | 39 | 1603 | 783 | | 259 | | 524 | |
| Digby..... | | 1652 | 1186 | | 625 | | 561 | |
| Five Islands..... | | 184 | 149 | | | | 149 | |
| French Cross..... | | 144 | 70 | | 44 | | 26 | |
| Glace Bay..... | | 78 | 78 | | | | 78 | |
| Great Bras d'Or..... | | 120 | 48 | | 48 | | | |
| Halifax..... | 4788 | | 138696 | 47454 | 52784 | | 34625 | 3833 |
| Harborville..... | | 201 | 115 | | 16 | | 99 | |
| Hantsport..... | | 29 | 16 | | | | 16 | |
| Horton..... | | 343 | 151 | | 27 | | 124 | |
| Joggins..... | | 769 | 597 | | 415 | | 182 | |
| Liverpool..... | 69 | 2426 | 2755 | | | | 2755 | |
| Londonderry..... | 14 | 1131 | 868 | | 183 | | 685 | |
| Lunenburg..... | | 15 | 5 | | | | 5 | |
| Maitland..... | | 264 | 118 | | | | 118 | |
| Parishborough..... | | 329 | 146 | | 42 | | 104 | |
| Pictou..... | | 6675 | 3482 | 875 | 78 | | 2529 | |
| Port Acadia..... | 3 | | 88 | | 72 | | 16 | |
| Port Medway..... | | 419 | 144 | | | | 144 | |
| Port Gilbert..... | | 132 | 66 | | | | 66 | |
| Port Hood..... | | 117 | 53 | | | | 53 | |
| Port Mulgrave..... | | 159 | 73 | | | | 73 | |
| Port Hawkesbury..... | 2 | | 35 | | | | 35 | |
| Pubnico..... | 8 | | 81 | | | | 81 | |
| Pugwash..... | | 109 | 86 | | | | 86 | |
| Ragged Islands..... | | 326 | 129 | | | | 129 | |
| Shelburne..... | | 560 | 287 | | 50 | | 237 | |
| St. Mary's River..... | | 30 | 32 | 32 | | | | |
| Sydney, C. B..... | | 355 | 144 | | | | 144 | |
| Sydney, North..... | | 2502 | 1675 | | 1500 | | 175 | |
| Tatamagouche..... | 1 | 76 | 126 | 90 | | | 36 | |
| Thorne's Cove..... | | 50 | 32 | | | | 32 | |
| Truro..... | | 1758 | 1121 | | | | 1121 | |
| Tusket..... | 12 | 412 | 229 | | | | 229 | |
| Walton..... | | 40 | 28 | | | | 28 | |
| Weymouth..... | | 869 | 639 | 65 | 126 | | 448 | |
| Wilmot..... | | 38 | 18 | | | | 18 | |
| Windsor..... | 43 | | 1244 | 676 | 54 | | 514 | |
| Yarmouth..... | | 11240 | 5714 | 1576 | | | 4188 | |
| Totals..... | 5025 | 44000 | 3166049 | 51267 | 57420 | | 53161 | 4201 |

GENERAL STATEMENT OF IMPORTS.

PAPER, &c.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Advocate Harbor..... | Packages. 1 | 13 | | | | 13 |
| Amherst | 52 | 603 | | 136 | | 467 |
| Annapolis | 5 | 116 | | 34 | | 82 |
| Antigonish..... | 50 | 496 | 90 | 88 | | 378 |
| Aricbat | 6 | 56 | 10 | | | 46 |
| Barrington | 55 | 367 | | | | 366 |
| Bridgetown | 16 | 35 | | 15 | | 20 |
| Canada Creek..... | 1 | 5 | | | | 5 |
| Clementsport | 3 | 5 | | | | 5 |
| Cornwallis | 22 | 670 | | 20 | | 650 |
| Five Islands | 1 | 3 | | | | 3 |
| Halifax | 4468 | 108638 | 55187 | 1355 | | 52096 |
| Harborville | 2 | 149 | | 149 | | |
| Hantsport | 15 | 30 | | | | 30 |
| Horton..... | | 175 | | 50 | | 125 |
| La Have..... | 2 | 15 | | | | 15 |
| Liverpool..... | 102 | 904 | | | | 904 |
| Londonderry..... | 1 | 34 | | | | 34 |
| Maitland | 1 | 14 | | | | 14 |
| Parrsborough | 1 | 1 | | 1 | | |
| Pictou..... | 384 | 7025 | 3570 | 501 | | 2954 |
| Port Gilbert..... | 1 | 29 | | | | 29 |
| Port Hawkesbury | 1 | 4 | | | | 4 |
| Pubnico..... | 1 | 4 | | | | 4 |
| Pugwash | 1 | 14 | | | | 14 |
| Ragged Islands..... | 4 | 76 | | | | 76 |
| Shelburne | 19 | 111 | | | | 111 |
| Sydney, C. B..... | 4 | 60 | | | | 60 |
| Sydney, North..... | 4 | 58 | | | | 58 |
| Truro..... | | 60 | | | | 60 |
| Tusket..... | 1 | 17 | | | | 17 |
| Weymouth..... | | 155 | | | | 155 |
| Windsor | 138 | 7219 | | 3530 | | 3689 |
| Yarmouth | 132 | 5946 | 279 | 14 | | 5653 |
| Totals..... | 5494 | \$133106 | 59076 | 5893 | | 68137 |

PAINT AND PUTTY.

| PORTS. | Quantity. | | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------------|-----------|-----------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | Lbs. | Packages. | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Advocate Harbor | | 2 | 6 | | 3 | | 3 |
| Amherst | | 11 | 292 | | | | 292 |
| Annapolis | | 9 | 62 | | 62 | | |
| Antigonish | | 6 | 201 | 177 | | | 24 |
| Aricbat | | 136 | 296 | | | | 40 |
| Barrington | | 32 | 113 | | | | 113 |
| Bear River..... | 318 | | 31 | | 31 | | |
| Canada Creek..... | 25 | | 5 | | 5 | | |
| Clementsport | | 8 | 20 | | 10 | | 10 |
| Cornwallis | | 59 | 235 | | 235 | | |
| Digby..... | | 24 | 131 | | 73 | | 58 |
| Glace Bay | | 1 | 1 | | | | 1 |
| Halifax | 2846 | | 35488 | 35311 | | | 177 |
| Londonderry..... | | 4 | 44 | | | | 44 |
| Maitland..... | | 1 | 6 | | | | 6 |

GENERAL STATEMENT OF IMPORTS.

PAINT AND PUTTY — (CONTINUED).

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|------------------|-----------------|-----------|-------------------------|----------------|-------------------|--------------|----------------|-----------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries |
| | | | | | North America. | West Indies. | | |
| | Lbs. | Packages. | | | | | | |
| Parrsborough | | 1 | 4 | | | | 4 | |
| Pictou | | 162 | 986 | 900 | 53 | | 33 | |
| Port Acadia | | 12 | 23 | | 12 | | 11 | |
| Port Gilbert | | | 38 | | | | 38 | |
| Pubnico | | 4 | 9 | | | | 9 | |
| Shelburne | | 4 | 20 | | | | 20 | |
| St. Mary's River | | | 18 | 18 | | | | |
| Sydney, C. B. | | 2 | 8 | | | | 8 | |
| Tatamagouche | | 98 | 73 | 73 | | | | |
| Westport | | 3 | 11 | | 11 | | | |
| Weymouth | | 18 | 54 | | 37 | | 17 | |
| Windsor | | 82 | 714 | 275 | 123 | | 366 | |
| Yarmouth | | 1521 | 4230 | 2500 | | | 1730 | |
| Totals | 343 | 4986 | \$43119 | 39254 | 655 | | 2954 | |

PORK AND HAMS.

| | Packages. | Barrels. | | | |
|-----------------|-----------|----------|-------|------|-------|
| | | | | | |
| Advocate Harbor | | 12 | 165 | 28 | 137 |
| Annapolis | | 44 | 697 | 434 | 263 |
| Antigonish | | 2 | 28 | 28 | |
| Arichat | | 443 | 5469 | 22 | 4947 |
| Barrington | | 318 | 4287 | | 4287 |
| Bear River | | 26 | 373 | 12 | 361 |
| Bridgetown | | 68 | 1000 | 120 | 880 |
| Canso (Cape) | | 58 | 690 | 130 | 560 |
| Canada Creek | | 8 | 99 | 14 | 85 |
| Chester | | 2 | 28 | | 28 |
| Cheverie | | | 306 | | 306 |
| Clementsport | | 7 | 138 | | 138 |
| Cornwallis | | 27 | 297 | 50 | 247 |
| Digby | | | 24 | 5 | 19 |
| Five Islands | | 1 | 20 | | 20 |
| Glace Bay | | 23 | 320 | | 320 |
| Halifax | 4984 | | 85533 | 5952 | 79581 |
| Harborville | | 4 | 68 | 16 | 52 |
| Hantsport | | 20 | 262 | | 262 |
| Joggins | | 156 | 1900 | 682 | 1218 |
| La Have | | 13 | 173 | | 173 |
| Liverpool | 338 | | 3853 | | 3853 |
| Loudonderry | | 37 | 426 | | 426 |
| Lunenburg | | 21 | 383 | | 383 |
| Maitland | | 39 | 490 | | 490 |
| Parrsborough | | 24 | 274 | 73 | 201 |
| Pictou | | 63 | 926 | 434 | 492 |
| Port Acadia | | 66 | 856 | 12 | 844 |
| Port Medway | | 42 | 593 | | 593 |
| Port Gilbert | | 30 | 399 | 15 | 384 |
| Port Mulgrave | | 42 | 517 | 20 | 497 |
| Port Hawkesbury | | 2 | 24 | | 24 |
| Pubnico | | 21 | 246 | | 246 |
| Pugwash | | 2 | 32 | 32 | |
| Ragged Islands | | 170 | 1837 | | 1800 |

GENERAL STATEMENT OF IMPORTS.

PORK AND HAMS—(CONTINUED).

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|------------------|-----------------|----------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| | Packages. | Barrels. | | | | | | |
| Shelburne | | 73 | 979 | | | | 979 | |
| St. Mary's River | | 7 | 95 | | | | 95 | |
| Sydney, C. B. | | 3 | 39 | | | | 39 | |
| Sydney, (North) | | 2 | 18 | | | | 18 | |
| Thorne's Cove | | 7 | 97 | | | | 97 | |
| Truro | | 15 | 226 | | | | 226 | |
| Tusket | | 170 | 2034 | | | | 2034 | |
| Walton | | 23 | 327 | | | | 327 | |
| Westport | | 12 | 190 | | 45 | | 145 | |
| Weymouth | | 102 | 1729 | | 4 | | 1725 | |
| Windsor | | 86 | 956 | | | | 956 | |
| Yarmouth | | 452 | 14401 | | 504 | | 13897 | |
| Totals | 5322 | 2743 | 5133324 | 8632 | 37 | 124655 | 500 | |

POTATOES AND VEGETABLES.

| | Bushels. | | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------|----------|--------|-------------------------|----------------|-------------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | United States. | Other Countries. |
| Amherst | 23 | 26 | | 8 | | | 18 |
| Arichat | 11000 | 2335 | | 2335 | | | |
| Barrington | 227 | 277 | | 32 | | | 245 |
| Canso (Cape) | 2130 | 639 | | 639 | | | |
| Canada Creek | 3 | 2 | | | | | 2 |
| Cheverie | 20 | 10 | | | | | 10 |
| Five Islands | 6 | 7 | | | | | 7 |
| Glace Bay | 15 | 13 | | | | | 13 |
| Halifax | 6189095 | 32076 | | 25386 | 862 | 5638 | 190 |
| Harborville | 6 | 4 | | 4 | | | |
| Liverpool | 4381 | 1930 | | 1921 | 4 | | 5 |
| Londonderry | 18 | 14 | | | | | 14 |
| Lunenburg | 3 | 4 | | | | | 4 |
| Maitland | 12 | 13 | | | | | 13 |
| Parrsborough | 10 | 9 | | 4 | | | 5 |
| Pictou | 3609 | 1187 | | 1104 | | | 83 |
| Port Medway | 627 | 172 | | 150 | | | 22 |
| Port Hood | 450 | 225 | | 225 | | | |
| Port Mulgrave | 6543 | 2047 | | 2047 | | | |
| Port Hawkesbury | | 20 | | | | | 20 |
| Pubnico | 2 | 2 | | | | | 2 |
| Pugwash | 910 | 293 | | 293 | | | |
| Ragged Islands | 580 | 142 | | 142 | | | |
| Shelburne | 315 | 210 | | | | | 210 |
| Sydney, C. B. | 30 | 22 | | | | | 22 |
| Sydney (North) | 940 | 188 | | 188 | | | |
| Tatamagouche | 180 | 72 | | 72 | | | |
| Tangier | 2160 | 864 | | 384 | | | 480 |
| Wallace | 530 | 105 | | 105 | | | |
| Weymouth | 386 | 99 | | 15 | | | 84 |
| Windsor | 27 | 21 | | | | | 21 |
| Yarmouth | 3809 | 1685 | | 196 | | | 1489 |
| Totals | 6228047 | 844713 | | 35250 | 866 | 8407 | 190 |

GENERAL STATEMENT OF IMPORTS.

RICE.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | | |
|----------------|-----------------|-----------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| Amherst | Lbs. | Packages. | 11 | | 11 | | | |
| Antigonish | | | 6 | 6 | | | | |
| Arichat | 600 | 44 | 271 | | | | 101 | 170 |
| Barrington | | 4 | 7 | | | | | 7 |
| Bear River | | 2 | 22 | | 22 | | | |
| Canada Creek | 100 | 1 | 7 | | 7 | | | |
| Cornwallis | | 1 | 10 | | | | | 10 |
| French Cross | | 1 | 10 | | | | | 10 |
| Halifax | | 1723 | 12016 | 11930 | 16 | 54 | | 16 |
| Joggins | | 2 | 22 | | 11 | | | 11 |
| Londonderry | | 3 | 26 | | | | | 26 |
| Maitland | | 1 | 20 | | | | | 20 |
| Pictou | | 5 | 30 | 22 | 4 | | | 4 |
| Port Acadia | | 5 | 35 | | | | | 35 |
| Port Mulgrave | | 3 | 44 | | | | | 44 |
| Pubnico | | 1 | 15 | | | | | 15 |
| Shelburne | | 2 | 30 | | | | | 30 |
| Sydney, C. B. | | 1 | 14 | | | | | 14 |
| Sydney (North) | 100 | | 4 | | | | | 4 |
| Walton | | 1 | 8 | | | | | 8 |
| Weymouth | 300 | 1 | 24 | | 11 | | | 13 |
| Yarmouth | | 100 | 738 | 738 | | | | |
| Totals | 1100 | 1903 | \$13370 | 12696 | 82 | 54 | 368 | 170 |

RUM.

| | Packages. | Gallons. | | | | | | |
|-----------------|-----------|----------|----------|------|------|-------|-------|-------|
| | | | | | | | | |
| Annapolis | | 121 | 98 | | | | 98 | |
| Antigonish | | 59 | 79 | | | | 79 | |
| Baddeck | | 1227 | 524 | | | | 524 | |
| Bridgetown | | 144 | 111 | | | | 111 | |
| Digby | | 386 | 400 | | | | 400 | |
| French Cross | | 115 | 63 | | | | 63 | |
| Halifax | 2104 | | 111019 | 2342 | 60 | 78170 | 16370 | 14077 |
| Joggins | | 336 | 145 | | | | 145 | |
| Liverpool | 9 | 1090 | 1328 | | | 1188 | | 140 |
| Lunenburg | | 880 | 645 | | | 645 | | |
| Margaree | | 40 | 24 | | | | | 24 |
| Pictou | | 318 | 154 | 66 | | | | 88 |
| Port Acadia | | 200 | 60 | | | | | 60 |
| Port Hawkesbury | 2 | | 100 | | | | | 100 |
| Pugwash | | 160 | 112 | | | | 112 | |
| Ragged Islands | | 9 | 12 | | | | | 12 |
| Tatamagouche | | 153 | 61 | | | | 61 | |
| Weymouth | | 157 | 79 | | | | | 79 |
| Wilmot | | 102 | 52 | | 2 | | | 50 |
| Yarmouth | | 412 | 265 | | | 29 | | 236 |
| Totals | 2115 | 5909 | \$115331 | 2408 | 1482 | 80296 | 16984 | 14161 |

GENERAL STATEMENT OF IMPORTS.

SALT.

| PORTS. | Total Quantity. | Total value in Pounds. | IMPORTED FROM | | | | Other Countries. |
|-----------------------|----------------------|---------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | |
| Advocate Harbor..... | Bushels. 193..... | 56 | | 56 | | | |
| Amherst..... | 6810..... | 1077 | 800 | 268 | | 9 | |
| Annapolis..... | 2834..... | 623 | | 623 | | | |
| Antigonish..... | 160..... | 36 | | 22 | | 14 | |
| Arielat..... | 29880..... | 7687 | 1220 | | | | 6467 |
| Baddeck..... | 860..... | 213 | | 213 | | | |
| Barrington..... | 8972..... | 728 | | 19 | 636 | 73 | |
| Bear River..... | 24..... | 4 | | 4 | | | |
| Bridgetown..... | 467..... | 150 | | 150 | | | |
| Canso (Cape)..... | 18904..... | 3477 | | 1677 | | | 1800 |
| Canada Creek..... | 1219..... | 277 | | 268 | | 9 | |
| Cheverie..... | 10..... | 2 | | | | 2 | |
| Clementsport..... | 1605..... | 372 | | 359 | | 13 | |
| Cornwallis..... | 2424..... | 485 | | 485 | | | |
| Digby..... | 4020..... | 950 | | 950 | | | |
| Five Islands..... | 2253..... | 429 | | 415 | | 5 | |
| French Cross..... | 1026..... | 242 | | 242 | | | |
| Great Bras d'Or..... | 2375..... | 608 | | 608 | | | |
| Halifax..... | 613130..... | 50723 | 28797 | 1720 | 11867 | 3355 | 1984 |
| Harborville..... | 915..... | 332 | | 332 | | | |
| Horton..... | 1188..... | 217 | | 216 | | 1 | |
| Joggins..... | 237..... | 58 | | 58 | | | |
| La Have..... | 4050..... | 251 | | 251 | | | |
| Liverpool..... | 19508..... | 7269 | | | 7269 | | |
| Londonderry..... | 2142..... | 460 | | 197 | | 263 | |
| Lunenburg..... | 10104..... | 826 | | | | | 826 |
| Maitland..... | 1233..... | 260 | | 260 | | | |
| Margaretsville..... | 918..... | 229 | | 229 | | | |
| Margaree..... | 2680..... | 335 | | 335 | | | |
| Parrsborough..... | 1100..... | 227 | | 198 | | 29 | |
| Pictou..... | 13760..... | 1204 | 391 | | | | 813 |
| Port Acadia..... | 4210..... | 352 | | 2 | | | 350 |
| Port Medway..... | 6222..... | 1244 | | | 1244 | | |
| Port Gilbert..... | 1009..... | 81 | | | 81 | | |
| Port Williams..... | 904..... | 201 | | 201 | | | |
| Port Mulgrave..... | 3530..... | 1109 | | 352 | | 757 | |
| Port Hawkesbury..... | 78208..... | 3528 | | 3528 | | | |
| Pubnico..... | 1898..... | 187 | | 7 | 167 | 13 | |
| Pugwash..... | 4..... | 2 | | 2 | | | |
| Ragged Islands..... | 36441..... | 3493 | | | 3493 | | |
| Shelburne..... | 4020..... | 760 | | 200 | 560 | | |
| St. Mary's River..... | 4698..... | 173 | 173 | | | | |
| Sydney (North)..... | 480..... | 160 | | 160 | | | |
| Tatamagouche..... | 24..... | 8 | | | | 8 | |
| Thorne's Cove..... | 928..... | 119 | | 119 | | | |
| Truro..... | 1677..... | 609 | | 534 | | 75 | |
| Tusket..... | 2400..... | 360 | | | | | 360 |
| Wallace..... | 1009..... | 603 | | 603 | | | |
| Westport..... | 3107..... | 234 | | 184 | | 50 | |
| Weymouth..... | 914..... | 131 | | 20 | | 39 | 72 |
| Wilmot..... | 771..... | 256 | | 256 | | | |
| Windsor..... | 2556..... | 581 | | 526 | | 55 | |
| Yarmouth..... | 81616..... | 7550 | 2460 | 17 | 1375 | 397 | 3301 |
| Totals..... | 991528..... | \$101539 | 33841 | 19866 | 26692 | 5167 | 15973 |

GENERAL STATEMENT OF IMPORTS.

SCALEFISH.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Advocate Harbor | 112 | 4 | | | | 4 |
| Halifax | 213104 | 2194 | | 2194 | | |
| Harborville | 2200 | 48 | | 48 | | |
| Horton | | 2 | | 2 | | |
| Totals | 215416 | \$2248 | | 2244 | | 4 |

SALMON.

| | Packages. | Total value in Dollars. | Total value in Dollars. | Total value in Dollars. |
|-----------------|-----------|-------------------------|-------------------------|-------------------------|
| Canso (Cape) | 14 | 200 | 200 | |
| Great Bras d'Or | 20 | 240 | 240 | |
| Halifax | 1671 | 42725 | 42715 | 10 |
| Horton | 4 | 24 | 24 | |
| Liverpool | 2406 | 4860 | 4860 | |
| Pictou | 12 | 66 | 66 | |
| Totals | 4127 | \$48115 | 48105 | 10 |

SHINGLES, STAVES, AND LATHS.

| | Number. | Total value in Dollars. | Total value in Dollars. | Total value in Dollars. |
|-----------------|----------|-------------------------|-------------------------|-------------------------|
| Advocate Harbor | 1500 | 6 | | 6 |
| Annapolis | 60000 | 30 | 30 | |
| Arichat | 2541000 | 2989 | 2964 | 25 |
| Barrington | 173000 | 191 | 188 | 3 |
| Canso (Cape) | 50000 | 60 | 60 | |
| Clementsport | 45750 | 75 | 75 | |
| Cornwallis | 696000 | 1184 | 1184 | |
| Five Islands | 18000 | 16 | 16 | |
| Glace Bay | 38000 | 114 | | 114 |
| Halifax | 16051000 | 22830 | 22830 | |
| Harborville | 59000 | 70 | 70 | |
| Horton | 42200 | 117 | 117 | |
| Maitland | 18000 | 18 | 18 | |
| Margaretsville | 6500 | 8 | 8 | |
| Pictou | 1592000 | 1509 | 1509 | |
| Port Mulgrave | 501400 | 891 | 859 | 32 |
| Pubnico | 58000 | 121 | 37 | 84 |
| Ragged Islands | 300000 | 300 | 300 | |
| Thorne's Cove | 14000 | 52 | 52 | |
| Truro | 19000 | 24 | 12 | 12 |
| Westport | 123000 | 347 | 291 | 56 |
| Wilmot | 3000 | 3 | 3 | |
| Windsor | 479000 | 323 | 323 | |
| Yarmouth | 3629000 | 6315 | 5909 | 406 |
| Totals | 26518350 | \$37593 | 36855 | 738 |

GENERAL STATEMENT OF IMPORTS.

SOAP.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------|-----------------|-------|-------------------------|----------------|--|----------------|------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Advocate Harbor | 1 | | 4 | | 4 | | |
| Amherst | 29 | | 53 | | 19 | | 34 |
| Annapolis | 11 | | 53 | | 17 | | 36 |
| Ariehat | 90 | 5445 | 370 | | | | 260 |
| Barrington | | 2433 | 162 | | 3 | | 159 |
| Bear River | 9 | | 44 | | 22 | | 22 |
| Beaver River | 6 | | 14 | | | | 14 |
| Bridgetown | 14 | | 75 | | | | 75 |
| Canada Creek | 5 | | 12 | | | | 12 |
| Cheverie | 6 | | 12 | | | | 12 |
| Clementsport | | 863 | 67 | | 67 | | |
| Digby | | 18 | 86 | | 64 | | 22 |
| Five Islands | | 1 | 4 | | | | 4 |
| Glace Bay | | 244 | 12 | | | | 12 |
| Halifax | 5805 | | 14694 | 11062 | 5 | | 3602 |
| Hantsport | | 60 | 6 | | | | 6 |
| Joggins | 43 | | 177 | | 134 | | 43 |
| Liverpool | 10 | 1618 | 186 | | | 30 | 156 |
| Londonderry | 7 | 120 | 18 | | | | 18 |
| Maitland | 11 | | 39 | | | | 39 |
| Parrsborough | | 663 | 52 | | 41 | | 11 |
| Pictou | 215 | | 1046 | 837 | 6 | | 203 |
| Port Acadia | 15 | | 57 | | | | 57 |
| Port Gilbert | | 611 | 43 | | 4 | | 39 |
| Port Mulgrave | | 395 | 20 | | | | 20 |
| Port Hawkesbury | 3 | | 15 | | | | 15 |
| Pubnico | 2 | | 8 | | | | 8 |
| Ragged Islands | | 689 | 34 | | 34 | | |
| Shelburne | 13 | | 21 | | | | 21 |
| Sydney, C. B. | 1 | | 3 | | | | 3 |
| Sydney (North) | 41 | 2006 | 247 | | 20 | | 227 |
| Tusket | 10 | | 39 | | | | 39 |
| Weymouth | 5 | 2066 | 151 | | | | 151 |
| Windsor | 80 | | 141 | | | | 141 |
| Yarmouth | | 27302 | 1670 | 228 | 17 | | 1425 |
| Totals | 6435 | 44534 | 819638 | 12127 | 423 | 64 | 6889 |

SUGAR.

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------|-----------------|-------|-------------------------|----------------|--|----------------|------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Advocate Harbor | | 224 | 16 | | 16 | | |
| Amherst | | 36956 | 2260 | | 1620 | | 640 |
| Annapolis | | 14795 | 660 | | 261 | 277 | 122 |
| Antigonish | | 8338 | 499 | 101 | 254 | 144 | |
| Ariehat | 54 | 3613 | 355 | | 12 | | 343 |
| Baddeck | | 3103 | 157 | | 53 | | 104 |
| Barrington | | 444 | 38 | | | | 38 |
| Bear River | | 5216 | 229 | | 104 | 125 | |
| Bridgetown | | 5411 | 277 | | 32 | | 245 |
| Canada Creek | | 70 | 6 | | 6 | | |
| Clementsport | | 739 | 67 | | 9 | 2 | 56 |
| Cornwallis | 46 | 14227 | 1025 | | 331 | | 694 |
| Digby | | 6699 | 499 | | 499 | | |

GENERAL STATEMENT OF IMPORTS.

SUGAR — (CONTINUED).

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | |
|----------------------|-----------------|--------|-------------------------|----------------|--|----------------|------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
| Five Islands | | 242 | 20 | | 15 | | 5 |
| French Cross | | 1401 | 97 | | 97 | | |
| Glace Bay | | 1331 | 86 | | | 86 | |
| Halifax | 10983 | | 505698 | 20814 | | 26854 | 430120 |
| Harborville | | 3882 | 255 | | 255 | | |
| Hantsport | | 1150 | 103 | | | | 103 |
| Horton | | 4238 | 243 | | | 243 | |
| Joggins | | 10552 | 720 | | 369 | | 351 |
| La Have | | 199 | 26 | | | | 26 |
| Liverpool | 317 | 80555 | 26670 | | | 26380 | 254 |
| Londonderry | 12 | 1265 | 251 | | 166 | | 85 |
| Lunenburg | | 21342 | 1051 | | | 999 | 52 |
| Maitland | | 1742 | 99 | | | | 99 |
| Parrsborough | | 277 | 23 | | 23 | | |
| Pictou | | 3242 | 1365 | 259 | 7 | | 1099 |
| Port Acadia | | 9393 | 356 | | | 278 | 78 |
| Port Medway | | 5986 | 478 | | | 478 | |
| Port Gilbert | | 11839 | 408 | | 17 | 221 | 170 |
| Port Mulgrave | | 375 | 28 | | | | 28 |
| Pubnico | | 440 | 15 | | | | 15 |
| Pugwash | | 5802 | 429 | | 5 | 424 | |
| Ragged Islands | | 9981 | 403 | | | 403 | |
| Shelburne | 5 | | 592 | | | | 592 |
| Sydney (North) | 1 | 680 | 154 | | | | 123 |
| Tatamagouche | | 150 | 12 | | 12 | | |
| Thorne's Cove | 2 | 425 | 56 | | 39 | 17 | |
| Truro | 1 | 145 | 11 | | | | 11 |
| Tusket | | 2620 | 104 | | | | 104 |
| Walton | 1 | 200 | 12 | | | | 12 |
| Westport | | 63 | 8 | | | | 8 |
| Weymouth | | 13204 | 592 | | | 303 | 202 |
| Wilmot | | 1031 | 41 | | 26 | 15 | |
| Windsor | 5 | | 59 | | | | 59 |
| Yarmouth | | 177788 | 9859 | 709 | 251 | 2274 | 1591 |
| Totals | 11427 | 471381 | 3556412 | 21883 | 4479 | 59437 | 34464 |

TEA.

| PORTS. | Total Quantity. | | Total value in Dollars. | Great Britain. | British Colonies. North America. West Indies. | United States. | Other Countries. |
|-----------------------|-----------------|-------|-------------------------|----------------|--|----------------|------------------|
| | Packages. | Lbs. | | | | | |
| Advocate Harbor | 3 | | 63 | | 63 | | |
| Amherst | | 7506 | 2531 | | 1247 | | 1284 |
| Annapolis | | 2186 | 772 | | 223 | | 549 |
| Antigonish | | 13223 | 3530 | 3530 | | | |
| Arichat | 171 | 11229 | 3657 | | | | 2254 |
| Baddeck | | 1926 | 770 | | 770 | | |
| Barrington | | 1613 | 493 | | 210 | | 283 |
| Bear River | | 1641 | 537 | | 114 | | 423 |
| Bridgetown | | 4934 | 1651 | | 180 | | 1471 |
| Canada Creek | | 1664 | 600 | | 50 | | 550 |
| Cheverie | | 10 | 5 | | | | 5 |
| Clementsport | | 1630 | 607 | | 3 | | 604 |
| Cornwallis | 81 | 5803 | 1750 | | 49 | | 1701 |
| Digby | | 4957 | 1692 | | 802 | | 890 |

GENERAL STATEMENT OF IMPORTS.

TEA — (CONTINUED).

| PORTS. | Total Quantity. | | Total value in Dollars. | IMPORTED FROM | | | |
|-----------------------|-----------------|--------|-------------------------|----------------|--|----------------|------------------|
| | Packages. | Lbs. | | Great Britain. | British Colonies, North America. West Indies. | United States. | Other Countries. |
| Five Islands..... | | 85 | 28 | | 23 | | 5 |
| French Cross..... | | 1601 | 472 | | 61 | | 411 |
| Glace Bay..... | | 1099 | 315 | | | | 315 |
| Great Bras d'Or..... | | 459 | 184 | | 184 | | |
| Halifax..... | 19489 | | 402089 | 172412 | 216 | | 157628 .. 71833 |
| Harborville..... | | 3480 | 1158 | | 151 | | 1007 |
| Horton..... | | 2863 | 824 | | | | 824 |
| Joggins..... | | 4425 | 1343 | | 814 | | 529 |
| Liverpool..... | 171 | | 3981 | | | | 3981 |
| Londonderry..... | | 7445 | 2242 | | | | 2242 |
| Maitland..... | | 22 | 9 | | | | 9 |
| Margaretsville..... | | 2019 | 576 | | 71 | | 505 |
| Parrsborough..... | | 1923 | 609 | 165 | 62 | | 382 |
| Pietou..... | | 3014 | 15476 | 13256 | 28 | | 2192 |
| Port Acadia..... | | 789 | 288 | | 62 | | 226 |
| Port Medway..... | | 45 | 13 | | | | 13 |
| Port Gilbert..... | | 411 | 175 | | 33 | | 142 |
| Port Williams..... | | 41 | 16 | | 16 | | |
| Port Mulgrave..... | | 768 | 218 | | | | 218 |
| Pubnico..... | | 90 | 24 | | | | 24 |
| Pugwash..... | | 3190 | 1171 | 582 | 54 | | 535 |
| Shelburne..... | | 515 | 212 | | 12 | | 200 |
| St. Mary's River..... | 10 | | 86 | 251 | | | |
| Sydney, C. B..... | | 230 | 115 | | | | 115 |
| Sydney (North)..... | 20 | | 434 | | 20 | | 633 |
| Tatamagouche..... | 2616 | | 1020 | | | | 1020 |
| Thorne's Cove..... | | 169 | 89 | | 58 | | 31 |
| Truro..... | | 421 | 155 | | | | 155 |
| Tusket..... | 38 | | 2045 | | | | 655 |
| Westport..... | 7 | | 540 | | 80 | | 122 |
| Weymouth..... | | 4123 | 1495 | 375 | 212 | | 908 |
| Wilmot..... | | 2108 | 727 | | 214 | | 513 |
| Windsor..... | 67 | | 1146 | | | | 1146 |
| Yarmouth..... | | 62388 | 21086 | 4706 | 119 | | 16261 |
| Totals..... | 20057 | 226320 | 8477675 | 196297 | 6201 | | 201941 .. 73236 |

TOBACCO.

| | Packages. | Lbs. | | | |
|----------------------|-----------|------|------|------|------------|
| Advocate Harbor..... | 1 | | 50 | | 50 |
| Amherst..... | | 3267 | 1217 | 308 | 909 |
| Annapolis..... | | 2053 | 1003 | 75 | 928 |
| Aricbat..... | 21 | | 1481 | 458 | 221 .. 237 |
| Barrington..... | | 225 | 123 | 66 | 57 |
| Bear River..... | | 432 | 184 | 100 | 84 |
| Bridgetown..... | | 1278 | 830 | | 830 |
| Canada Creek..... | | 237 | 85 | 28 | 57 |
| Cheverie..... | | 30 | 20 | | 20 |
| Clementsport..... | | 873 | 544 | | 544 |
| Cornwallis..... | 35 | | 3669 | 1335 | 90 |
| Digby..... | | 4329 | 1876 | 531 | 1345 |
| French Cross..... | | 853 | 283 | 12 | 271 |
| Great Bras d'Or..... | | 199 | 80 | 80 | |

GENERAL STATEMENT OF IMPORTS.

TOBACCO—(CONTINUED).

| PORTS. | Total Quantity. | | Total value in dollars. | IMPORTED FROM | | | | |
|----------------------|-----------------|--------|----------------------------|-------------------|-------------------|-----------------|-------------------|---------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| | Packages. | Lbs. | | | | | | |
| Halifax | 4016 | | 158502 | 360 | 8334 | 1414 | 145737 | 2657 |
| Harborville | | 1738 | 771 | | 109 | | 662 | |
| Horton | 2 | 221 | 175 | | | | 175 | |
| Joggins | | 2092 | 1046 | | 513 | | 553 | |
| Liverpool | 51 | 5326 | 2324 | | | | 2324 | |
| Londonderry | | 1447 | 500 | | | | 500 | |
| Lunenburg | | 21 | 14 | | | | 14 | |
| Maitland | | 317 | 135 | | | | 135 | |
| Margaretsville | | 1838 | 720 | | | | 720 | |
| Parrsborough | | 131 | 75 | | 63 | | 12 | |
| Pictou | | 161307 | 25854 | | 4 | | 25850 | |
| Port Acadia | | 353 | 209 | | | | 209 | |
| Port Medway | | 110 | 45 | | | | 45 | |
| Port Gilbert | | 211 | 105 | | | | 105 | |
| Port Hood | | 1100 | 460 | | | | 460 | |
| Port Mulgrave | 3 | 165 | 38 | | | | 38 | |
| Pubnico | | 119 | 89 | | | | 89 | |
| Pugwash | | 69 | 35 | | 35 | | | |
| Rugged Islands | | 637 | 281 | | | 100 | 181 | |
| Shelburne | 1 | 483 | 200 | | | | 200 | |
| Sydney (North) | 3 | 1151 | 1408 | | 250 | | 1122 | 36 |
| Thorne's Cove | | 98 | 66 | | 44 | | 22 | |
| Tusket | 11 | 1174 | 422 | | | | 422 | |
| Westport | 2 | 261 | 140 | | 93 | | 47 | |
| Weymouth | | 1929 | 1264 | | 149 | | 1115 | |
| Wilmot | | 677 | 246 | | 140 | | 106 | |
| Windsor | 14 | | 268 | | | | 268 | |
| Yarmouth | | 21558 | 9397 | | 53 | | 9344 | |
| Totals | 4160 | 223399 | \$212877 | 360 | 11127 | 1514 | 196946 | 2930 |

WINE.

| | Packages. | Gallons. | | | | | | |
|----------------------|-----------|----------|---------|-------|------|-----|------|------|
| Antigonish | | 33 | 61 | 61 | | | | |
| Arichat | 7 | 16 | 11 | | | | 2 | 9 |
| Halifax | 2180 | | 40914 | 30938 | 4177 | 995 | 2391 | 2413 |
| Liverpool | | 36 | 288 | | | | | 288 |
| Pictou | | 105 | 190 | 180 | 10 | | | |
| Port Medway | | 930 | 1475 | | | | | 1475 |
| Port Mulgrave | | 10 | 4 | | | | | 4 |
| Sydney, C. B. | | 50 | 65 | | | | | 65 |
| Sydney (North) | | 86 | 226 | | 126 | | | 100 |
| Totals | 2187 | 1266 | \$43234 | 31179 | 4313 | 995 | 2393 | 4354 |

GENERAL STATEMENT OF IMPORTS.

WOODWARE AND AGRICULTURAL IMPLEMENTS.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|-----------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Advocate Harbor..... | | .87 | | .15 | | .72 | |
| Amherst..... | | 2661 | | 187 | | 2474 | |
| Annapolis..... | | 291 | | 24 | | 267 | |
| Antigonish..... | | 513 | | | | 513 | |
| Arichat..... | | 476 | | | | 476 | |
| Barrington..... | | 1235 | | 23 | | 1212 | |
| Bear River..... | | 168 | | | | 168 | |
| Bridgetown..... | | 2380 | | 505 | | 1875 | |
| Canso (Cape)..... | | 45 | | 45 | | | |
| Canada Creek..... | | 412 | | 7 | | 405 | |
| Chester..... | | 6 | | | | 6 | |
| Clementsport..... | | 263 | | 4 | | 259 | |
| Cornwallis..... | | 1917 | | 217 | | 1700 | |
| Digby..... | | 440 | | 23 | | 417 | |
| Five Islands..... | | 98 | | | | 98 | |
| French Cross..... | | 288 | | 43 | | 245 | |
| Glace Bay..... | | 140 | | | | 140 | |
| Great Bras d'Or..... | | 74 | | | | 74 | |
| Halifax..... | | 13153 | | | | 13153 | |
| Harborville..... | | 344 | | 79 | | 265 | |
| Hantsport..... | | 5 | | | | 5 | |
| Horton..... | | 269 | | 117 | | 152 | |
| Joggins..... | | 183 | | 29 | | 154 | |
| La Have..... | | 298 | | | | 298 | |
| Liverpool..... | | 1693 | | | | 1693 | |
| Londonderry..... | | 1242 | | | | 1242 | |
| Lunenburg..... | | 47 | | | | 47 | |
| Maitland..... | | 480 | | | | 480 | |
| Parrsborough..... | | 110 | | 31 | | 79 | |
| Pictou..... | | 3610 | 98 | 197 | | 3315 | |
| Port Acadia..... | | 580 | | | | 580 | |
| Port Medway..... | | 13 | | | | 5 | 8 |
| Port Gilbert..... | | 50 | | | | 50 | |
| Port Williams..... | | 86 | | 80 | | 6 | |
| Port Mulgrave..... | | 54 | | | | 54 | |
| Port Hawkesbury..... | | 27 | | | | 27 | |
| Pubnico..... | | 216 | | | | 216 | |
| Pugwash..... | | 100 | | 100 | | | |
| Ragged Islands..... | | 121 | | | | 121 | |
| Shelburne..... | | 1265 | | | | 1265 | |
| St. Mary's River..... | | 100 | | | | 100 | |
| Sydney, C. B..... | | 736 | | | | 736 | |
| Sydney (North)..... | | 153 | | | | 153 | |
| Tatamagouche..... | | 153 | 48 | | | 105 | |
| Tangier..... | | 54 | | | | 54 | |
| Thorne's Cove..... | | 42 | | | | 42 | |
| Truro..... | | 451 | | | | 451 | |
| Tusket..... | | 457 | | 145 | | 312 | |
| Wallace..... | | 1590 | | 60 | | 1530 | |
| Weymouth..... | | 224 | | 4 | | 220 | |
| Wilmot..... | | 8 | | 8 | | | |
| Windsor..... | | 2781 | | 1815 | | 966 | |
| Yarmouth..... | | 8354 | 60 | 170 | | 8124 | |
| Totals..... | | 850543 | 206 | 3928 | | 46401 | 8 |

GENERAL STATEMENT OF IMPORTS.

MISCELLANEOUS.

| PORTS. | Total Quantity. | Total value in Dollars. | IMPORTED FROM | | | | |
|------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Advocate Harbor | | 34 | | 18 | | 16 | |
| Amherst | | 2495 | | 1154 | | 1341 | |
| Annapolis | | 637 | | 351 | | 286 | |
| Antigonish | | 1103 | 188 | 67 | | 848 | |
| Arichat | | 5795 | | 70 | | 4707 | 1018 |
| Baddeck | | 1681 | | 1072 | | 609 | |
| Barrington | | 541 | | 15 | | 526 | |
| Bear River | | 138 | | 28 | | 110 | |
| Beaver River | | 1314 | | 1288 | | 26 | |
| Bridgetown | | 758 | | 373 | | 385 | |
| Canso (Cape) | | 710 | | 710 | | | |
| Canada Creek | | 86 | | 57 | | 29 | |
| Chester | | 28 | | | | 28 | |
| Cheverie | | 16 | | | | 16 | |
| Clementsport | | 66 | | 8 | | 58 | |
| Cornwallis | | 830 | | 202 | | 628 | |
| Digby | | 2496 | | 1070 | | 1426 | |
| Five Islands | | 129 | | 9 | | 120 | |
| French Cross | | 100 | | 76 | | 24 | |
| Glace Bay | | 335 | | | | 335 | |
| Halifax | | 388807 | 135865 | 16243 | 26758 | 197715 | 12226 |
| Harborville | | 798 | | 621 | | 177 | |
| Hantsport | | 172 | | | | 172 | |
| Horton | | 1212 | | 217 | | 995 | |
| Joggins | | 1898 | | 857 | | 1041 | |
| La Have | | 125 | | | | 125 | |
| Liverpool | | 12798 | | 357 | 329 | 12112 | |
| Londonderry | | 360 | | 155 | | 205 | |
| Lunenburg | | 109 | | | | 109 | |
| Maitland | | 421 | | 122 | | 299 | |
| Margaretsville | | 246 | | 110 | | 136 | |
| Parrsborough | | 215 | | 145 | | 70 | |
| Pictou | | 11976 | 2795 | 2513 | | 6668 | |
| Port Acadia | | 850 | | 158 | | 667 | 25 |
| Port Medway | | 1603 | | | | 1603 | |
| Port Gilbert | | 139 | | | 33 | 106 | |
| Port Hood | | 194 | | 100 | | 94 | |
| Port Mulgrave | | 1474 | | 580 | | 864 | 30 |
| Port Hawkesbury | | 1359 | | 1200 | | 159 | |
| Pubnico | | 95 | | | | 95 | |
| Pugwash | | 414 | | 322 | | 92 | |
| Ragged Islands | | 161 | | | 34 | 127 | |
| St. Ann's | | 69 | | 69 | | | |
| Shelburne | | 504 | | 4 | | 500 | |
| St. Mary's River | | 349 | 151 | | | 198 | |
| Sydney, C. B. | | 194 | | | | 194 | |
| Sydney (North) | | 6235 | | 836 | | 5304 | 95 |
| Tatamagouche | | 721 | 428 | | | 293 | |
| Tangier | | 10 | | | | 10 | |
| Thorne's Cove | | 99 | | 60 | | 39 | |
| Truro | | 633 | | | | 633 | |
| Tusket | | 403 | | | | 398 | 5 |
| Walton | | 34 | | | | 34 | |
| Westport | | 474 | | 150 | | 324 | |
| Weymouth | | 1353 | 568 | 99 | | 680 | 6 |
| Wilmot | | 65 | | 34 | | 31 | |
| Windsor | | 5148 | 260 | 2553 | | 2335 | |
| Yarmouth | | 28002 | 3196 | 1863 | 2620 | 19899 | 424 |
| Totals | | 8489011 | 143451 | 35936 | 29774 | 266021 | 13829 |

GENERAL STATEMENT OF IMPORTS.

AN ABSTRACT

Of the Quantity and Value of the principal articles of Merchandise imported into the Province of Nova Scotia for the year ended 30th September 1863, and indicating from what countries imported.

| ARTICLES. | Total Quantity. | Total Value In Dollars. | IMPORTED FROM | | | | |
|--|------------------|----------------------------|-------------------|---------------------------------------|-----------------|-------------------|--------------------|
| | | | Great Britain. | British Colonies, South America | West Indies. | United States. | Other Countries |
| Ale and Porter | Gl. 834 Packages | 4798 | 33096 | 29127 | 2063 | 1906 | |
| Arms and Ammunition | Do. | 7480 | 32101 | 31903 | 12 | 56 | 130 |
| Apples | Do. | 12529 | 24662 | | 275 | 24687 | |
| Beef | Do. | 2757 | 25892 | | 429 | 25463 | |
| Bread | Do. | 9645 | 28471 | 922 | 587 | 60 | 26648 |
| Brandy | Gl. 603 Dg. | 2187 | 69597 | 21256 | 1655 | | 1400 |
| Burning Fluid | " 5233 Do. | 1207 | 19277 | | 1838 | | 17439 |
| Butter | lb. 23382 Do. | 1958 | 24050 | | 11527 | 30 | 12493 |
| Brick | No. 706220 | | 1569 | 113 | 568 | | 3888 |
| Cabinet Ware | Do. & Pgs. 12633 | | 49120 | 6570 | 1853 | 56 | 40615 |
| Candles | lb. 19757 Pkgs. | 1455 | 19217 | 1721 | 247 | | 8189 |
| Coffee | " 21415 Do. | 2449 | 54008 | 1394 | 571 | 30777 | 11148 |
| Cheese | " 28368 Do. | 1160 | 7671 | 1272 | 1163 | | 5236 |
| Clocks, Watches, and Jewelry | | | 17216 | 5310 | 1536 | | 10370 |
| Corn and Wheat | bu. 9990 Do. | 427 | 89952 | | 10468 | | 70784 |
| Commeal and Oatmeal | Barrels | 51835 | 184334 | 261 | 9014 | | 175053 |
| China, Glass, and Earthenware | Packages | 11489 | 98648 | 69504 | 7189 | | 21837 |
| Codfish | Lbs. 8138686 | | 255831 | | 227091 | | 13215 |
| Collage and Canvas | Packages | 40466 | 466379 | 371357 | 15958 | | 44017 |
| Cotton, Linen, Silk, and Wool- len Manufactures | Do. | 10292 | 2924395 | 1765266 | 112484 | 359 | 74694 |
| Drugs and Apothecaries' Wares | Do. | 4894 | 69484 | 29161 | 1424 | 838 | 37815 |
| Fishing Tackle | Do. | 692 | 60876 | 54400 | 315 | | 3249 |
| Flour (Wheat) | Barrels | 328130 | 1870460 | | 178869 | 4674 | 1685977 |
| Flour (Rye) | Do. | 5674 | 25476 | | 480 | | 24996 |
| Fruit | lbs. 3832 Pkgs. | 19177 | 36329 | 5469 | 299 | 302 | 18919 |
| Furs | Do. | 187 | 26773 | 14158 | 10443 | | 1112 |
| Geneva and Whiskey | Gl. 2505 Do. | 2183 | 80542 | 49811 | 3637 | 18 | 27046 |
| Hardware, Iron, and Cutlery * | | | 950094 | 694053 | 68147 | 1241 | 184562 |
| Hats and Caps | Do. | 962 | 41041 | 16438 | 738 | | 23835 |
| Herring | Do. | 38456 | 84925 | | 78985 | | 1890 |
| Hides and Skins | No. 3860 Do. | 20579 | 10127 | | 20526 | 1726 | 14178 |
| Leather and Leather Manufac. | lb. 27997 Do. | 10596 | 239474 | 80609 | 3724 | | 152563 |
| Lime and Plaster | Do. | 12746 | 10812 | | 6730 | 5 | 4077 |
| Lard | Do. | 2253 | 18956 | | 1315 | 28 | 17613 |
| Lumber | Sil. ft. 2339629 | | 26948 | | 16992 | | 11886 |
| Mackerel | Barrels | 4117 | 16697 | | 7248 | | 9449 |
| Molasses | 3 149127 Pkgs. | 11640 | 325955 | 122 | 8351 | 46416 | 1201 |
| Oakum | lbs. 19410 Do. | 9638 | 28684 | 20962 | 2024 | | 5698 |
| Oil | Gl. 44609 Do. | 5925 | 166349 | 51267 | 57420 | | 53161 |
| Oats, Barley, Peas, and Beans | Bush. | 167997 | 92755 | 186 | 88918 | | 3651 |
| Paper Manuf., Books, and Sta. | Pkgs. | 5194 | 133196 | 59076 | 5893 | | 68137 |
| Pink and Putty | Lbs. 343 Do. | 4986 | 43149 | 39254 | 655 | | 2954 |
| Pork and Hams | Do. | 8075 | 133824 | | 8632 | 37 | 124655 |
| Potatoes and Vegetables | Bush. | 6228047 | 44743 | | 35250 | 866 | 8407 |
| Rice | Lbs. 1199 Pkgs. | 1903 | 13370 | 12696 | 82 | 51 | 368 |
| Rum | Gl. 5909 Do. | 2115 | 115331 | 2408 | 1482 | 80296 | 16984 |
| Salt | Bush. | 991528 | 101539 | 33841 | 19866 | 26692 | 5167 |
| Sand-fish, &c. | Lbs. | 215416 | 2248 | | 2244 | | 4 |
| Salmon | Pkgs. | 4127 | 18115 | | 48105 | | 10 |
| Shingles, Staves, and Laths | No. | 26518350 | 37593 | | 36855 | | 738 |
| Soup | 3. 44534 Pkgs. | 6435 | 19638 | 12127 | 423 | 64 | 6889 |
| Sugar | " 47438 Do. | 11427 | 556442 | 21883 | 4479 | 59437 | 34464 |
| Tea | " 226320 Do. | 20057 | 47675 | 196297 | 6201 | | 20194 |
| Tobacco | " 223399 Do. | 4169 | 212877 | 369 | 11127 | 1514 | 196946 |
| Wine | Gl. 1266 Do. | 2187 | 43234 | 31179 | 4313 | 995 | 2393 |
| Woodware and Agricul. Impl. | | | 59543 | 206 | 3928 | | 46101 |
| Miscellaneous | | | 489011 | 143451 | 35936 | 29774 | 266021 |
| Totals | | | \$ 10201391 | 3875693 | 1216621 | 286280 | 3857765 |

* From some of the Outports the quantities are not given.

FINANCIAL SECRETARY'S OFFICE,
Halifax, 30th September, 1863.

ISAAC LEVESCONTE,
Financial Secretary.

GENERAL STATEMENT OF IMPORTS.

COMPARATIVE STATEMENT

Of the Value of Merchandize imported into each Port of the Province of Nova Scotia during the year ended 30th September 1862 and 1863.

| PORTS. | 1862. | 1863. | Increase. | Decrease. | Total Increase |
|------------------|------------------|-------------------|------------------|---------------|----------------|
| Advocate Harbor | 4690 | 5098 | 408 | | |
| Amherst | 49117 | 59712 | 10595 | | |
| Annapolis | 54634 | 64479 | 9845 | | |
| Antigonish | 8882 | 31829 | 22947 | | |
| Aricbat | 83216 | 103367 | 20151 | | |
| Baddeck | 3446 | 5403 | 1957 | | |
| Barrington | 58762 | 46341 | | 12418 | |
| Bear River | 18940 | 29492 | 10552 | | |
| Beaver River | 4984 | 6328 | 1344 | | |
| Bridgetown | 45865 | 53263 | 7398 | | |
| Canso (Cape) | 25355 | 27681 | 2326 | | |
| Canada Creek | 17901 | 14138 | | 3763 | |
| Cow Bay | 2638 | 3467 | 829 | | |
| Chester | 601 | 512 | | 89 | |
| Cheverie | 7671 | 9544 | 1873 | | |
| Clementsport | 17004 | 17212 | 208 | | |
| Cornwallis | 79177 | 81447 | 2270 | | |
| Digby | 55128 | 69821 | 14693 | | |
| Five Islands | 12241 | 20790 | 8549 | | |
| French Cross | 8960 | 10660 | 1700 | | |
| Glace Bay | 3079 | 18294 | 15215 | | |
| Great Bras D'Or | 6027 | 3947 | | 2080 | |
| Guy-borough | 3028 | | | 3028 | |
| Halifax | 6198553 | 7495855 | 1297302 | | |
| Harborville | 22964 | 23043 | 79 | | |
| Hantsport | 15582 | 17835 | 2253 | | |
| Horton | 13209 | 25368 | 12159 | | |
| Isaac's Harbor | 1349 | | | 1349 | |
| Joggins | 33767 | 39950 | 6183 | | |
| La Have | 6341 | 5349 | | 992 | |
| Lingan | 187 | | | 187 | |
| Liverpool | 128447 | 261470 | 133023 | | |
| Londonderry | 35326 | 17587 | | 12261 | |
| Lunenburg | 15417 | 12357 | | 3060 | |
| Maitland | 29767 | 42955 | 13188 | | |
| Margaretsville | 25424 | 15271 | | 10153 | |
| Margaree | 280 | 987 | 707 | | |
| Parrsborough | 15924 | 22196 | 6272 | | |
| Pictou | 267496 | 327534 | 60038 | | |
| Port Acadia | 31023 | 33119 | 2096 | | |
| Port Medway | 22743 | 19369 | | 3374 | |
| Port Gilbert | | 17030 | 17030 | | |
| Port Hood | 1892 | 5809 | 3917 | | |
| Port Williams | | 2623 | 2623 | | |
| Port Mulgrave | 24714 | 18712 | | 6002 | |
| Port Hawksbury | 95841 | 18303 | | 75538 | |
| Pubnico | 17088 | 15701 | | 1387 | |
| Pugwash | 4751 | 8067 | 3316 | | |
| Ragged Islands | 35714 | 41481 | 5767 | | |
| St. Ann's | | 87 | 87 | | |
| Shelburne | 17269 | 27581 | 10312 | | |
| St. Mary's River | 9096 | 6499 | | 2597 | |
| Sedney, C. B. | 24832 | 14350 | | 10482 | |
| Sedney (North) | 69899 | 39308 | | 30591 | |
| Tatamagouche | 9142 | 18371 | 9229 | | |
| Tangier | 997 | 3164 | 2167 | | |
| Thorne's Cove | 6813 | 7653 | 840 | | |
| Truro | 46850 | 37903 | | 8947 | |
| Tusket | 25737 | 36322 | 10585 | | |
| Wallace | 2070 | 2395 | 325 | | |
| Walton | 3645 | 6061 | 2416 | | |
| Westport | 14447 | 12959 | | 1488 | |
| Weymouth | 39241 | 68399 | 29158 | | |
| Wilmot | 13975 | 15203 | 1228 | | |
| Windsor | 105242 | 94818 | | 10424 | |
| Yarmouth | 442642 | 609219 | 166577 | | |
| Totals | \$8445042 | \$10201391 | \$1944298 | 187949 | 1756349 |

GENERAL STATEMENT OF IMPORTS.

COMPARATIVE STATEMENT

Of the value of the Principle Articles of Merchandize imported into the Province of Nova Scotia, during the years ended 30th September, 1862 and 1863.

| ARTICLES. | 1862. | 1863. | Increase. | Decrease. | Total Increase. |
|---------------------------------------|------------------|-----------------|----------------|---------------|-----------------|
| Ale and Porter | 23176 | 33096 | 9920 | | |
| Arms and Ammunition | 27225 | 32101 | 4876 | | |
| Apples | 6985 | 24962 | 17977 | | |
| Beef | 9380 | 25892 | 16512 | | |
| Bread | 20183 | 28474 | 8291 | | |
| Brandy | 55390 | 60597 | 5207 | | |
| Burning Fluid | 25216 | 19277 | | 5939 | |
| Butter | 21441 | 24050 | 2609 | | |
| Brick | 4640 | 4569 | | 71 | |
| Cabinet Ware | 40605 | 49120 | 8515 | | |
| Candles | 6842 | 10217 | 3375 | | |
| Coffee | 27571 | 54008 | 26437 | | |
| Cheese | 4618 | 7671 | 3053 | | |
| Clocks, Watches, and Jewelry | 15720 | 17216 | 1496 | | |
| Corn and Wheat | 117701 | 80952 | | 36749 | |
| Cornmeal and Oatmeal | 177666 | 184331 | 6665 | | |
| China, Glass, and Earthenware | 79215 | 98648 | 19433 | | |
| Codfish | 219296 | 255831 | 36535 | | |
| Cordage and Canvas | 262884 | 436379 | 173495 | | |
| Cotton, Linen, Silk and Woollen Manf. | 1521101 | 2024595 | 503494 | | |
| Drugs and Apothecaries' Ware | 81912 | 69484 | | 14428 | |
| Fishing Tackle | 41984 | 60876 | 18892 | | |
| Flour (Wheat) | 1699045 | 1870160 | 171115 | | |
| (Rye) | 34802 | 25476 | | 9326 | |
| Fruit | 39200 | 36329 | | 2871 | |
| Furs | 14662 | 26773 | 12111 | | |
| Geneva and Whiskey | 42907 | 80542 | 37635 | | |
| Hardware, Iron and Cutlery | 660504 | 950094 | 289590 | | |
| Hats and Caps | 47212 | 41041 | | 6171 | |
| Herring | 91219 | 81025 | | 10194 | |
| Hides and Skins | 44643 | 40127 | | 4516 | |
| Leather and Leather Manufactures | 199655 | 239174 | 39519 | | |
| Lime and Plaster | 15100 | 10812 | | 4288 | |
| Lard | 11896 | 18956 | 7060 | | |
| Lumber | 16059 | 26948 | 10889 | | |
| Mackerel | 16073 | 16697 | 624 | | |
| Molasses | 378773 | 325055 | | 53718 | |
| Oakum | 11926 | 28684 | 16758 | | |
| Oil | 105187 | 166949 | 60862 | | |
| Oats and Barley | 78385 | 92755 | 14370 | | |
| Paper Manufactures, Books and Stat'y | 106787 | 133106 | 26319 | | |
| Paint and Putty | 36557 | 43119 | 6562 | | |
| Pork and Hams | 97880 | 133824 | 35944 | | |
| Potatoes and Vegetables | 47953 | 44713 | | 3240 | |
| Rice | 25964 | 13370 | | 12594 | |
| Rum | 462922 | 115331 | | 47591 | |
| Salt | 78416 | 101539 | 23123 | | |
| Sealefish, &c. | 6691 | 2248 | | 4443 | |
| Salmon | 27009 | 48115 | 21106 | | |
| Shingles, Staves and Laths | 31416 | 37593 | 6177 | | |
| Soap | 14998 | 19638 | 4640 | | |
| Sugar | 507461 | 556412 | 48951 | | |
| Tea | 420057 | 477675 | 57618 | | |
| Tobacco | 110576 | 212877 | 102301 | | |
| Wine | 44531 | 43234 | | 1297 | |
| Woodwares and Agricul'l Implements | 40322 | 50543 | 10221 | | |
| Miscellaneous | 387503 | 489011 | 101508 | | |
| Totals | \$8445042 | 10201301 | 1971785 | 215436 | 1756349 |

GENERAL STATEMENT OF EXPORTS:

Being a detailed account of the principal Articles of Merchandize exported from Nova Scotia, during the year ended 30th September, 1863, shewing the quantity and value of each article exported, and indicating to what Countries exported.



GENERAL STATEMENT OF EXPORTS.

HALIFAX.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|--|-----------------|-------------------------|----------------|-------------------|----------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Apples and Plums..... | Barrels | 1045 | 2185 | 158 | 1217 | 485 | 325 |
| Ale, Porter, and Cider..... | Packages | 1661 | 17369 | | 1093 | 14928 | 7 |
| Alewives..... | Barrels | 5077 | 15995 | | | 12950 | 1206 |
| Beef..... | Qrs. 768 bbls. | 900 | 13263 | | 8157 | 4344 | 153 |
| Bread..... | Packages | 3301 | 10308 | 1578 | 8302 | 368 | 60 |
| Butter..... | Do. | 5611 | 42869 | 10 | 10787 | 31583 | 489 |
| Brandy..... | Do. | 1595 | 14921 | | 2850 | 6030 | 2795 |
| Cheese..... | Do. | 75 | 539 | | 481 | 58 | |
| Cordage and Canvas..... | Do. | 1627 | 19414 | | 2987 | 15814 | 70 |
| Coal..... | Tons | 708 | 2622 | | 36 | 120 | 2219 |
| Cornmeal and Oatmeal..... | Barrels | 1534 | 5708 | 432 | 2919 | 1912 | 445 |
| Codfish..... | Lbs. | 39447 | 421974 | | 48484 | 483771 | 43622 |
| Coffee..... | Packages | 632 | 17496 | | 12851 | 1686 | 2959 |
| Cotton, Linen, Silk, and Woolen Manufactures..... | Do. | 1232 | 185434 | 7712 | 105328 | 18090 | 47210 |
| Eggs..... | Do. | 3 | 15 | | | 15 | |
| Flour..... | Barrels | 16797 | 92433 | 3725 | 73617 | 8020 | 1000 |
| Fruit..... | Packages | 19588 | 14716 | 17 | 8264 | 2420 | 3495 |
| Furs..... | Do. | 75 | 60306 | 59506 | | | 800 |
| Geneva and Whiskey..... | Do. | 1092 | 36217 | | 10062 | 22479 | 2520 |
| Gypsum and Plaister..... | Bbls. 5 Tons | 348 | 370 | | | 10 | 360 |
| Hardware, Iron, and Cutlery | Tns 2 Pkgs | 12526 | 57443 | | 40388 | 13990 | 3065 |
| Herring..... | Boxes | 16423 | 52340 | 232628 | 331 | 10820 | 115466 |
| Hides and Skins..... | No. 17270 pks | 296 | 60279 | 20244 | 19162 | | 20853 |
| Horned Cattle..... | No. | 478 | 22440 | | | 22440 | |
| Leather & do. Manufactures. | Packages | 686 | 23171 | 200 | 12882 | 7857 | 2232 |
| Laths and Pickets..... | No. | 129700 | 294 | 253 | 20 | 21 | |
| Lumber..... | Suppl. ft. | 3767750 | 41675 | 4829 | 3803 | 13597 | 350 |
| Lobsters..... | Packages | 3701 | 12448 | 1400 | 348 | 310 | 10370 |
| Mackerel..... | Kits 305 bbls | 53932 | 31328 | 10 | 1183 | 112461 | 151279 |
| Molasses..... | Packages | 10577 | 254849 | 10501 | 182123 | | 62139 |
| Oats, Barley, and Wheat... | Bushels | 50748 | 38599 | 977 | 3392 | 2902 | 29339 |
| Oil..... | Packages | 5238 | 106153 | 21111 | 48855 | 14589 | 19962 |
| Pork and Hams..... | Do. | 2803 | 38667 | | 21064 | 13868 | 1500 |
| Potatoes and Vegetables... | Bushels | 10696 | 5515 | | 1373 | 3164 | 274 |
| Rice..... | Packages | 297 | 1779 | | 1013 | 433 | 100 |
| Rum..... | Do. | 810 | 44261 | | 31110 | 7785 | 70 |
| Sealefish..... | Lbs. | 3780016 | 79621 | | 2870 | 9899 | 2800 |
| Salt..... | Bushels | 201197 | 42363 | | 39192 | 2326 | 135 |
| Shad and Halibut..... | Packages | 128 | 477 | 4 | 2 | 91 | 380 |
| Sheep and Swine..... | No. | 720 | 2760 | | | 2760 | |
| Shingles..... | No. | 8861450 | 19543 | | 836 | 11816 | 640 |
| Staves and Hoops..... | | | 7912 | 148 | 45 | 3433 | 4286 |
| Spars and Knees..... | No. | 1494 | 1392 | 688 | 26 | 554 | 9 |
| Soap..... | Packages | 2089 | 7522 | | 2112 | 4875 | 535 |
| Salmon and Trout..... | Do. | 6300 | 54983 | | 1481 | 14645 | 38182 |
| Sugar..... | Do. | 6121 | 371663 | 8 | 271604 | 775 | 96040 |
| Stone..... | No. 127 Tons | 104 | 841 | | 808 | 33 | |
| Timber..... | Pcs 19766 " | 129 | 5888 | 5806 | 82 | | |
| Tea..... | Packages | 3599 | 68673 | | 55314 | 6513 | 5258 |
| Tobacco..... | Do. | 1118 | 46137 | 3060 | 32557 | 1432 | 7172 |
| Wine..... | Do. | 429 | 17159 | 20 | 7301 | 8917 | 219 |
| Woodware..... | | | 8249 | | 3631 | 620 | 1865 |
| Miscellaneous..... | | | 265328 | 28086 | 52220 | 125999 | 52785 |
| Totals..... | | | 3798395 | 170814 | 1145052 | 1149254 | 699843 |

GENERAL STATEMENT OF EXPORTS.

ANTIGONISH.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|--------------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Butter..... | Packages | 150.....900 | | 900 | | | |
| Gypsum and Plaister..... | Tons | 456.....278 | | 278 | | | |
| Hides and Skins..... | No. | 41.....120 | | 120 | | | |
| Herring..... | Barrels | 33.....130 | | 130 | | | |
| Horned Cattle..... | No. | 42.....672 | | 672 | | | |
| Sheep and Swine..... | No. | 40.....80 | | 80 | | | |
| Miscellaneous..... | | 60.....60 | | 60 | | | |
| Totals..... | | \$2240 | | 2240 | | | |

ARICHAT.

| | | | | | | |
|--------------------------|------------|-------------------|--|------|-------|-------|
| Beef..... | Barrels | 38.....508 | | | | 508 |
| Butter..... | Lbs. | 2768.....558 | | | | 558 |
| Coal..... | Tons | 961.....2392 | | | 2392 | |
| Codfish..... | Lbs. | 1335628.....44411 | | | | 44411 |
| Flour..... | Barrels | 40.....240 | | | 240 | |
| Gypsum and Plaister..... | Tons | 1042.....868 | | 868 | 482 | |
| Hides and Skins..... | Packages | 14.....457 | | | | 457 |
| Herring..... | Barrels | 188.....720 | | 720 | | |
| Lumber..... | Supf. feet | 60637.....610 | | | | 610 |
| Mackerel..... | Barrels | 1528.....8274 | | | 8274 | |
| Oil..... | Gallons | 8821.....5215 | | | | 5215 |
| Scalefish..... | Lbs. | 344848.....7400 | | | | 7400 |
| Shingles..... | No. | 762000.....762 | | 762 | | |
| Stone..... | Tons | 173.....1730 | | | 1730 | |
| Miscellaneous..... | | 498.....180 | | | 180 | 318 |
| Totals..... | | \$75120 | | 2350 | 13298 | 59472 |

BADDECK.

| | | | | | | |
|----------------------|------------|---------------|--|-------|-----|-----|
| Butter..... | Packages | 830.....6640 | | 6640 | | |
| Coal..... | Tons | 180.....300 | | | | 300 |
| Horned Cattle..... | No. | 234.....3680 | | 3680 | 64 | |
| Horses..... | No. | 9.....300 | | 300 | | |
| Lumber..... | Supf. feet | 55000.....400 | | 400 | 150 | |
| Sheep and Swine..... | No. | 285.....564 | | 564 | 12 | |
| Shingles..... | No. | 60000.....48 | | 48 | 140 | |
| Spars and Knees..... | No. | 19.....20 | | 20 | | |
| Salt..... | Bushels | 160.....50 | | 50 | | |
| Totals..... | | \$12368 | | 11702 | 366 | 300 |

GENERAL STATEMENT OF EXPORTS.

BARRINGTON.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | |
|-------------------------|-----------------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Alewives | Barrels | 30 | 90 | | | 90 |
| Codfish | Lbs. | 261164 | 8657 | 105 | | 8552 |
| Eggs | Dozen | 350 | 35 | | | 35 |
| Herring | Barrels | 2068 | 5837 | 1400 | 3 | 4434 |
| Lumber | Supf. ft. | 556000 | 4678 | | 4317 | 361 |
| Mackerel | Barrels | 1141 | 5549 | | | 5549 |
| Oil | Gln. 2310 Bls. 337 | 7834 | | 30 | | 7804 |
| Potatoes and Vegetables | Bushels | 63 | 38 | | 38 | |
| Scalefish | Lbs. | 497616 | 9098 | 227 | | 9771 |
| Shad and Halibut | Barrels | 16 | 110 | | | 110 |
| Staves and Hoops | No. | 2000 | 40 | | 40 | |
| Spars and Knees | No. | 43 | 27 | | 27 | |
| Stone | Tons | 110 | 550 | | | 550 |
| Miscellaneous | | | 409 | | | 409 |
| Totals | | | \$43852 | 1762 | 4425 | 37665 |

BEAR RIVER.

| | | | | | | |
|-------------------------|-----------|--------|----------------|-------------|-------------|--------------|
| Apples and Plums | Barrels | 949 | 584 | 525 | 59 | |
| Ale, Porter, and Cider | Do. | 5 | 15 | 15 | | |
| Beef | Do. | 12 | 84 | | 84 | |
| Codfish | Lbs. | 4480 | 60 | | 60 | |
| Eggs | Dozen | 4335 | 456 | 382 | | 74 |
| Herring | Bxs. 112 | 87 | 45 | 42 | | |
| Lumber | Supf. ft. | 980372 | 9150 | 52 | 5887 | 3211 |
| Laths and Pickets | No. | 1000 | 8 | | 8 | |
| Mackerel | Barrels | 137 | 504 | | 504 | |
| Oats and Barley | Bushels | 55 | 22 | 22 | | |
| Potatoes and Vegetables | Do. | 204 | 96 | 9 | 28 | 59 |
| Scalefish | Lbs. | 14240 | 270 | | 270 | |
| Sheep and Swine | No. | 466 | 504 | 504 | | |
| Staves and Hoops | No. | 13840 | 187 | | 187 | |
| Spars and Knees | No. | 17 | 10 | | 10 | |
| Wood (Firewood) | Cords | 4032 | 12475 | 5 | | 12470 |
| Miscellaneous | | | 16 | 6 | 10 | |
| Totals | | | \$24528 | 1565 | 7149 | 15814 |

BRIDGETOWN.

| | | | | | | |
|-------------------------|-----------|--------|----------------|-------------|--|-------------|
| Apples and Plums | Barrels | 2581 | 3196 | 3196 | | |
| Ale, Porter, and Cider | Do. | 151 | 168 | 168 | | |
| Butter | Lbs. | 270 | 42 | 27 | | 15 |
| Cheese | Lbs. | 200 | 14 | 14 | | |
| Eggs | Dozen | 1200 | 120 | 24 | | 96 |
| Fruit | Packages | 13 | 5 | 5 | | |
| Lumber | Supf. ft. | 245000 | 2067 | | | 2067 |
| Oats and Barley | Bushels | 100 | 40 | | | 40 |
| Pork and Hams | Lbs. | 100 | 10 | | | 10 |
| Potatoes and Vegetables | Bushels | 6489 | 2019 | 1253 | | 766 |
| Scalefish | Lbs. | 200 | 7 | | | 7 |
| Staves and Hoops | No. | 5000 | 15 | 15 | | |
| Wood (Firewood) | Cords | 692 | 1574 | | | 1574 |
| Miscellaneous | | | 983 | 40 | | 943 |
| Totals | | | \$10260 | 4742 | | 5518 |

GENERAL STATEMENT OF EXPORTS.

CANADA CREEK.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | |
|-----------------------------------|-----------------|-------------------------|----------------|----------------------------------|--------------|----------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Apples and Plums | Barrels | 189 | 355 | 355 | | |
| Butter | Lbs. | 290 | 45 | 45 | | |
| Eggs | Dozen | 57 | 6 | 6 | | |
| Herring | Barrels | 20 | 50 | 50 | | |
| Oats and Barley | Bushels | 474 | 195 | 195 | | |
| Potatoes and Vegetables | Do. | 29803 | 8474 | 6454 | | 2020 |
| Wood (Firewood) | Cords | 1001 | 2311 | 32 | | 2279 |
| Miscellaneous | | | 5 | 5 | | |
| Totals | | | \$11441 | 7142 | | 4299 |

CAPE CANSO.

| | | | | | | |
|----------------------------|-------------------|-------|----------------|--------------|--|--------------|
| Bread | Barrels | 5 | 22 | 22 | | |
| Coal | Tons | 185 | 740 | | | 740 |
| Codfish | Lbs. | 33824 | 1252 | 1068 | | 184 |
| Eggs | Dozen | 90 | 11 | | | 11 |
| Flour | Barrels | 12 | 66 | 66 | | |
| Herring | Do. | 4329 | 16342 | 10566 | | 5776 |
| Mackerel | Do. | 896 | 6870 | 704 | | 6166 |
| Oil | Gln. 5822 Pk. 210 | | 3642 | 3355 | | 287 |
| Scalefish | Lbs. | 15008 | 241 | 99 | | 142 |
| Salmon and Trout | Barrels | 4 | 28 | 22 | | 6 |
| Salt | Bushels | 4048 | 1120 | 1120 | | |
| Woodware | | | 515 | 515 | | |
| Miscellaneous | | | 3 | | | 3 |
| Totals | | | \$30852 | 17537 | | 13315 |

CHEVERIE.

| | | | | | | |
|------------------------------|------|------|---------------|--|--|-------------|
| Gypsum and Plaster | Tons | 5865 | 2736 | | | 2736 |
| Totals | | | \$2736 | | | 2736 |

CLEMENTSPORT.

| | | | | | | |
|-----------------------------------|-----------|-------|----------------|--------------|--|--------------|
| Apples and Plums | Barrels | 489 | 619 | 610 | | 9 |
| Ale, Porter, and Cider | Do. | 29 | 63 | 63 | | |
| Butter | Lbs. | 120 | 24 | 24 | | |
| Codfish | Lbs. | 1000 | 30 | 30 | | |
| Eggs | Dozen | 3457 | 383 | 141 | | 242 |
| Fruit | Packages | 32 | 56 | 56 | | |
| Hardware | Pieces | 8418 | 13310 | 13310 | | |
| Herring | Packages | 858 | 502 | 180 | | 322 |
| Lumber | Supf. ft. | 86000 | 860 | | | 860 |
| Potatoes and Vegetables | Bushels | 294 | 112 | 103 | | 9 |
| Spars and Kuces | No. | 159 | 318 | | | 318 |
| Woodware | | | 100 | 100 | | |
| Wood (Firewood) | Cords | 2729 | 8265 | | | 8265 |
| Miscellaneous | | | 154 | 24 | | 130 |
| Totals | | | \$24796 | 14641 | | 10155 |

GENERAL STATEMENT OF EXPORTS.

CORNWALLIS.

| ARTICLES. | Total Quantity. | Total value in Pounds. | EXPORTED TO | | | |
|-----------------------------|-----------------|---------------------------|-------------------|--|-----------------|-------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Apples and Plums..... | Barrels | 2120 | 3096 | 3096 | | |
| Ale, Porter, and Cider..... | Do. | 124 | 256 | 256 | | |
| Butter..... | Packages | 5 | 20 | 20 | | |
| Gypsum and Plaster..... | Tons | 200 | 160 | | 160 | |
| Hides and Skins..... | No. | 75 | 45 | 45 | | |
| Potatoes and Vegetables.... | Bushels | 293629 | 96912 | 12069 | | 84843 |
| Sheep and Swine..... | No. | 11 | 22 | 22 | | |
| Wood (Firewood)..... | Cords | 189 | 388 | 46 | | 342 |
| Totals..... | | 8100899 | | 15554 | | 85345 |

COW BAY.

| | | | | | |
|-----------------------|-------------------|-------|---------------|-------------|--------------|
| Coal..... | Tons | 28631 | 59234 | 3406 | 55828 |
| Mackerel..... | Barrels | 8 | 32 | | 32 |
| Salmon and Trout..... | Do. | 6 | 72 | | 72 |
| Tea..... | Lb. 10873 Pks. 55 | | 3246 | | 3246 |
| Woodware..... | | | 30 | | 30 |
| Totals..... | | | 832614 | 3406 | 59208 |

DIGBY.

| | | | | | | |
|------------------------------------|-------------------|--------|---------------|--------------|-------------|-------------|
| Apples and Plums..... | Barrels | 485 | 840 | 829 | 11 | |
| Ale, Porter, and Cider..... | Do. | 116 | 232 | 232 | | |
| Codfish..... | Lbs. | 25744 | 1314 | 1254 | 60 | |
| Cotton and Woollen Manuf. Packages | | 17 | 1784 | 1784 | | |
| Eggs..... | Dozen | 10250 | 1047 | 1047 | | |
| Fruit..... | Packages | 1920 | 542 | 542 | | |
| Hardware..... | Do. | 15 | 463 | 463 | | |
| Herring..... | Bxs. 1706 Bbls. 8 | | 2041 | 1974 | 52 | |
| Horned Cattle..... | No. | 262 | 9284 | 9284 | | |
| Lumber..... | Supf. ft. | 181259 | 1771 | 1771 | | |
| Mackerel..... | Barrels | 299 | 868 | 145 | 370 | |
| Oats and Barley..... | Bushels | 30 | 12 | 12 | | |
| Oil..... | Gls. | 649 | 514 | 514 | | |
| Potatoes and Vegetables.... | Bushels | 2149 | 949 | 904 | 45 | |
| Scalefish..... | Lbs. | 12775 | 160 | 160 | | |
| Shad and Halibut..... | Barrels | 224 | 1077 | 1077 | | |
| Sheep and Swine..... | No. | 1350 | 2622 | 2622 | | |
| Shingles..... | No. | 7000 | 14 | | 14 | |
| Staves and Hoops..... | No. | 20725 | 317 | | 317 | |
| Spars and Knees..... | No. | 6 | 12 | | 12 | |
| Wood (Firewood)..... | Cords | 977 | 2766 | | 2766 | |
| Miscellaneous..... | | | 257 | 257 | | |
| Totals..... | | | 828886 | 22940 | 2752 | 3194 |

GENERAL STATEMENT OF IMPORTS.

GLACE BAY.

| ARTICLES. | Total Quantity. | Total Value in Pounds. | IMPORTED TO | | | |
|-------------|-----------------|---------------------------|-------------------|--|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America, West Indies. | United States. | Other Countries. |
| Coal..... | Tons..... | 12948 | 25762 | 1650 | 24112 | |
| Totals..... | | | \$25762 | 1650 | 24112 | |

HANTSPOBT.

| | | | | | | |
|----------------------------|-----------|--------|--------|------|------|------|
| Gypsum and Plaister..... | Tons | 5212 | 3332 | | 3332 | |
| Lumber..... | Supf. ft. | 527661 | 3767 | 3767 | | |
| Laths and Lathwood..... | Cords | 1½ | 2 | 2 | | |
| Potatoes and Vegetables... | Bush. | 550 | 275 | | | 275 |
| Timber..... | Tons | 77½ | 309 | 309 | | |
| Totals..... | | | \$7685 | 4078 | | 3607 |

HARBORVILLE.

| | | | | | | |
|----------------------------|---------|-------|---------|------|-----|-------|
| Apples and Plums..... | Barrels | 957 | 1513 | 1498 | 15 | |
| Butter..... | Lbs. | 1930 | 284 | 284 | | |
| Cheese..... | Lbs. | 400 | 40 | 40 | | |
| Eggs..... | Doz. | 1300 | 134 | 134 | | |
| Flour..... | Bbls. | 10 | 60 | 60 | | |
| Herring..... | Do. | 42 | 126 | 90 | | 36 |
| Horned Cattle..... | No. | 3 | 100 | 100 | | |
| Horses..... | No. | 4 | 340 | 80 | | 260 |
| Lumber (Sawed)..... | | | 4 | 4 | | |
| Oats and Barley..... | Bush. | 1679 | 753 | 753 | | |
| Pork and Hams..... | Bbls. | 2½ | 40 | 40 | | |
| Potatoes and Vegetables... | Bush. | 35146 | 9844 | 5549 | 55 | 4240 |
| Scaldfish..... | Lbs. | 10500 | 365 | 335 | 30 | |
| Sheep and Swine..... | No. | 63 | 190 | 190 | | |
| Woodware..... | | | 93 | 93 | | |
| Wood (Firewood)..... | Cords | 5419 | 13949 | 114 | | 13835 |
| Miscellaneous..... | | | 177 | 177 | | |
| Totals..... | | | \$28012 | 9541 | 100 | 18371 |

HORTON.

| | | | | | | |
|----------------------------|---------------|-------|---------|------|------|-------|
| Apples and Plums..... | Bbls. | 155 | 297 | 267 | 40 | |
| Butter..... | Lbs. | 1614 | 295 | | 295 | |
| Cheese..... | Lbs. | 567 | 49 | | 49 | |
| Herring..... | Boxes | 40 | 20 | | 20 | |
| Hides and Skins..... | No. 36 Lbs. | 149 | 136 | | 136 | |
| Leather and Leather Manuf. | Sides 12 Lbs. | 195 | 69 | | 69 | |
| Lumber..... | Sup. feet | 9500 | 57 | | 57 | |
| Oats and Barley..... | Bush. | 80 | 39 | | 39 | |
| Potatoes and Vegetables... | Do. | 67633 | 18939 | 6382 | 1201 | 11356 |
| Shingles..... | No. | 30000 | 60 | | 60 | |
| Woodware..... | | | 8 | | 8 | |
| Miscellaneous..... | | | 160 | | 160 | |
| Totals..... | | | \$20139 | 6649 | 2134 | 11356 |

GENERAL STATEMENT OF EXPORTS.

ISAAC'S HABBOUR.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|---------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Codfish | Lbs. 8960 | 240 | | 240 | | | |
| Herring | Bbbs. 605 | 2420 | | 2420 | | | |
| Oil | Bbbs. 5 | 90 | | 90 | | | |
| Totals | | \$2750 | | 2750 | | | |

JOGGINS.

| | | | | | | |
|------------------------|------------------|---------|------|------|--|-------|
| Coal | Tons 6711 | 14436 | | 6190 | | 8246 |
| Lumber | Sup. feet 381000 | 2181 | 1656 | | | 525 |
| Oats and Barley | Bush. 1000 | 400 | | | | 400 |
| Shad and Halibut | Bbbs. 4 | 24 | | | | 24 |
| Spars and Knees | No. 10532 | 5221 | | | | 5221 |
| Stone | Tons 2055 | 9089 | | 900 | | 8189 |
| Timber | Tons 15 | 90 | 90 | | | |
| Woodware | | 3575 | | | | 3575 |
| Wood (Firewood) | Cords 20 | 20 | | | | 20 |
| Miscellaneous | | 600 | | | | 600 |
| Totals | | \$35636 | 1746 | 7090 | | 26800 |

LA HAVE.

| | | | | | | |
|-------------------------------|------------------|---------|--|---------|------|-----------|
| Apples and Plums | Bbbs. 18 | 18 | | 12 | | 6 |
| Beef | Bbbs. 14 | 152 | | | | 152 |
| Cheese | Lbs. 447 | 46 | | 46 | | |
| Flour | Bbbs. 26 | 144 | | 144 | | |
| Lumber | Sup. ft. 2191000 | 16352 | | 10828 | 2959 | 49 2516 |
| Oil | Gals. 1446 | 789 | | 754 | | 35 |
| Potatoes and Vegetables | Bush. 25 | 29 | | 14 | | 15 |
| Shingles | No. 267000 | 474 | | 359 | 48 | 39 28 |
| Staves and Hoops | No. 152000 | 2907 | | 17 1820 | | 784 286 |
| Spars and Knees | No. 609 | 1210 | | 200 | 10 | 1000 |
| Timber | Tons 20 | 80 | | | | 80 |
| Wood (Firewood) | Cords 716 | 1991 | | | | 1991 |
| Miscellaneous | | 2126 | | | | 2126 |
| Totals | | \$26318 | | 12374 | 4995 | 6119 2830 |

LONDONDERRY.

| | | | | | | |
|--|-----------------|---------|------|-------|--|------|
| Cotton and Woollen Manu- factures | Ton 1 Lbs. 4084 | 1541 | | 1541 | | |
| Gypsum and Plaister | Tons 170 | 102 | | | | 102 |
| Hardware and Iron | Tons 1267 | 85319 | | 85319 | | |
| Hides and Skins | Packages 9 | 693 | | 178 | | 515 |
| Lumber | Sup. ft. 258000 | 2421 | 1422 | | | 999 |
| Laths | No. 52000 | 66 | 48 | | | 18 |
| Potatoes and Vegetables | Bush. 1575 | 462 | | | | 462 |
| Shad and Halibut | Bbbs. 813 | 5901 | | 132 | | 5769 |
| Wood (Firewood) | Cords 140 | 329 | | | | 329 |
| Miscellaneous | | 66 | | 66 | | |
| Totals | | \$96900 | 1470 | 87236 | | 8194 |

GENERAL STATEMENT OF EXPORTS.

LINGAN

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | |
|-------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Coal..... | Tons 36928 | 70528 | 576 | | | 69952 |
| Totals..... | | 870528 | 576 | | | 69952 |

LIVERPOOL.

| | | | | | | |
|---|---------------------|---------|-------|--------|--|------|
| Apples and Plums..... | Bhls. 79 | 182 | | 157 | | 25 |
| Beef..... | Do. 2 | 24 | | 24 | | |
| Bread..... | Do. 4 | 12 | | 12 | | |
| Codfish..... | Lbs. 664882 | 26568 | | 26272 | | 108 |
| Cotton, Linen, Silk, and Woollen Manufactures. | Packgs. 417 | 84205 | 84030 | 175 | | |
| Flour..... | Bbbs. 40 | 298 | 35 | | | 263 |
| Herring..... | Bxs 21 Bbl. 1156 | 3369 | 171 | 1819 | | 1379 |
| Horned Cattle..... | No. 22 | 990 | | 990 | | |
| Lobsters..... | Packgs. 491 | 1964 | | 1964 | | |
| Laths and Pickets..... | No. 49600 | 406 | 21 | 385 | | |
| Lumber..... | Sup. ft. 8980000 | 87964 | 4060 | 82790 | | 544 |
| Mackerel..... | Barrels 327 | 2129 | | 756 | | 1373 |
| Molasses..... | Pns. 31 Gl. 4276 | 1696 | 30 | | | 1666 |
| Oil..... | Glns. 1570 | 785 | | 70 | | 715 |
| Rum..... | Do. 346 | 346 | | 346 | | |
| Scalefish..... | Lbs. 85214 | 1900 | 16 | 1884 | | |
| Salmon and Trout..... | Packgs. 588 | 2771 | | 2531 | | 240 |
| Sheep and Swine..... | No. 100 | 200 | | 200 | | |
| Shingles..... | No. 525750 | 818 | 30 | 773 | | 15 |
| Staves and Hoops..... | bds. 78 No. 1508100 | 46093 | | 46093 | | |
| Spars, Knees, and Sweeps..... | No. 97 S. ft. 24043 | 1879 | 48 | 1831 | | |
| Salt..... | Bushels 120 | 48 | | | | 48 |
| Sugar..... | Bbl. 17 Lbs. 4005 | 200 | | 200 | | |
| Tea..... | Lbs. 207 | 124 | 124 | | | |
| Wood (Firewood)..... | Cords 286 | 1136 | | | | 1136 |
| Miscellaneous..... | | 2347 | 923 | 68 | | 1356 |
| Totals..... | | 8268454 | 89488 | 169340 | | 8828 |

LUNENBURG.

| | | | | | |
|------------------------------|-------------------|--------|-----|------|-----|
| Apples and Plums..... | Bhls. 55 | 66 | 66 | | |
| Beef..... | Do. 31 | 28 | 28 | | |
| Butter..... | Lbs. 600 | 120 | 120 | | |
| Coal..... | Tons 128 | 500 | 100 | | 400 |
| Codfish..... | Lbs. 92512 | 2852 | | 2852 | |
| Cotton and Woollen Manuf. | | 38 | | 38 | |
| Herring..... | Bbbs. 239 | 553 | | 553 | |
| Lumber..... | Sup. ft. 115500 | 1126 | 12 | 1114 | |
| Mackerel..... | Bbbs. 377 | 1769 | | 1769 | |
| Molasses..... | Glns. 30 | 15 | 15 | | |
| Potatoes and Vegetables..... | Doz. 700 Bsh. 120 | 340 | 287 | 53 | |
| Scalefish..... | Lbs. 60368 | 1048 | | 1048 | |
| Shingles..... | No. 6000 | 8 | | 8 | |
| Staves and Hoops..... | No. 69526 | 1666 | | 1666 | |
| Spars and Knees..... | No. 6 | 4 | | 4 | |
| Totals..... | | 810138 | 628 | 9105 | 400 |

GENERAL STATEMENT OF EXPORTS.

MAITLAND.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|----------------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Gypsum and Plaister | Tons 4285 | 1970 | | | | 1970 | |
| Potatoes and Vegetables... | Bush. 200 | 70 | | | | 70 | |
| Wood (Firewood)..... | Cords 235 | 510 | | 56 | | 454 | |
| Totals..... | | \$2550 | | 56 | | 2494 | |

MARGAREE.

| | | | | | | | |
|----------------------------|------------|---------|--|-------|--|--|------|
| Butter..... | Lbs. 5732 | 837 | | 738 | | | 99 |
| Codfish..... | Lbs. 98672 | 3524 | | 3524 | | | |
| Cornmeal..... | Bbls. 1 | 5 | | 5 | | | |
| Eggs..... | Doz. 50 | 5 | | 5 | | | |
| Horned Cattle..... | No. 441 | 10954 | | 10354 | | | 600 |
| Oats and Barley..... | Bush. 25 | 10 | | | | | 10 |
| Oil..... | Glns. 30 | 18 | | 18 | | | |
| Pork and Hams..... | Bbls. 2 | 24 | | 24 | | | |
| Potatoes and Vegetables... | Bush. 25 | 10 | | | | | 10 |
| Sheep and Swine..... | No. 686 | 1692 | | 1358 | | | 334 |
| Spars and Knees..... | No. 7 | 35 | | 35 | | | |
| Totals..... | | \$17114 | | 16061 | | | 1053 |

MARGARETSVILLE.

| | | | | | | | |
|----------------------------|----------------|---------|--|-------|-----|--|------|
| Apples and Plums..... | Bbls. 863 | 1371 | | 1364 | | | 7 |
| Beef..... | Bbls. 324 | 408 | | 344 | | | 64 |
| Butter..... | Lbs. 4500 | 640 | | 640 | | | |
| Cheese..... | Lbs. 3000 | 604 | | 604 | | | |
| Codfish..... | Lbs. 6120 | 180 | | 30 | 150 | | |
| Cotton and Woollen Manuf. | Lbs. 6000 | 240 | | | | | 240 |
| Eggs..... | Doz. 9000 | 750 | | 750 | | | |
| Herring..... | Bbls. 28 | 56 | | 56 | | | |
| Horned Cattle..... | No. 37 | 110 | | 110 | | | |
| Horses..... | No. 1 | 80 | | 80 | | | |
| Lumber..... | Sup. ft. 61500 | 492 | | 12 | 480 | | |
| Oats and Barley..... | Bush. 4470 | 1950 | | 1870 | 80 | | |
| Potatoes and Vegetables... | Bush. 7445 | 2463 | | 1363 | 25 | | 1075 |
| Sheep and Swine..... | No. 1616 | 3232 | | 3232 | | | |
| Shingles..... | No. 30000 | 45 | | 15 | 30 | | |
| Staves and Hoops..... | No. 5500 | 88 | | | 88 | | |
| Woodware..... | | 136 | | 136 | | | |
| Wood (Firewood)..... | Cords 913 | 2480 | | 21 | | | 2459 |
| Totals..... | | \$15325 | | 10627 | 853 | | 3845 |

PARRSBOROUGH.

| | | | | | | | |
|----------------------------|-----------------|--------|------|------|--|--|------|
| Butter..... | Lbs. 2180 | 326 | | 229 | | | 97 |
| Cotton and Woollen Manuf. | Lbs. 500 | 160 | | | | | 160 |
| Gypsum and Plaister..... | Tons 880 | 663 | | | | | 663 |
| Lumber..... | Sup. ft. 522000 | 3137 | 925 | 1894 | | | 318 |
| Laths and Palings..... | Cords 3 | 15 | 15 | | | | |
| Oil..... | Glns. 60 | 54 | | | | | 54 |
| Potatoes and Vegetables... | Bush. 9600 | 2780 | | | | | 2780 |
| Staves and Hoops..... | No. 28000 | 112 | 112 | | | | |
| Timber..... | Tons 107 | 428 | 428 | | | | |
| Woodware..... | | 6 | | | | | 6 |
| Wood (Firewood)..... | Cords 53 | 106 | | | | | 106 |
| Miscellaneous..... | | 707 | | 236 | | | 471 |
| Totals..... | | \$8494 | 1480 | 2359 | | | 4655 |

GENERAL STATEMENT OF EXPORTS.

PICTOU.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | |
|----------------------------|-------------------|-------------------------|-----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Apples and Plums | Barrels | 25 | 25 | 25 | | |
| Beef | Do. | 14 | 112 | 112 | | |
| Bread | Do. | 35 | 110 | 110 | | |
| Butter | Lbs. | 58926 | 8988 | 39 8946 | | 3 |
| Cornmeal | Bbls. | 8 | 39 | 6 28 | | 5 |
| Coal | Tons | 195125 | 472439 | 18402 | | 454037 |
| Cordage and Canvas | Packgs. | 7 | 71 | 71 | | |
| Cotton and Woolled Manuf. | Do. | 4 | 532 | 532 | | |
| Eggs | Doz. | 150 | 15 | 15 | | |
| Flour | Bbls. | 188 | 1075 | 1075 | | |
| Hardware | | | 623 | 623 | | |
| Herring | Do. | 441 | 1417 | 1321 | | 96 |
| Leather and Leather Manuf. | Packgs. | 1 | 13 | 13 | | |
| Lumber | Sup. ft. | 638000 | 4622 | 3612 1010 | | |
| Laths and Pickets | Cords | 74 | 329 | 329 | | |
| Molasses | Gls. | 297 | 64 | 64 | | |
| Oats and Barley | Bush. | 519 | 223 | 223 | | |
| Oil | Gls. | 200 | 60 | 60 | | |
| Pork and Hams | Pkgs. | 7 | 95 | 29 66 | | |
| Salmon and Trout | Do. | 800 | 6490 | 6490 | | |
| Shingles | No. | 266000 | 524 | 524 | | |
| Stone | Pcs. 331 Tns. 140 | | 2205 | 85 | | 2120 |
| Timber | Tons | 2471 | 10707 | 10707 | | |
| Tea | Lbs. | 1028 | 394 | 394 | | |
| Tobacco | Lbs. | 333 | 138 | 138 | | |
| Woodware | | | 527 | 527 | | |
| Miscellaneous | | | 2402 | 1334 | | 1068 |
| Totals | | | \$514149 | 14722 42098 | | 457329 |

PORT HOOD.

| | | | | | | |
|----------------------------|---------|-------|---------------|-------------|--|------------|
| Butter | Lbs. | 25440 | 3816 | 3816 | | |
| Gypsum and Plaster | Tons | 200 | 250 | 250 | | |
| Horned Cattle | No. | 259 | 3832 | 3832 | | |
| Horses | No. | 6 | 315 | 315 | | |
| Leather & do. Manufactures | Package | 1 | 100 | 100 | | |
| Sheep and Swine | No. | 527 | 1114 | 1114 | | |
| Spars and Knees | No. | 942 | 800 | | | 800 |
| Wood (Firewood) | Cords | 50 | 150 | | | 150 |
| Miscellaneous | | | 40 | 40 | | |
| Totals | | | \$1417 | 9467 | | 950 |

PORT GILBERT.

| | | | | | | |
|-------------------------|----------|--------|----------------|-------------|-------------|-------------|
| Codfish | Lbs. | 19600 | 525 | | | 525 |
| Eggs | Doz. | 2685 | 268 | | | 268 |
| Herring | Bbls. | 7 | 21 | | 21 | |
| Lumber | Sup. ft. | 257000 | 3382 | 2200 | 1182 | |
| Mackerel | Bbls. | 69 | 236 | | 88 | 148 |
| Potatoes and Vegetables | Bush. | 128 | 48 | | | 48 |
| Scalefish | Lbs. | 1800 | 30 | | 30 | |
| Shingles | No. | 27000 | 48 | | 48 | |
| Staves and Hoops | No. | 1450 | 20 | | 20 | |
| Wood (Firewood) | Cords | 2551 | 7653 | | | 7653 |
| Totals | | | \$12231 | 2200 | 1389 | 8642 |

GENERAL STATEMENT OF EXPORTS.

PORT ACADIA.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|-----------------------------------|------------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Apples and Plums | Barrels 16 | 32 | | 32 | | | |
| Codfish | Lbs. 4072 | 119 | 18 | | 101 | | |
| Eggs. | Doz. 8545 | 867 | | | 867 | | |
| Herring | Bbls. 50 | 128 | | 3 | 105 | 20 | |
| Lumber | Sup. ft. 1059000 | 7434 | 5666 | | 97 | 1671 | |
| Mackerel | Bbls. 830 | 2756 | | 402 | 2354 | | |
| Potatoes and Vegetables | Bush. 117 | 59 | | 17 | 42 | | |
| Scalefish | Lbs. 7020 | 94 | 90 | 4 | | | |
| Shingles | No. 190000 | 263 | | 172 | | 91 | |
| Staves and Hoops | No. 22000 | 320 | | 282 | | 38 | |
| Spars and Knees | No. 81 | 71 | | 52 | | 19 | |
| Wood (Firewood) | Cords 2271 | 6800 | | | 6800 | | |
| Miscellaneous | | 16 | | 8 | | 8 | |
| Totals | | \$18959 | 5774 | 972 | 10366 | 1847 | |

PORT HAWKSBURY.

| | | | | | | |
|-----------------------------------|-------------|----------------|--------------|--|-------------|--|
| Alewives | Barrels 192 | 476 | 476 | | | |
| Butter | Packgs. 265 | 1100 | 1100 | | | |
| Coal | Tons 300 | 900 | | | 900 | |
| Codfish | Lbs. 123200 | 3750 | 3750 | | | |
| Herring | Bbls. 5891 | 17676 | 17676 | | | |
| Hides and Skins | No. 18 | 50 | 50 | | | |
| Horned Cattle | No. 91 | 1780 | 1780 | | | |
| Horses | No. 2 | 80 | 80 | | | |
| Mackerel | Bbls. 410 | 3030 | 1750 | | 1280 | |
| Oats and Barley | Bush. 11400 | 5430 | 1380 | | 4050 | |
| Oil | Casks 23 | 345 | 345 | | | |
| Potatoes and Vegetables | Bush. 1000 | 400 | 400 | | | |
| Scalefish | Lbs. 7616 | 170 | 170 | | | |
| Salmon and Trout | Bbls. 2 | 25 | 25 | | | |
| Sheep and Swine | No. 150 | 300 | 300 | | | |
| Totals | | \$35512 | 29282 | | 6230 | |

PORT MEDWAY.

| | | | | | | |
|------------------------------------|-------------------|-----------------|-------------|-------------|--------------|--------------|
| Alewives | Packgs. 2684 | 49 | | 22 | | 27 |
| Codfish | Lbs. 12662 | 413 | | 413 | | |
| Hardware | Tons 1 | 10 | | | | 10 |
| Herring | Bbls. 447 | 1113 | | 1113 | | |
| Laths and Palings | No. 376351 | 996 | 51 | | 945 | |
| Lumber | Sup. ft. 8526172 | 93055 | 4219 | 1423 | 51678 | 15055 |
| Mackerel | Bbls. 99 | 430 | | 403 | | 27 |
| Scalefish | Lbs. 1270 | 27 | | 27 | | |
| Salmon and Trout | Bbls. 9 | 122 | | 74 | | 48 |
| Shingles | No. 780600 | 1201 | | 1177 | | 24 |
| Staves and Hoops | No. 169520 | 4051 | | 3679 | | 372 |
| Spars, Knees, and Sweeps | No. 1049 ft. 2000 | 397 | | 366 | | 31 |
| Totals | | \$101864 | 4270 | 1423 | 58952 | 16010 |

GENERAL STATEMENT OF IMPORTS.

PORT MULGRAVE.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|----------------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Apples and Plums | Bbls. 3 | 6 | | 6 | | | |
| Bread | Do. 10 | 45 | | 45 | | | |
| Butter | Lbs. 40 | 6 | | | | 6 | |
| Cordage and Canvas | Packages 6 | 54 | | 54 | | | |
| Coal | Tons 85 | 170 | | | | 170 | |
| Codfish | | 10 | | 10 | | | |
| Cotton and Woolen Manuf. | Pkgs. 2 | 336 | | 336 | | | |
| Flour | Bbls. 269 | 1856 | | 1856 | | | |
| Gypsum and Plaister | Bbls. 6 | 6 | | 6 | | | |
| Hardware, Iron, &c | Pkgs. 6 Tons 90 | 3158 | | 8 | | 3150 | |
| Herring | Bbls 721½ | 2886 | | 2886 | | | |
| Horned Cattle | No. 16 | 250 | | | | 250 | |
| Leather & do. Manufactures | Pkgs. 2 | 128 | | 128 | | | |
| Lumber | Sup. ft. 6000 | 72 | | 72 | | | |
| Mackerel | Bbls. 670 | 4430 | | | | 4430 | |
| Molasses | Glns. 220 | 75 | | 75 | | | |
| Oats and Barley | | 9 | | 9 | | | |
| Oil | Glns. 116 | 58 | | 58 | | | |
| Pork and Hams | Bbls. 4 | 64 | | 64 | | | |
| Rum | Glns. 9 | 18 | | 18 | | | |
| Salt | Bush. 840 | 253 | | 253 | | | |
| Woodware | | 195 | | 45 | | 150 | |
| Wood (Firewood) | Cords 206 | 468 | | | | 393 | |
| Totals | | \$14553 | | 5929 | | 8299 | |
| | | | | | | 325 | |

PORT WILLIAMS.

| | | | | | | |
|-------------------------|-----------|--------|--|------|--|-----|
| Apples and Plums | Bbls. 65 | 190 | | 190 | | |
| Butter | Lbs. 1235 | 173 | | 173 | | |
| Cheese | Lbs. 700 | 73 | | 73 | | |
| Codfish | Lbs. 1234 | 205 | | 205 | | |
| Eggs | Doz. 8250 | 320 | | 320 | | |
| Herring | Bbls. 42 | 125 | | 125 | | |
| Horned Cattle | No. 27 | 139 | | 139 | | |
| Pork and Hams | Bbls. ½ | 7 | | 7 | | |
| Potatoes and Vegetables | Bush. 265 | 97 | | 97 | | |
| Sheep and Swine | No. 600 | 1200 | | 1200 | | |
| Wood (Firewood) | Cords 196 | 640 | | | | 640 |
| Totals | | \$3169 | | 2529 | | 640 |

PUBNICO.

| | | | | | | |
|-------------------------|-------------------|------|--|----|--|------|
| Beef | Barrels 2 | 20 | | 20 | | |
| Codfish | Lbs. 49056 | 1314 | | 24 | | 1290 |
| Hardware, Iron, &c | Packages 2 | 30 | | 30 | | |
| Herring | Bxs. 16 Bbls. 196 | 567 | | 27 | | 540 |
| Mackerel | Barrels 469 | 3406 | | | | 3406 |
| Oil | Packages 13 | 234 | | | | 234 |
| Pork and Hams | Barrels 1 | 12 | | 12 | | |
| Potatoes and Vegetables | Bushels 1757 | 739 | | 1 | | 738 |

GENERAL STATEMENT OF EXPORTS.

PUBNICO—(CONTINUED).

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | |
|----------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Scalefish..... | Lbs. 448 | 6 | 6 | | | |
| Woodware..... | | 443 | 443 | | | |
| Wood (Firewood)..... | Cords 33 | 184 | | | 184 | |
| Miscellaneous..... | | 190 | | 20 | | 170 |
| Totals..... | | \$7145 | | 583 | | 6562 |

PUGWASH.

| | | | | | | |
|------------------------------|-------------------|---------|-------|-------|--|--|
| Butter..... | Lbs. 1913 | 195 | 122 | 73 | | |
| Gypsum and Plaster..... | Tons 628 | 628 | | 628 | | |
| Lumber..... | Sup. ft. 22955172 | 84770 | 71772 | 12998 | | |
| Laths and Palings..... | Cords 3½ | 17 | 17 | | | |
| Oats and Barley..... | Bushels 265 | 106 | | 106 | | |
| Potatoes and Vegetables..... | Do. 20 | 8 | | 8 | | |
| Staves and Hoops..... | No. 5200 | 31 | | 31 | | |
| Spars and Knees..... | No. 95 | 336 | | 336 | | |
| Stone..... | Tons 240 | 240 | | 240 | | |
| Timber..... | Pcs. 12 Tons 94½ | 360 | 238 | 122 | | |
| Miscellaneous..... | | 278 | | 278 | | |
| Totals..... | | \$86969 | 72149 | 14820 | | |

RAGGED ISLANDS.

| | | | | | | |
|-------------------------------|-------------------|----------|--|--------|------|--|
| Alewives..... | Barrels 5 | 15 | | 15 | | |
| Codfish..... | Lbs. 2955132 | 97551 | | 97551 | | |
| Cotton and Woollen Manuf..... | Packages 2 | 105 | | | 105 | |
| Herring..... | Barrels 2525 | 8434 | | 8434 | | |
| Lobsters..... | Packages 16 | 48 | | 48 | | |
| Lumber..... | Supf. feet 189500 | 2067 | | 2067 | | |
| Mackerel..... | Barrels 800 | 4914 | | 888 | 4026 | |
| Scalefish..... | Lbs. 403496 | 9289 | | 9289 | | |
| Salmon and Trout..... | Barrels 29½ | 332 | | 332 | | |
| Shingles..... | No. 1230500 | 2348 | | 2348 | | |
| Staves and Hoops..... | No. 6000 | 134 | | 134 | | |
| Totals..... | | \$125237 | | 121106 | 4131 | |

ST. ANNS.

| | | | | | | |
|------------------------------|------------------|--------|--|------|--|--|
| Beef..... | Barrels 17 | 120 | | 120 | | |
| Butter..... | Lbs. 6869 | 1051 | | 1051 | | |
| Coal..... | Tons 142 | 285 | | 285 | | |
| Horned Cattle..... | No. 145 | 4104 | | 4104 | | |
| Lumber..... | Supf. feet 31500 | 286 | | 286 | | |
| Potatoes and Vegetables..... | Bushels 385 | 130 | | 130 | | |
| Sheep and Swine..... | No. 264 | 769 | | 769 | | |
| Shingles..... | No. 170000 | 337 | | 337 | | |
| Totals..... | | \$7082 | | 7082 | | |

GENERAL STATEMENT OF EXPORTS.

SHELburnE.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | |
|------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|------------------------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. Other Countries. |
| Apples and Plums | Barrels 10 | 48 | | 48 | | |
| Codfish | Lbs. 6048 | 221 | | 195 | | 26 |
| Hardware | | 4 | | | | 4 |
| Herring | Barrels 3325 | 10028 | | 8120 | | 1908 |
| Lumber | Supf. ft. 12000 | 108 | | 108 | | |
| Mackerel | Barrels 3 | 9 | | 9 | | |
| Oil | Gallons 352 | 149 | | 124 | | 25 |
| Pork and Hams | Barrels 14 | 36 | | 36 | | |
| Totals | | \$10603 | | 8640 | | 1963 |

ST. MARY'S RIVER.

| | | | | | | |
|---------------------------|-----------------|--------|-----|------|--|-----|
| Cotton and Woollen Manuf. | Lbs.1200 Pkgs.5 | 44 | | | | 44 |
| Hardware | | 3 | | | | 3 |
| Herring | Barrels 920 | 2944 | | 2944 | | |
| Lumber | Supf. ft. 14016 | 119 | 119 | | | |
| Laths and Palings | Cords 4 | 20 | 20 | | | |
| Timber | Tons 238 | 839 | 839 | | | |
| Wood (Firewood) | Cords 40 | 80 | | | | 80 |
| Totals | | \$4049 | 978 | 2944 | | 127 |

SYDNEY NORTH.

| | | | | | | |
|-------------------------|----------------|----------|--|-------|--|-------|
| Beef | Barrels 1024 | 995 | | 995 | | |
| Butter | Packages 955 | 4655 | | 4655 | | |
| Coal | Tons 57786 | 143941 | | 84211 | | 58499 |
| Lumber | Supf. ft. 5000 | 45 | | 45 | | |
| Pork and Hams | Barrels 50 | 400 | | 400 | | |
| Potatoes and Vegetables | Bushels 260 | 47 | | | | 47 |
| Shingles | No. 55000 | 80 | | 80 | | |
| Woodware | | 20 | | 20 | | |
| Miscellaneous | | 170 | | 170 | | |
| Totals | | \$150353 | | 90576 | | 58499 |

SYDNEY, C. B.

| | | | | | | |
|-------------------------|----------------|--------|--|-----|--|-----|
| Apples and Plums | Barrels 27 | 66 | | 66 | | |
| Beef | Do. 10 | 90 | | 90 | | |
| Butter | Lbs. 232 | 120 | | 120 | | |
| Coal | Tons 147 | 369 | | 24 | | 345 |
| Cordage and Canvas | Packages 2 | 20 | | | | 20 |
| Gypsum | Bushels 10 | 3 | | 3 | | |
| Horned Cattle | No. 2 | 32 | | 32 | | |
| Lumber | Supf. ft. 4000 | 48 | | 48 | | |
| Potatoes and Vegetables | Bushels 300 | 120 | | 120 | | |
| Sheep and Swine | No. 8 | 24 | | 24 | | |
| Shingles | No. 65000 | 97 | | 97 | | |
| Miscellaneous | | 100 | | | | 100 |
| Totals | | \$1089 | | 624 | | 465 |

GENERAL STATEMENT OF EXPORTS.

TANGIER.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|--------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Herring..... | Barrels 63 | 227 | 227 | | | | |
| Totals..... | | 227 | 227 | | | | |

TATAMAGOUCHIE.

| | | | | | | |
|----------------------------|-----------------|---------|------|------|--|--|
| Apples and Plums..... | Barrels 9 | 20 | 20 | | | |
| Butter..... | Pk.110.Lbs.7440 | 1432 | 1432 | | | |
| Leather & do. Manufactures | Lbs. 306 | 100 | 100 | | | |
| Lumber..... | Supf.ft. 250088 | 3661 | 520 | 3141 | | |
| Pork and Hams..... | Barrels 82 | 1280 | 1280 | | | |
| Staves and Hoops..... | No. 38000 | 184 | 184 | | | |
| Spars and Knees..... | No. 188 | 1776 | 40 | 1736 | | |
| Stone..... | Pcs.41 Tons204 | 116 | 116 | | | |
| Timber..... | Tons 710 | 2604 | 1305 | 1299 | | |
| Woodware..... | | 116 | 116 | | | |
| Totals..... | | \$11289 | 1865 | 9424 | | |

THORNE'S COVE.

| | | | | | | |
|-----------------------------|------------------|--------|------|------|--|------|
| Apples and Plums..... | Barrels 1789 | 2843 | 2589 | 304 | | |
| Ale, Porter, and Cider..... | Do. 57 | 86 | 86 | | | |
| Codfish..... | Lbs. 3920 | 105 | 105 | | | |
| Eggs..... | Dozen 200 | 20 | 20 | | | |
| Herring..... | Bx.4069 Bls. 200 | 2783 | 1140 | 1643 | | |
| Mackerel..... | Bbls. 46 | 230 | 230 | | | |
| Scalefish..... | Lbs. 3000 | 90 | 90 | | | |
| Wood (Firewood)..... | Cords 626 | 2949 | 18 | 2931 | | |
| Miscellaneous..... | | 18 | 18 | | | |
| Totals..... | | \$9124 | 3679 | 2514 | | 2931 |

TRURO.

| | | | | | |
|--------------------------|----------|-------|--|--|-----|
| Gypsum and Plaister..... | Tons 460 | 366 | | | 366 |
| Wood (Firewood)..... | Cords 15 | 20 | | | 20 |
| Totals..... | | \$386 | | | 386 |

GENERAL STATEMENT OF EXPORTS.

TUSKET.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|-----------------------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Ale, Porter, and Cider..... | Barrels | 2 | 6 | | 6 | | |
| Alewives..... | Do. | 82 | 246 | | 246 | | |
| Beef..... | Do. | 1 | 10 | | 10 | | |
| Codfish..... | Lbs. | 12544 | 348 | | 348 | | |
| Eggs..... | Dozen | 50 | 5 | | | | 5 |
| Lumber..... | Supf. ft. | 24500 | 244 | | 240 | | 4 |
| Mackerel..... | Barrels | 116 | 489 | | 489 | | |
| Potatoes and Vegetables.... | Bushels | 220 | 120 | | 40 | | 80 |
| Shingles..... | No. | 10000 | 28 | | | | 28 |
| Staves and Hoops..... | No. | 42500 | 848 | | 848 | | |
| Woodware..... | | | 64 | | 64 | | |
| Wood (Firewood)..... | Cords | 95 | 239 | | | 199 | 40 |
| Totals..... | | | \$2647 | | 2291 | 199 | 157 |

WALLACE.

| | | | | | | | |
|------------------------|-----------|--------|---------------|-------------|-------------|--|-------------|
| Apples and Plums..... | Barrels | 95 | 336 | | 336 | | |
| Butter..... | Lbs. | 3214 | 556 | | 556 | | |
| Eggs..... | Dozen | 23 | 3 | | 3 | | |
| Lumber..... | Supf. ft. | 634897 | 4721 | 2461 | 835 | | 1425 |
| Laths and Palings..... | No. | 34000 | 144 | | 24 | | 120 |
| Scalefish..... | Lbs. | 56000 | 150 | 150 | | | |
| Staves and Hoops..... | No. | 10500 | 58 | | 42 | | 16 |
| Spars and Knees..... | Do. | 91 | 1394 | | 514 | | 880 |
| Stone..... | Tons | 947 | 1894 | | 800 | | 1094 |
| Timber..... | Do. | 77 | 181 | 181 | | | |
| Woodware..... | | | 73 | | 73 | | |
| Totals..... | | | \$9510 | 2792 | 3183 | | 3535 |

WALTON.

| | | | | | | | |
|--------------------------|------|------|---------------|--|--|--|-------------|
| Gypsum and Plaister..... | Tons | 1965 | 1375 | | | | 1375 |
| Totals..... | | | \$1375 | | | | 1375 |

WESTPORT.

| | | | | | | | |
|-------------------------|-----------|----------|----------------|--|-------------|-------------|-------------|
| Beef..... | Barrel | 1 | 9 | | 9 | | |
| Codfish..... | Lbs. | 262028 | 8483 | | 5291 | 123 | 3069 |
| Hardware, Iron, &c..... | Tons | 2 | 448 | | 448 | | |
| Herring..... | Bxs.40 | Bls.1317 | 2062 | | 260 | 166 | 1636 |
| Lumber..... | Supf. ft. | 7194 | 681 | | | 681 | |
| Mackerel..... | Barrels | 167 | 563 | | 238 | 283 | 42 |
| Oil..... | Pkgs.5 | Gls.2241 | 1266 | | 519 | 8 | 739 |
| Scalefish..... | Lbs. | 197020 | 5110 | | 1893 | 181 | 3036 |
| Shad and Halibut..... | Barrels | 19 | 106 | | | | 106 |
| Shingles..... | No. | 21000 | 60 | | | 60 | |
| Spars and Knees..... | Do. | 3 | 3 | | | 3 | |
| Wood (Firewood)..... | Cords | 228 | 637 | | | | 637 |
| Miscellaneous..... | | | 50 | | | | 50 |
| Totals..... | | | \$19478 | | 8649 | 1514 | 9315 |

GENERAL STATEMENT OF EXPORTS.

WEYMOUTH.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|----------------------------|---------------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Beef..... | Barrels 5½ | 71 | | | 71 | | |
| Cotton and Woollen Manuf. | Package 1 | 14 | | | | 14 | |
| Eggs..... | Dozens 3500 | 350 | | | | 350 | |
| Herring..... | Bxs. 127 Bls. 439 | 1363 | | | 841 | 522 | |
| Lumber..... | Supf. ft. 5878579 | 54159 | 22766 | 40 | 21214 | 9302 | |
| Laths and Palings.... | Cords 11 No. 178680 | 514 | 394 | | | 120 | |
| Mackerel..... | Barrels 774 | 2194 | | | 2103 | 91 | |
| Potatoes and Vegetables... | Bushels 35 | 21 | | | | 21 | |
| Scaldfish..... | Lbs. 30240 | 649 | | | 609 | 40 | |
| Shad and Halibut..... | Barrels 17 | 85 | | | | 85 | |
| Shingles..... | No. 755000 | 957 | | | 948 | 9 | |
| Staves and Hoops..... | Do. 2448 | 126 | | | 126 | | |
| Spars and Knees..... | Do. 1167 | 319 | 253 | | 58 | | |
| Timber..... | Tons 147 | 775 | 775 | | | 8 | |
| Wood (Firewood)..... | Cords 1441 | 4356 | 63 | | | 4293 | |
| Totals..... | | \$65953 | 24251 | 40 | 25970 | 14847 | 845 |

WILMOT.

| | | | | | |
|-----------------------------|--------------|----------------|--|--------------|-------------|
| Apples and Plums..... | Barrels 2216 | 3244 | | 3244 | |
| Ale, Porter, and Cider..... | Do. 15 | 57 | | 57 | |
| Butter..... | Lbs. 4200 | 600 | | 600 | |
| Cheese..... | Do. 500 | 50 | | 50 | |
| Cotton and Woollen Manuf. | Do. 1000 | 100 | | 100 | |
| Eggs..... | Dozen 4700 | 599 | | 599 | |
| Hardware, Iron, &c..... | Tons 263 | 9170 | | 6970 | 2200 |
| Herring..... | Barrels 99 | 282 | | 282 | |
| Horned Cattle and Calves.. | No. 13 | 21 | | 21 | |
| Mackerel..... | Barrels 87 | 269 | | 269 | |
| Oats and Barley..... | Bushels 2200 | 1474 | | 1474 | |
| Oil..... | Packages 2 | 40 | | 40 | |
| Pork and Hams..... | Barrels 2½ | 105 | | 105 | |
| Potatoes and Vegetables... | Do. 1698 | 677 | | 677 | |
| Sheep and Swine..... | No. 759 | 1801 | | 1801 | |
| Woodware..... | | 90 | | 90 | |
| Wood (Firewood)..... | Cords 596 | 1577 | | 12 | 1565 |
| Totals..... | | \$20156 | | 16391 | 3765 |

WINDSOR.

| | | | | | |
|----------------------------|-----------------|----------------|--|--------------|--------------|
| Apples and Plums..... | Barrels 91 | 332 | | 332 | |
| Cotton and Woollen Manuf. | Packages 157 | 7798 | | 7125 | 673 |
| Gypsum..... | Tons 24918 | 16979 | | | 16979 |
| Hardware..... | Pkg. 1 Tons 50 | 696 | | 400 | 296 |
| Herring..... | Barrels 25 | 75 | | 75 | |
| Hides and Skins..... | Pcs. 39 No. 416 | 4300 | | 4045 | 255 |
| Horned Cattle..... | No. 33 | 2300 | | 2300 | |
| Horses..... | No. 36 | 3248 | | 3248 | |
| Lumber..... | Supf. ft. 24000 | 384 | | | 384 |
| Potatoes and Vegetables... | Bushels 800 | 240 | | | 240 |
| Shad and Halibut..... | Barrels 64 | 448 | | | 448 |
| Salmon and Trout..... | Boxes 104 | 4411 | | 4411 | |
| Timber..... | Tons 46 | 138 | | | 138 |
| Miscellaneous..... | | 1790 | | 1504 | 286 |
| Totals..... | | \$43139 | | 23440 | 19699 |

GENERAL STATEMENT OF EXPORTS.

YARMOUTH.

| ARTICLES. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|---|-----------------|----------------------------|-------------------|-------------------|--------------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Apples and Plums..... | Barrels | 214 | 251 | 183 | 58 | 10 | |
| Alcwives..... | Do. | 584 | 1335 | 8 | 820 | 168 | 347 |
| Beef..... | Do. | 28 | 114 | 82 | 32 | | |
| Butter..... | Lbs. | 60 | 10 | 10 | | | |
| Cheese..... | Lbs. | 2630 | 235 | 10 | 192 | | 33 |
| Cordage and Canvas..... | Packages | 12 | 240 | | 100 | 140 | |
| Coal..... | Tons | 64 | 255 | 150 | | 105 | |
| Codfish..... | Lbs. | 2549770 | 91906 | 795 | 57670 | 12298 | 21143 |
| Cotton, Linen, Silk, and Woollen Manufactures. | Packgs. | 159 | 21379 | | 9973 | | 11406 |
| Eggs..... | Do. | 222 | 1854 | | | 1854 | |
| Flour..... | Bbls. | 138 | 965 | 605 | | 360 | |
| Fruit..... | Packages | 18 | 31 | 31 | | | |
| Hardware, Iron, &c..... | Do. | 321 | 16904 | 4894 | 4970 | 2040 | 5000 |
| Herring..... | Bbls. | 7947 | 17952 | 1283 | 4137 | 11105 | 1427 |
| Leather and Leather Manuf. | Packages | 258 | 8836 | 277 | 6596 | | 1963 |
| Lumber..... | Sup. ft. | 1195000 | 9539 | | 7436 | | 2103 |
| Mackerel..... | Barrels | 6223 | 25728 | 50 | 11449 | 9215 | 5014 |
| Molasses..... | Pkg. 188. gal. | 2500 | 4727 | 3132 | | 1595 | |
| Oats Barley, and Wheat.... | Bush. | 5086 | 2518 | | 100 | 2418 | |
| Oil..... | Gls. | 11930 | 5952 | 362 | | 5590 | |
| Pork and Hams..... | Packgs. | 34 | 401 | 401 | | | |
| Potatoes and Vegetables... | Bush. | 13915 | 6001 | | 4644 | 728 | 629 |
| Rum..... | Gls. | 48 | 23 | 23 | | | |
| Scalefish..... | Lbs. | 399280 | 8628 | 553 | 4091 | 510 | 3474 |
| Salt..... | Bush. | 6966 | 950 | 250 | | 700 | |
| Shingles..... | No. | 2250000 | 4625 | | 4103 | 10 | 512 |
| Staves and Hoops..... | No. | 59733 | 1873 | 3 | 1358 | | 512 |
| Spars and Knees..... | No. | 11 | 20 | | 20 | | |
| Soap..... | Lbs. | 480 | 20 | | | | 20 |
| Salmon and Trout..... | Packages | 11 | 325 | | 39 | 275 | 11 |
| Sugar..... | Lbs. | 12766 | 761 | 761 | | | |
| Tea..... | Lbs. | 12451 | 5095 | 129 | 2500 | | 2376 |
| Tobacco..... | Lbs. | 3577 | 1766 | 14 | 1752 | | |
| Woodware..... | | | 1218 | 614 | | | 604 |
| Wood (Firewood)..... | Cords | 117 | 464 | | | 464 | |
| Miscellaneous..... | | | 28817 | 1394 | 20491 | 2968 | 3964 |
| Totals..... | | | 8271628 | | 16006142531 | 52553 | 60538 |

GENERAL STATEMENT OF EXPORTS.

AN ABSTRACT

Of the Value of the principal articles of Merchandize exported from each Port in the Province of Nova Scotia for the year ended 30th September 1863, and indicating to what Countries exported.

| PORTS. | Total Value In Dollars. | EXPORTED TO | | | | |
|------------------|----------------------------|-------------------|-------------------|----------------|-------------------|---------------------|
| | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | N. America. | West Indies. | | |
| Advocate Harbour | 4706 | 1390 | 2982 | | 334 | |
| Amherst | 12057 | 7606 | 1999 | | 2452 | |
| Annapolis | 68523 | 4850 | 30218 | 9158 | 22067 | 2230 |
| Antigonish | 2240 | | 2240 | | | |
| Aricat | 57120 | | 2350 | | 13298 | 59472 |
| Baddeck | 12368 | | 11702 | 366 | 300 | |
| Barrington | 43852 | | 1762 | 4425 | 37665 | |
| Bear River | 24528 | | 1565 | 7149 | 15814 | |
| Bridgetown | 10260 | | 4742 | | 5518 | |
| Canso (Cape) | 30852 | | 17537 | | 13315 | |
| Canada Creek | 11441 | | 7142 | | 4299 | |
| Cow Bay | 62614 | | 3406 | | 59208 | |
| Cheverie | 2736 | | | | 2736 | |
| Clementsport | 24796 | | 14641 | | 10155 | |
| Cornwallis | 100899 | | 15554 | | 85345 | |
| Digby | 28886 | | 22940 | 2752 | 3194 | |
| French Cross | 14652 | | 10456 | | 4196 | |
| Five Islands | 13127 | | 1470 | | 11657 | |
| Great Bras d'Or | 10343 | | 8155 | | 825 | 1363 |
| Glace Bay | 25762 | | 1650 | | 24112 | |
| Halifax | 3798395 | 170814 | 1145052 | 1149254 | 699843 | 633432 |
| Harborville | 28912 | | 9541 | 100 | 18371 | |
| Hantsport | 7685 | 4078 | | | 3607 | |
| Horton | 20139 | | 6649 | 2134 | 11356 | |
| Isaac's Harbour | 2750 | | 2750 | | | |
| Joggins | 35636 | 1746 | 7090 | | 26800 | |
| La Have | 26318 | | 12374 | 4995 | 6119 | 2830 |
| Liverpool | 263454 | | 89488 | 169340 | 8828 | 798 |
| Londonderry | 96900 | 1470 | 87236 | | 8194 | |
| Lunenburg | 10133 | | 628 | 9105 | 400 | |
| Lingan | 70528 | | 576 | | 69952 | |
| Margaretsville | 15325 | | 10627 | 853 | 3845 | |
| Maitland | 2550 | | 56 | | 2494 | |
| Margaree | 17114 | | 16061 | | | 1053 |
| Parrsborough | 8494 | 1480 | 2359 | | 4655 | |
| Pictou | 514149 | 14722 | 42098 | | 457329 | |
| Port Acadia | 18959 | | 5774 | 972 | 10366 | 1847 |
| Port Medway | 101864 | 4270 | 1423 | 58952 | 16010 | 21209 |
| Port Gilbert | 12231 | 2200 | | 1389 | 8642 | |
| Port Hood | 10417 | | 9467 | | 950 | |
| Port Williams | 3169 | | 2529 | | 640 | |
| Port Mulgrave | 14553 | | 5929 | | 8299 | 325 |
| Port Hawksbury | 35512 | | 29282 | | 6230 | |
| Pubnico | 7145 | | 583 | | 6562 | |
| Pugwash | 86969 | 72149 | 14820 | | | |
| Ragged Islands | 125237 | | | 121106 | 4131 | |
| St. Ann's | 7082 | | 7082 | | | |
| Shelburne | 10603 | | 8640 | | 1963 | |
| St. Mary's River | 4049 | 978 | 2944 | | 127 | |
| Sydney, C. B. | 1089 | | 624 | | 465 | |
| Sydney (North) | 150353 | | 90576 | | 58499 | 1278 |
| Tatamagouche | 11289 | 1865 | 9424 | | | |
| Tangier | 227 | | 227 | | | |
| Thorne's Cove | 9124 | 3679 | 2514 | | 2931 | |
| Truro | 386 | | | | 386 | |
| Tusket | 2647 | | | 2291 | 199 | 157 |
| Wallace | 9510 | 2792 | 3183 | | 3535 | |
| Walton | 1375 | | | | 1375 | |
| Westport | 19478 | | 8649 | 1514 | 9315 | |
| Weymouth | 65953 | 24251 | 40 | 25970 | 14847 | 845 |
| Wilmot | 20156 | | 16391 | | 3765 | |
| Windsor | 43139 | | 23440 | | 19699 | |
| Yarmouth | 271628 | | 16006 | 142531 | 52553 | 60538 |
| Totals | \$6546488 | 320340 | 1854643 | 1714356 | 1869772 | 787377 |



GENERAL STATEMENT OF EXPORTS.

APPLES AND PLUMS.

| PORTS. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|-----------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| | Barrels. | | | | | | |
| Annapolis | 7588 | 9681 | 4382 | 5227 | 66 | 6 | |
| Bear River | 949 | 584 | | 525 | 59 | | |
| Bridgetown | 2581 | 3196 | | 3196 | | | |
| Canada Creek | 189 | 355 | | 355 | | | |
| Clementsport | 489 | 619 | | 610 | | 9 | |
| Cornwallis | 2420 | 3096 | | 3096 | | | |
| Digby | 485 | 840 | | 829 | 11 | | |
| French Cross | 1592 | 1699 | | 1699 | | | |
| Great Bras d'Or | 12 | 36 | | 36 | | | |
| Halifax | 1045 | 2185 | 158 | 1217 | 485 | | 325 |
| Harborville | 957 | 1513 | | 1498 | 15 | | |
| Horton | 155 | 307 | | 267 | 40 | | |
| La Have | 18 | 18 | | 12 | 6 | | |
| Liverpool | 79 | 182 | | | 157 | | 25 |
| Lunenburg | 55 | 66 | | 66 | | | |
| Margaretsville | 863 | 1371 | | 1364 | | 7 | |
| Pictou | 25 | 25 | | 25 | | | |
| Port Acadia | 16 | 32 | | | 32 | | |
| Port Williams | 65 | 190 | | 190 | | | |
| Port Mulgrave | 3 | 6 | | 6 | | | |
| Shelburne | 10 | 48 | | 48 | | | |
| Sydney, C. B. | 27 | 66 | | 66 | | | |
| Tatamagouche | 9 | 20 | | 20 | | | |
| Thorne's Cove | 1789 | 2843 | 2539 | 304 | | | |
| Wallace | 95 | 336 | | 336 | | | |
| Wilmot | 2216 | 3244 | | 3244 | | | |
| Windsor | 91 | 332 | | 332 | | | |
| Yarmouth | 214 | 251 | | 183 | 58 | 10 | |
| Totals | 24037 | \$33141 | 7079 | 24751 | 929 | 32 | 350 |

ALE, PORTER, AND CIDER.

| | Packages. | Barrels. | | | | | |
|---------------------|-----------|----------|---------|------|-------|---|------|
| | | | | | | | |
| Annapolis | | 138 | 245 | 245 | | | |
| Bear River | | 5 | 15 | 15 | | | |
| Bridgetown | | 151 | 168 | 168 | | | |
| Clementsport | | 29 | 63 | 63 | | | |
| Cornwallis | | 124 | 256 | 256 | | | |
| Digby | | 116 | 232 | 232 | | | |
| Halifax | 1661 | | 17369 | 1093 | 14928 | 7 | 1341 |
| Thorne's Cove | | 57 | 86 | 86 | | | |
| Tusket | | 2 | 6 | | 6 | | |
| Wilmot | | 15 | 57 | 57 | | | |
| Totals | 1661 | 637 | \$18497 | 2215 | 14934 | 7 | 1341 |

ALEWIVES.

| | Packages. | Barrels. | | | | | |
|----------------------|-----------|----------|---------|-----|-------|------|------|
| | | | | | | | |
| Barrington | | 30 | 90 | | | 90 | |
| Halifax | | 5077 | 15995 | | 12950 | 1206 | 1839 |
| Port Medway | 2684 | | 49 | | 22 | | 27 |
| Port Hawksbury | | 192 | 476 | 476 | | | |
| Ragged Islands | | 5 | 15 | | 15 | | |
| Tusket | | 82 | 246 | | 246 | | |
| Yarmouth | | 584 | 1335 | | 820 | 168 | 347 |
| Totals | 2684 | 5970 | \$18206 | 476 | 14053 | 1464 | 2213 |

GENERAL STATEMENT OF EXPORTS.

BEEF.

| PORTS. | Total Quantity. | | Total value in dollars. | EXPORTED TO | | | | |
|-----------------------|-----------------|----------|----------------------------|-------------------|-------------------------------------|-----------------|-------------------|---------------------|
| | Quarters. | Barrels. | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Arichat | | 38 | 508 | | | | | 508 |
| Bear River | | 12 | 84 | | | 84 | | |
| Five Islands | | 7 | 70 | | 70 | | | |
| French Cross | | 5 | 70 | | 70 | | | |
| Great Bras d'Or | | 12 | 78 | | 78 | | | |
| Halifax | 768 | 900 | 13263 | | 8157 | 4344 | 153 | 609 |
| Ia Have | | 14 | 152 | | | 152 | | |
| Liverpool | | 2 | 24 | | | 24 | | |
| Lunenburg | | 3½ | 28 | | 28 | | | |
| Margaretsville | | 32½ | 408 | | 344 | | 64 | |
| Pictou | | 14 | 112 | | 112 | | | |
| Pubnico | | 2 | 20 | | 20 | | | |
| St. Ann's | | 17 | 120 | | 120 | | | |
| Sydney, C. B. | | 10 | 90 | | 90 | | | |
| Sydney (North) | | 102½ | 995 | | 995 | | | |
| Tusket | | 1 | 10 | | | 10 | | |
| Westport | | 1 | 9 | | | 9 | | |
| Weymouth | | 5½ | 71 | | | 71 | | |
| Yarmouth | | 28 | 114 | | 82 | 32 | | |
| Totals | 768 | 1207 | \$16226 | | 10166 | 4726 | 217 | 1117 |

BUTTER.

| | Packages. | Lbs. | Total value in dollars. | EXPORTED TO | | | | |
|-----------------------|-----------|--------|----------------------------|-------------------|-------------------------------------|-----------------|-------------------|---------------------|
| | | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Amherst | | 6048 | 996 | | 996 | | | |
| Antigonish | 150 | | 900 | | 900 | | | |
| Arichat | | 2768 | 553 | | | | | 553 |
| Baddeck | 830 | | 6640 | | 6640 | | | |
| Bridgetown | | 270 | 42 | | 27 | | 15 | |
| Canada Creek | | 290 | 45 | | 45 | | | |
| Clementsport | | 120 | 24 | | 24 | | | |
| Cornwallis | 5 | | 20 | | 20 | | | |
| Five Islands | | 720 | 108 | | 108 | | | |
| French Cross | | 5410 | 813 | | 813 | | | |
| Great Bras d'Or | | 21272 | 3161 | | 2973 | | | 188 |
| Halifax | 5611 | | 42869 | 10 | 10787 | 31583 | | 489 |
| Harborville | | 1960 | 284 | | 284 | | | |
| Horton | | 1614 | 295 | | | 295 | | |
| Lunenburg | | 600 | 120 | | 120 | | | |
| Margaretsville | | 4500 | 640 | | 640 | | | |
| Margaree | | 5732 | 837 | | 738 | | | 99 |
| Parrsborough | | 2180 | 326 | | 229 | | 97 | |
| Pictou | | 58926 | 8988 | 39 | 8946 | | 3 | |
| Port Hood | | 25440 | 3816 | | 3816 | | | |
| Port Williams | | 1235 | 173 | | 173 | | | |
| Port Mulgrave | | 40 | 6 | | | | 6 | |
| Port Hawkesbury | 265 | | 1100 | | 1100 | | | |
| Pugwash | | 1913 | 195 | 122 | 73 | | | |
| St. Ann's | | 6869 | 1051 | | 1051 | | | |
| Sydney, C. B. | | 1232 | 120 | | 120 | | | |
| Sydney (North) | 955 | | 4655 | | 4655 | | | |
| Tatamagouche | 110 | | 7440 | | 1432 | | | |
| Wallace | | 3214 | 556 | | 556 | | | |
| Wilmot | | 4200 | 600 | | 600 | | | |
| Yarmouth | | 60 | 10 | | 10 | | | |
| Totals | 7926 | 164053 | \$81375 | 171 | 47876 | 31878 | 121 | 1329 |

GENERAL STATEMENT OF EXPORTS.

BREAD.

| PORTS. | Total Quantity. | | Total value in Dollars. | EXPORTED TO | | | | |
|---------------------|-----------------|----------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| Canso (Cape) | Packages. | Barrels. | 22 | 22 | | | | |
| Halifax | 3301 | 10308 | 1578 | 8302 | 368 | | 60 | |
| Liverpool | | 4 | 12 | | 12 | | | |
| Pictou | | 35 | 110 | 110 | | | | |
| Port Mulgrave | | 10 | 45 | 45 | | | | |
| Totals | 3301 | 54 | \$10497 | 1578 | 8479 | 380 | 60 | |

BRANDY.

| Halifax | Packages. | 14921 | 2850 | 6930 | 2795 | 2346 |
|---------------|--------------|-------|------|------|------|------|
| | Totals | | | | | |

CORDAGE AND CANVAS.

| Halifax | Packages. | 19414 | 2987 | 15814 | 70 | 548 |
|---------------------|--------------|---------|------|-------|-----|-----|
| | Pictou | | | | | |
| Port Mulgrave | 6 | 54 | 54 | | | |
| Sydney, C. B. | 2 | 20 | | | 20 | |
| Yarmouth | 12 | 240 | | 100 | 140 | |
| Totals | 1654 | \$19799 | 3112 | 15914 | 230 | 548 |

COAL.

| Amherst | Tons. | | 342 | 342 | 2392 | 300 | 740 | 59234 | 3406 | 55828 | 24 | 24112 | 825 | 2219 | 247 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | |
|-----------------------|---------------|---------|---------|---------|--------|--------|--------|--------|--------|-------|------|--------|-------|-------|--------|--------|--------|------|--------|-------|-------|-------|------|-------|------|-----|------|-----|
| | Arichat | 114 | | | | | | | | | | | | | | | | | | | | | | | | | | 961 |
| Baddeck | 180 | 300 | 300 | 300 | 740 | 59234 | 3406 | 55828 | 24 | 24112 | 825 | 2219 | 247 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | |
| Canso (Cape) | 185 | 740 | 740 | 740 | 59234 | 3406 | 55828 | 24 | 24112 | 825 | 2219 | 247 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | | |
| Cow Bay | 28631 | 59234 | 59234 | 59234 | 3406 | 55828 | 24 | 24112 | 825 | 2219 | 247 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | | | |
| Five Islands | 4 | 24 | 24 | 24 | 3406 | 55828 | 24 | 24112 | 825 | 2219 | 247 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | | | |
| Glace Bay | 12948 | 25762 | 25762 | 25762 | 3406 | 55828 | 24 | 24112 | 825 | 2219 | 247 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | | | |
| Great Bras d'Or | 642 | 1150 | 1150 | 1150 | 3406 | 55828 | 24 | 24112 | 825 | 2219 | 247 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | | | |
| Halifax | 708 | 2622 | 2622 | 2622 | 36 | 120 | 2219 | 247 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | | | | | | |
| Joggins | 6711 | 14436 | 14436 | 14436 | 6190 | 8246 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | | | | | | | | | |
| Lingan | 36928 | 70528 | 70528 | 70528 | 576 | 69952 | 400 | 454037 | 170 | 900 | 285 | 845 | 58499 | 1281 | 105 | 1478 | | | | | | | | | | | | |
| Lunenburg | 128 | 500 | 500 | 500 | 100 | 400 | | | | | | | | | | | | | | | | | | | | | | |
| Pictou | 195125 | 472439 | 472439 | 472439 | 18402 | 454037 | | | | | | | | | | | | | | | | | | | | | | |
| Port Mulgrave | 85 | 170 | 170 | 170 | | 170 | | | | | | | | | | | | | | | | | | | | | | |
| Port Hawksbury | 300 | 900 | 900 | 900 | | 900 | | | | | | | | | | | | | | | | | | | | | | |
| St. Ann's | 142 | 285 | 285 | 285 | 285 | | | | | | | | | | | | | | | | | | | | | | | |
| Sydney, C. B. | 147 | 369 | 369 | 369 | 24 | 845 | | | | | | | | | | | | | | | | | | | | | | |
| Sydney (North) | 57786 | 143941 | 143941 | 143941 | 84211 | 58499 | 1281 | | | | | | | | | | | | | | | | | | | | | |
| Yarmouth | 64 | 255 | 255 | 255 | 150 | 105 | | | | | | | | | | | | | | | | | | | | | | |
| Totals | 341789 | 8796389 | 8796389 | 8796389 | 115355 | 120 | 679436 | 1478 | | | | | | | | | | | | | | | | | | | | |

GENERAL STATEMENT OF EXPORTS.

COFFEE.

| PORTS. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|---------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|-----------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries |
| | | | | North America. | West Indies. | | |
| Halifax | Packages 632 | 17496 | 12851 | 1686 | 2959 | | |
| Totals..... | 632 | \$17496 | 12851 | 1686 | 2959 | | |

COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

| | lbs. | Packages. | | | | |
|------------------------|-------|-----------|----------|------------|-------|-------|
| | | | | | | |
| Annapolis | 1100 | | 330 | | 330 | |
| Digby | | 17 | 1784 | 1784 | | |
| Halifax | | 1232 | 185434 | 7712105328 | 18090 | 47210 |
| Liverpool | | 417 | 84205 | 84030 | 175 | |
| Londonderry | 7044 | | 1541 | 1541 | | |
| Lunenburg | | | 38 | | 38 | |
| Margaretsville | 6000 | | 240 | | 240 | |
| Parrsborough | 500 | | 160 | | 160 | |
| Pictou | | 4 | 532 | 532 | | |
| Port Mulgrave | | 2 | 336 | 336 | | |
| Ragged Islands | | 2 | 105 | | 105 | |
| St. Mary's River | 1200 | 5 | 44 | | 44 | |
| Weymouth | | 1 | 14 | | 14 | |
| Wilmot | 1000 | | 100 | 100 | | |
| Windsor | | 157 | 7798 | 7125 | 673 | |
| Yarmouth | | 159 | 21379 | | 9973 | 11406 |
| Totals..... | 16844 | 1996 | \$304040 | 7712200776 | 28276 | 48776 |

EGGS.

| | Packages. | Dozen. | | | | |
|-----------------------|-----------|--------|--------|------|------|------|
| | | | | | | |
| Annapolis | | 2300 | 237 | 237 | | |
| Barrington | | 350 | 35 | | 35 | |
| Bear River | | 4335 | 456 | 382 | 74 | |
| Bridgetown | | 1200 | 120 | 24 | 96 | |
| Canso (Cape) | | 90 | 11 | | 11 | |
| Canada Creek | | 57 | 6 | 6 | | |
| Clementsport | | 3457 | 383 | 141 | 242 | |
| Digby | | 10250 | 1047 | 1047 | | |
| French Cross | | 1700 | 170 | 170 | | |
| Great Bras d'Or | | 1013 | 92 | 72 | | 20 |
| Halifax | 3 | | 15 | | 15 | |
| Harborville | | 1300 | 134 | 134 | | |
| Margaretsville | | 9000 | 750 | 750 | | |
| Margarec | | 50 | 5 | 5 | | |
| Pictou | | 150 | 15 | 15 | | |
| Port Acadia | | 8545 | 867 | | 867 | |
| Port Gilbert | | 2685 | 268 | | 268 | |
| Port Williams | | 3250 | 320 | 320 | | |
| Thorne's Cove | | 200 | 20 | 20 | | |
| Tusket | | 50 | 5 | | | 5 |
| Wallace | | 23 | 3 | 3 | | |
| Weymouth | | 3500 | 350 | | 350 | |
| Wilmot | | 4700 | 599 | 599 | | |
| Yarmouth | 222 | | 1854 | | 1854 | |
| Totals..... | 225 | 58205 | \$7762 | 3925 | 15 | 3797 |

GENERAL STATEMENT OF EXPORTS.

FLOUR.

| PORTS. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|---------------------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| | Barrels. | | | | | | |
| Arichat | 40 | 240 | | | 240 | | |
| Canso (Cape) | 12 | 66 | | 66 | | | |
| Halifax | 16797 | 92433 | 3725 | 73617 | 8020 | 1000 | |
| Harborville | 10 | 60 | | 60 | | | |
| La Have | 26 | 144 | | 144 | | | |
| Liverpool | 40 | 298 | | 35 | | 263 | |
| Pictou | 188 | 1075 | | 1075 | | | |
| Port Mulgrave | 269 | 1856 | | 1856 | | | |
| Yarmouth | 138 | 965 | | 605 | | 360 | |
| Totals | 17520 | \$97137 | 3725 | 77458 | 8020 | 1863 | |

FRUIT.

| | Packages. | Total value in Dollars. | EXPORTED TO | | | |
|--------------------|-----------|-------------------------|----------------|-------------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | United States. | Other Countries. |
| Annapolis | 15 | 45 | | 45 | | |
| Bridgetown | 13 | 5 | | 5 | | |
| Clementsport | 32 | 56 | | 56 | | |
| Digby | 1920 | 542 | | 542 | | |
| Halifax | 19588 | 14716 | 17 | 8264 | 2420 | 3495 |
| Yarmouth | 18 | 31 | | 31 | | |
| Totals | 21586 | \$15395 | 17 | 8943 | 2420 | 3495 |

FURS.

| | Packages | Total value in Dollars. | EXPORTED TO |
|---------------|----------|-------------------------|-------------|
| Halifax | 75 | 60306 | 59506 |
| Totals | 75 | 60306 | 59506 |

GYPSUM AND PLAISTER.

| | Barrels. | Tons. | EXPORTED TO | | | |
|---------------------|----------|-------|----------------|-------------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | United States. | Other Countries. |
| Antigonish | | 456 | 278 | 278 | | |
| Arichat | | 1042 | 1350 | 868 | | 482 |
| Cheverie | | 5865 | 2736 | | | 2736 |
| Clementsport | | 200 | 160 | | | 160 |
| Five Islands | | 110 | 57 | | | 57 |
| Halifax | 5 | 348 | 370 | | 10 | 360 |
| Hantsport | | 5212 | 3332 | | | 3332 |
| Londonderry | | 170 | 102 | | | 102 |
| Maitland | | 4285 | 1970 | | | 1970 |
| Parrsborough | | 880 | 663 | | | 663 |
| Port Hood | | 200 | 250 | | | |
| Port Mulgrave | 6 | | 6 | | | |
| Pugwash | | 628 | 628 | 268 | | |
| Sydney, C. B. | 3 | | 3 | | | |
| Truro | | 460 | 366 | | | 366 |
| Walton | | 1965 | 1375 | | | 1375 |
| Windsor | | 24918 | 16979 | | | 16979 |
| Totals | 14 | 46739 | \$30625 | 2033 | 10 | 28582 |

GENERAL STATEMENT OF EXPORTS.

GENEVA AND WHISKEY.

| PORTS. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | |
|---------------|-----------------|-------------------------|----------------|-------------------------------------|--------------|----------------|
| | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Halifax | Packages 1092 | 36217 | 10062 | 22479 | 2520 | 1156 |
| Totals..... | 1092 | \$36217 | 10062 | 22479 | 2520 | 1156 |

HIDES AND SKINS.

| | Packages. | Number. | | | | |
|----------------------|------------------|---------|---------|-------|-------|-------|
| | Antigonish | 41 | 120 | 120 | | |
| Arichat | 14 | 457 | | | | 457 |
| Cornwallis | 75 | 45 | 45 | | | |
| Halifax | 296 | 17270 | 60279 | 20244 | 19162 | 20859 |
| Horton | 36 | 136 | | | 136 | |
| Londonderry | 9 | 693 | | | 178 | 515 |
| Port Hawksbury | 18 | 50 | 50 | | | |
| Windsor | 39 | 416 | 4300 | | 4045 | 255 |
| Totals..... | 358 | 17856 | \$66080 | 20244 | 23600 | 136 |
| | | | | | 21623 | 477 |

HORNED CATTLE AND CALVES.

| | Number. | | | | |
|-----------------------|---------|---------|-------|-------|------|
| Annapolis | 414 | 17630 | 17630 | | |
| Antigonish | 42 | 672 | 672 | | |
| Baddeck | 234 | 3744 | 3680 | 64 | |
| Digby | 262 | 9284 | 9284 | | |
| French Cross | 58 | 2107 | 2107 | | |
| Great Bras d'Or | 206 | 3132 | 2548 | | 584 |
| Halifax | 478 | 22440 | | 22440 | |
| Harborville | 3 | 100 | 100 | | |
| Liverpool | 22 | 990 | | 990 | |
| Margaretsville | 37 | 110 | 110 | | |
| Margarec | 441 | 10954 | 10354 | | 600 |
| Port Hood | 259 | 3832 | 3832 | | |
| Port Williams | 27 | 139 | 139 | | |
| Port Mulgrave | 16 | 250 | | | 250 |
| Port Hawksbury | 91 | 1780 | 1780 | | |
| St. Ann's | 145 | 4104 | 4104 | | |
| Sydney, C. B. | 2 | 32 | 32 | | |
| Wilmot | 13 | 21 | 21 | | |
| Windsor | 33 | 2300 | 2300 | | |
| Totals..... | 2783 | \$83621 | 58693 | 23494 | 1434 |

HORSES.

| | Number. | | | | |
|-----------------------|---------|--------|------|--|-----|
| Baddeck | 9 | 300 | 300 | | |
| French Cross | 1 | 80 | 80 | | |
| Great Bras d'Or | 1 | 120 | 120 | | |
| Harborville | 4 | 340 | 80 | | 260 |
| Margaretsville | 1 | 80 | 80 | | |
| Port Hood | 6 | 315 | 315 | | |
| Port Hawksbury | 2 | 80 | 80 | | |
| Windsor | 36 | 3248 | 3248 | | |
| Totals..... | 60 | \$4563 | 4303 | | 260 |

GENERAL STATEMENT OF EXPORTS.

HARDWARE, IRON, AND COPPER.

| PORTS. | Total Quantity. | | Total value in Pounds. | EXPORTED TO | | | | |
|------------------|-----------------|--------------|---------------------------|-------------------|-------------------|-----------------|-------------------|---------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| | Tons. | Pcs. & Pkts. | | | | | | |
| Clementsport | | 8418 | 13310 | | 13310 | | | |
| Digby | | 15 | 463 | | 463 | | | |
| Five Islands | 42 | | 84 | | 84 | | | |
| Halifax | 2 | 12526 | 57443 | 40388 | 12990 | | 3065 | |
| Londonderry | 1267 | | 85319 | 85319 | | | | |
| Pictou | | | 623 | | 623 | | | |
| Port Medway | 1 | | 10 | | | | 10 | |
| Port Mulgrave | 90 | 6 | 3158 | 8 | | | 3150 | |
| Pubnico | | 2 | 30 | | 30 | | | |
| Shelburne | | | 4 | | | | 4 | |
| St. Mary's River | | | 3 | | | | 3 | |
| Westport | copper 2 | | 448 | 448 | | | | |
| Wilmot | 263 | | 9170 | 6970 | | | 2200 | |
| Windsor | 50 | 1 | 696 | 400 | | | 296 | |
| Yarmouth | | 321 | 16994 | 4894 | 4970 | 2040 | 5000 | |
| Totals | 1717 | 21289 | \$187665 | 152937 | 18960 | 7703 | 8065 | |

HERRING.

| | Boxes. | Barrels. | | | | | |
|------------------|--------|----------|----------|-------|-------|--------|--------|
| | | | | | | | |
| Annapolis | | 500 | 1180 | | 1180 | | |
| Antigonish | | 33 | 130 | | 130 | | |
| Arichat | | 188 | 720 | | 720 | | |
| Barrington | | 2068 | 5837 | 1400 | 3 | | 4434 |
| Bear River | 112 | 9 | 87 | 45 | 42 | | |
| Canso (Cape) | | 4329 | 16342 | 10566 | | | 5776 |
| Canada Creek | | 20 | 50 | 50 | | | |
| Clementsport | 858 | | 502 | 180 | | | 322 |
| Digby | 1706 | 8 | 2041 | 1974 | 52 | | 15 |
| French Cross | | 60 | 188 | 188 | | | |
| Halifax | 16423 | 52340 | 232628 | 331 | 10820 | 115466 | 92665 |
| Harborville | | 42 | 126 | 90 | | | 36 |
| Horton | 40 | | 20 | | 20 | | |
| Isaac's Harbour | | 605 | 2420 | 2420 | | | |
| Liverpool | 21 | 1156 | 3369 | 171 | 1819 | | 1379 |
| Lunenburg | | 239 | 553 | | 553 | | |
| Margaretsville | | 28 | 56 | 56 | | | |
| Pictou | | 441 | 1417 | 1321 | | | 96 |
| Port Acadia | | 50 | 128 | | 3 | | 105 |
| Port Medway | | 447 | 1113 | | 1113 | | |
| Port Gilbert | | 7 | 21 | | 21 | | |
| Port Williams | | 42 | 125 | 125 | | | |
| Port Mulgrave | | 721 | 2886 | 2886 | | | |
| Port Hawkesbury | | 5891 | 17676 | 17676 | | | |
| Pubnico | 16 | 196 | 567 | 27 | | | 540 |
| Ragged Islands | | 2525 | 8434 | | 8434 | | |
| Shelburne | | 3325 | 10028 | 8120 | | | 1908 |
| St. Mary's River | | 920 | 2944 | 2944 | | | |
| Tangier | | 63 | 227 | 227 | | | |
| Thorne's Cove | 4069 | 200 | 2783 | 1140 | 1643 | | |
| Westport | 40 | 1317 | 2062 | 260 | 166 | | 1636 |
| Weymouth | 127 | 439 | 1363 | | 841 | | 522 |
| Wilmot | | 99 | 282 | 282 | | | |
| Windsor | | 25 | 75 | 75 | | | |
| Yarmouth | | 7947 | 17952 | 1283 | 4137 | 11105 | 1427 |
| Totals | 23412 | 86280 | \$336332 | 1471 | 66859 | 132670 | 120539 |

GENERAL STATEMENT OF EXPORTS.
LEATHER AND LEATHER MANUFACTURES.

| PORTS. | Total Quantity. | | Total value in Dollars. | EXPORTED TO | | | | |
|---------------|-----------------|-----|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| Halifax | 618 | 686 | 23171 | 200 | 12882 | 7857 | 2232 | |
| Horton | 12 | 2 | 69 | | | 69 | | |
| Pictou | | 1 | 13 | | 13 | | | |
| Port Hood | | 1 | 100 | | 100 | | | |
| Port Mulgrave | | 2 | 128 | | 128 | | | |
| Tatamagouche | 10 | | 100 | | 100 | | | |
| Yarmouth | | 258 | 8836 | | 277 | 6596 | 1963 | |
| Totals | 640 | 950 | \$32417 | 200 | 13500 | 14522 | 4195 | |

LUMBER.

| | Superficial Feet. | | Total value in Dollars. | EXPORTED TO | | | |
|------------------|-------------------|-------------------|-------------------------|----------------|------------------|-------|-------|
| | Great Britain. | British Colonies. | | United States. | Other Countries. | | |
| Advocate Harbour | 203000 | 3240 | 640 | 2610 | | | |
| Amherst | 1366969 | 8644 | 7591 | 813 | | | 240 |
| Annapolis | 2816000 | 28011 | 443 | 469 | 7416 | 17453 | 2230 |
| Arichat | 60639 | 610 | | | | | 610 |
| Baddeck | 55000 | 550 | | 400 | 150 | | |
| Barrington | 556000 | 4678 | | | 4317 | | 361 |
| Bear River | 980372 | 9150 | | 52 | 5887 | | 3211 |
| Beaver River | 245000 | 2067 | | | | | 6067 |
| Clementsport | 86000 | 860 | | | | | 860 |
| Digby | 181250 | 1771 | | | 1771 | | |
| Five Islands | 69000 | 554 | | 224 | | | 330 |
| French Cross | 2000 | 20 | | 20 | | | |
| Great Bras d'Or | 87500 | 671 | | | 555 | | 116 |
| Halifax | 3767750 | 41675 | 4829 | 3803 | 13597 | 350 | 19096 |
| Hantsport | 527661 | 3767 | 3767 | | | | |
| Horton | 9500 | 57 | | | 57 | | |
| Joggins | 381000 | 2181 | 1656 | | | | 525 |
| La Have | 2191000 | 16352 | | 10828 | 2959 | 49 | 2516 |
| Liverpool | 8980000 | 87964 | | 4060 | 82790 | 544 | 570 |
| Londonderry | 258000 | 2421 | 1422 | | | | 999 |
| Lunenburg | 115500 | 1126 | | 12 | 1114 | | |
| Margaretsville | 61500 | 492 | | 12 | 480 | | |
| Parrsborough | 522000 | 3137 | 925 | 1894 | | | 318 |
| Pictou | 638000 | 4622 | 3612 | 1010 | | | |
| Port Acadia | 1059000 | 7434 | | 5666 | | 97 | 1671 |
| Port Medway | 8526172 | 93055 | 4219 | 1423 | 51678 | 15055 | 20680 |
| Port Gilbert | 257000 | 3382 | 2200 | | 1182 | | |
| Port Mulgrave | 6000 | 72 | | | 72 | | |
| Pugwash | 22955172 | 84770 | 71772 | 12998 | | | |
| Ragged Islands | 189500 | 2067 | | | 2067 | | |
| St. Ann's | 31500 | 286 | | 286 | | | |
| Shelburne | 12000 | 108 | | 108 | | | |
| St. Mary's River | 14016 | 119 | 119 | | | | |
| Sydney, C. B. | 4000 | 48 | | 48 | | | |
| Sydney (North) | 5000 | 45 | | 45 | | | |
| Tatamagouche | 250088 | 3661 | 520 | 3141 | | | |
| Tusket | 24500 | 244 | | | 240 | | 4 |
| Wallace | 634897 | 4721 | 2461 | 835 | | 1425 | |
| Westport | 7194 | 681 | | | 681 | | |
| Weymouth | 5873579 | 54159 | 22766 | 40 | 21214 | 9302 | 837 |
| Windsor | 24000 | 384 | | | | 384 | |
| Yarmouth | 1195000 | 9539 | | | 7436 | | 2103 |
| Totals | 65234259 | \$489405 | 128942 | 51424 | 205036 | 53570 | 50433 |

GENERAL STATEMENT OF EXPORTS.

LATHS AND PICKETS.

| PORTS. | Total Quantity. | | Total value in Dollars. | EXPORTED TO | | | | |
|------------------------|-----------------|---------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| | Cords. | Number. | | | | | | |
| Annapolis | 10000 | | 25 | 25 | | | | |
| Bear River | 1000 | | 8 | | | 8 | | |
| Halifax | 129700 | | 294 | 253 | 20 | 21 | | |
| Hantsport | 14 | | 2 | 2 | | | | |
| Liverpool | 49600 | | 406 | | 21 | 385 | | |
| Londonderry | 52000 | | 66 | 48 | | | 18 | |
| Parrsborough | 3 | | 15 | 15 | | | | |
| Pictou | 74 | | 329 | 329 | | | | |
| Port Medway | 376351 | | 996 | 51 | | | 945 | |
| Pugwash | 34 | | 17 | 17 | | | | |
| St. Mary's River | 4 | | 20 | 20 | | | | |
| Wallace | 54000 | | 144 | | 24 | | 120 | |
| Weymouth | 11 | 178680 | 514 | 394 | | | 120 | |
| Totals | 97 | 831331 | 82836 | 1154 | 65 | 414 | 1203 | |

LOBSTERS.

| | Packages. | | Total value in Dollars. | EXPORTED TO | | | |
|----------------------|-----------|---------|-------------------------|----------------|-------------------------------------|--------------|----------------|
| | Number. | Weight. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Halifax | 3701 | 12448 | 1400 | 348 | 310 | 10370 | 20 |
| Liverpool | 491 | 1964 | | | 1964 | | |
| Ragged Islands | 16 | 48 | | | 48 | | |
| Totals | 4208 | 514460 | 1400 | 348 | 2322 | 10370 | 20 |

MACKEREL.

| | Barrels. | | Total value in Dollars. | EXPORTED TO | | | | |
|----------------------|----------|---------|-------------------------|----------------|-------------------------------------|--------------|----------------|------------------|
| | Number. | Weight. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Arichat | 1528 | 8274 | | | | 8274 | | |
| Barrington | 1141 | 5549 | | | | 5549 | | |
| Bear River | 137 | 504 | | | 504 | | | |
| Canso (Cape) | 899 | 6870 | | 704 | | 6166 | | |
| Cow Bay | 8 | 32 | | | | 32 | | |
| Digby | 299 | 868 | | 145 | 370 | 353 | | |
| Halifax | 305 | 331328 | 10 | 1183 | 112461 | 151279 | 66395 | |
| Liverpool | 327 | 2129 | | | 756 | 1373 | | |
| Lunenburg | 377 | 1769 | | | 1769 | | | |
| Port Acadia | 830 | 2756 | | | 402 | 2354 | | |
| Port Medway | 99 | 430 | | | 403 | | 27 | |
| Port Gilbert | 69 | 236 | | | 88 | 148 | | |
| Port Mulgrave | 670 | 4430 | | | | 4430 | | |
| Port Hawksbury | 410 | 3030 | | 1750 | | 1280 | | |
| Pubnico | 469 | 3406 | | | | 3406 | | |
| Ragged Islands | 800 | 4914 | | | 888 | 4026 | | |
| Shelburne | 3 | 9 | | | 9 | | | |
| Thorne's Cove | 46 | 230 | | | 230 | | | |
| Tusket | 116 | 489 | | | 489 | | | |
| Westport | 167 | 563 | | 238 | 283 | 42 | | |
| Weymouth | 774 | 2194 | | | 2103 | 91 | | |
| Wilmot | 87 | 269 | | 269 | | | | |
| Yarmouth | 6223 | 25728 | | 50 | 11449 | 9215 | 5014 | |
| Totals | 305 | 69408 | 406007 | 10 | 4578 | 131965 | 198018 | 71436 |

GENERAL STATEMENT OF EXPORTS.

MOLASSES.

| PORTS. | Total Quantity. | | Total value in Dollars. | EXPORTED TO | | | | |
|---------------|-----------------|--------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| | Gallons. | Packages. | | | | | | |
| Halifax | | 10577 | 254849 | 10501 | 182123 | | 62139 | 86 |
| Liverpool | 4276 | 31 | 1696 | | 30 | | 1666 | |
| Lunenburg | 30 | | 15 | | 15 | | | |
| Pictou | 207 | | 64 | | 64 | | | |
| Port Mulgrave | 220 | | 75 | | 75 | | | |
| Yarmouth | 2500 | 188 | 4727 | | 3132 | | 1595 | |
| Totals | 7233 | 10796 | 3261426 | 10501 | 185439 | | 65400 | 86 |

OATS, BARLEY, AND WHEAT.

| | Bushels. | | | | | | |
|------------------|--------------|---------------|------------|--------------|-------------|--------------|-------------|
| | | | | | | | |
| Advocate Harbour | 30 | 12 | | 12 | | | |
| Amherst | 60 | 36 | | 36 | | | |
| Annapolis | 235 | 202 | | 202 | | | |
| Bear River | 55 | 22 | | 22 | | | |
| Bridgetown | 100 | 40 | | | | | 40 |
| Canada Creek | 474 | 195 | | 195 | | | |
| Digby | 30 | 12 | | 12 | | | |
| French Cross | 2520 | 1383 | | 1383 | | | |
| Five Islands | 160 | 64 | | 64 | | | |
| Great Bras d'Or | 735 | 274 | | 260 | | | 14 |
| Halifax | 50748 | 38599 | 977 | 3392 | 2902 | 29339 | 1989 |
| Harborville | 1679 | 753 | | 753 | | | |
| Horton | 80 | 39 | | | 39 | | |
| Joggins | 1000 | 400 | | | | 400 | |
| Margaretsville | 4470 | 1950 | | 1870 | 80 | | |
| Margaree | 25 | 10 | | | | | 10 |
| Pictou | 519 | 223 | | 223 | | | |
| Port Mulgrave | | 9 | | 9 | | | |
| Port Hawksbury | 11400 | 5430 | | 1380 | | 4050 | |
| Pugwash | 265 | 106 | | 106 | | | |
| Wilmot | 2200 | 1474 | | 1474 | | | |
| Yarmouth | 5086 | 2518 | | | 100 | 2418 | |
| Totals | 81871 | 853751 | 977 | 11393 | 3121 | 36247 | 2013 |

OIL.

| | Packages. | Gallons. | | | | | |
|----------------|-------------|--------------|---------------|--------------|--------------|--------------|--------------|
| | | | | | | | |
| Arichat | | 8821 | | | | | 5215 |
| Barrington | 337 | 2310 | 7834 | 30 | | 7804 | |
| Canso (Cape) | 210 | 5822 | 3642 | 3355 | | 287 | |
| Digby | | 640 | 514 | 514 | | | |
| Halifax | 5238 | | 106153 | 21111 | 48855 | 14589 | 19962 |
| Isaac's Harbor | 5 | | 90 | | 90 | | |
| La Have | | 1446 | 789 | | 754 | | 35 |
| Liverpool | | 1570 | 785 | | | 70 | 715 |
| Margaree | | 30 | 18 | | 18 | | |
| Parrsborough | | 60 | 54 | | | | 54 |
| Pictou | | 200 | 60 | | 60 | | |
| Port Mulgrave | | 116 | 58 | | 58 | | |
| Port Hawksbury | 23 | | 345 | | 345 | | |
| Pulnico | 13 | | 234 | | | | 234 |
| Shelburne | | 352 | 149 | | 124 | | 25 |
| Westport | 5 | 2241 | 1266 | | 519 | 8 | 739 |
| Wilmot | 2 | | 40 | | 40 | | |
| Yarmouth | | 11930 | 5952 | | 862 | | 5590 |
| Totals | 5833 | 35538 | 133198 | 21111 | 55124 | 14667 | 35445 |

GENERAL STATEMENT OF EXPORTS.

PORK AND HAMS.

| PORTS. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|-----------------|-----------------|----------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| | Packages. | | | | | | |
| Amherst | 1 | 10 | | 10 | | | |
| Annapolis | 7 | 120 | | 120 | | | |
| Bridgetown | 1 | 10 | | | | | 10 |
| French Cross | 4 | 70 | | 70 | | | |
| Great Bras d'Or | 7 | 84 | | 84 | | | |
| Halifax | 2803 | 38667 | | 21064 | 13868 | 1500 | 2235 |
| Hantsport | 2 | 40 | | 40 | | | |
| Margaree | 2 | 24 | | 24 | | | |
| Pictou | 7 | 95 | 29 | 66 | | | |
| Port Williams | 1 | 7 | | 7 | | | |
| Port Mulgrave | 4 | 64 | | 64 | | | |
| Pubnico | 1 | 12 | | 12 | | | |
| Shelburne | 2 | 36 | | 36 | | | |
| Sydney (North) | 50 | 400 | | 400 | | | |
| Taramagouche | 82 | 1280 | | 1280 | | | |
| Wilmot | 3 | 105 | | 105 | | | |
| Yarmouth | 34 | 401 | | 401 | | | |
| Totals | 3011 | 841425 | 29 | 23783 | 13868 | 1510 | 2235 |

POTATOES AND VEGETABLES.

| | Dozen. | | Bushels. | | | | | | |
|------------------|--------|--------|----------|--------|--|-------|------|--------|-------|
| | | | | | | | | | |
| Advocate Harbour | | 1200 | | 360 | | | | | 360 |
| Amherst | | 400 | | 120 | | | | | 120 |
| Annapolis | | 7156 | | 2561 | | | | | 2542 |
| Barrington | | 63 | | 38 | | | | 38 | |
| Bear River | | 204 | | 96 | | 9 | 28 | | 59 |
| Bridgetown | | 6489 | | 2019 | | | | | 766 |
| Canada Creek | | 29803 | | 8474 | | | | | 2020 |
| Clementsport | | 294 | | 112 | | | | | 9 |
| Cornwallis | | 296629 | | 96912 | | | | | 12069 |
| Digby | | 2149 | | 949 | | | 45 | | 904 |
| French Cross | | 8176 | | 2192 | | | | | 2192 |
| Five Islands | | 928 | | 309 | | | | | 219 |
| Great Bras d'Or | | 912 | | 305 | | | | | 305 |
| Halifax | | 10696 | | 5515 | | 1373 | 3164 | | 274 |
| Harborville | | 35146 | | 9844 | | | 55 | | 4240 |
| Hantsport | | 550 | | 275 | | | | | 275 |
| Horton | | 67032 | | 18939 | | | 1201 | | 11356 |
| La Have | | 25 | | 29 | | | 14 | | 15 |
| Londonderry | | 1575 | | 462 | | | | | 462 |
| Lunenburg | 700 | 120 | | 340 | | | 53 | | 287 |
| Margaretsville | | 7445 | | 2463 | | | 25 | | 1075 |
| Maitland | | 200 | | 70 | | | | | 70 |
| Margaree | | 25 | | 10 | | | | | 10 |
| Parrsborough | | 9600 | | 2780 | | | | | 2780 |
| Port Acadia | | 117 | | 59 | | | 17 | | 42 |
| Port Gilbert | | 148 | | 48 | | | | | 48 |
| Port Williams | | 265 | | 97 | | | | | 97 |
| Port Hawksbury | | 1000 | | 400 | | | | | 400 |
| Pubnico | | 1757 | | 739 | | | | | 1 |
| Pugwash | | 20 | | 8 | | | | | 8 |
| St. Ann's | | 385 | | 130 | | | | | 130 |
| Sydney, C. B. | | 300 | | 120 | | | | | 120 |
| Sydney (North) | | 260 | | 47 | | | | | 47 |
| Tusket | | 220 | | 120 | | | 40 | | 80 |
| Weymouth | | 35 | | 21 | | | | | 21 |
| Wilmot | | 1698 | | 677 | | | | | 677 |
| Windsor | | 800 | | 240 | | | | | 240 |
| Yarmouth | | 13915 | | 6001 | | | 4644 | | 728 |
| Totals | 700 | 507618 | | 163881 | | 42931 | 9310 | 110170 | 1470 |

GENERAL STATEMENT OF EXPORTS.

RICE.

| PORTS. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|---------|-----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Halifax | Packages. 207 | 1779 | 1013 | 433 | 100 | 233 | |
| Totals | 207 | \$1779 | 1013 | 433 | 100 | 233 | |

RUM.

| PORTS. | Gallons. | Packages. | Total value in Dollars. | Great Britain. | British Colonies. | United States. | Other Countries. |
|---------------|----------|-----------|-------------------------|----------------|-------------------|----------------|------------------|
| | | | | | | | |
| Halifax | | 810 | 44261 | 31110 | 7485 | 70 | 5596 |
| Liverpool | 346 | | 346 | | 346 | | |
| Port Mulgrave | 9 | | 18 | 18 | | | |
| Yarmouth | 48 | | 23 | 23 | | | |
| Totals | 403 | 810 | \$44648 | 31151 | 7831 | 70 | 5596 |

SCALEFISH.

| PORTS. | Libs. | Total value in Dollars. | Great Britain. | British Colonies. | United States. | Other Countries. | |
|-----------------|---------|-------------------------|----------------|-------------------|----------------|------------------|----------------|
| | | | | | | | North America. | West Indies. |
| Arichat | 341848 | 7400 | | | | 7400 | |
| Barrington | 497616 | 9998 | 227 | | 9771 | | |
| Bear River | 14240 | 270 | | 270 | | | |
| Bridgetown | 200 | 7 | | | 7 | | |
| Canso (Cape) | 15008 | 241 | 99 | | 142 | | |
| Digby | 12775 | 160 | | 160 | | | |
| Halifax | 3780016 | 79621 | 2870 | 9899 | 2300 | 64052 | |
| Harborville | 10300 | 365 | 335 | 30 | | | |
| Liverpool | 85214 | 1900 | 16 | 1884 | | | |
| Lunenburg | 60368 | 1048 | | 1048 | | | |
| Port Acadia | 7020 | 94 | 90 | 4 | | | |
| Port Medway | 1270 | 27 | | 27 | | | |
| Port Gilbert | 1800 | 30 | | 30 | | | |
| Port Hawkesbury | 7616 | 170 | 170 | | | | |
| Pubnico | 448 | 6 | 6 | | | | |
| Ragged Islands | 403496 | 9289 | | 9289 | | | |
| Thorne's Cove | 3000 | 90 | 90 | | | | |
| Wallace | 5600 | 150 | 150 | | | | |
| Westport | 197020 | 5110 | 1898 | 181 | 3036 | | |
| Weymouth | 30240 | 649 | | 609 | 40 | | |
| Yarmouth | 399280 | 8628 | 553 | 4091 | 510 | 3474 | |
| Totals | 5877375 | \$125253 | 150 | 6349 | 27522 | 16306 | 74926 |

SHAD AND HALIBUT.

| PORTS. | Packages. | Barrels. | Total value in Dollars. | Great Britain. | British Colonies. | United States. | Other Countries. |
|--------------|-----------|----------|-------------------------|----------------|-------------------|----------------|------------------|
| | | | | | | | |
| Amherst | 3 | 24 | 24 | | | | |
| Barrington | 16 | 110 | 110 | | | 110 | |
| Digby | 224 | 1077 | 1077 | | 1077 | | |
| Five Islands | 1050 | 11229 | 11229 | | 189 | 11040 | |
| Halifax | 128 | 477 | 477 | 4 | 2 | 91 | 380 |
| Joggins | 4 | 24 | 24 | | | | 24 |
| Londonderry | 813 | 5901 | 5901 | | 132 | 5769 | |
| Westport | 19 | 106 | 106 | | | 106 | |
| Weymouth | 17 | 85 | 85 | | | 85 | |
| Windsor | 64 | 448 | 448 | | | 448 | |
| Totals | 128 | 2210 | \$19481 | 4 | 1424 | 91 | 17962 |

GENERAL STATEMENT OF EXPORTS.

SALT.

| PORTS. | Total Quantity. | Total value in Dollars. | EXPORTED TO | | | | |
|---------------------|-----------------|----------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| | Bushels. | | | | | | |
| Baddeck | 150 | 50 | | 50 | | | |
| Canso (Cape) | 4048 | 1120 | | 1120 | | | |
| Halifax | 201197 | 42363 | | 39192 | 2326 | 135 | 710 |
| Liverpool | 120 | 48 | | | | 48 | |
| Port Mulgrave | 840 | 253 | | 253 | | | |
| Yarmouth | 6966 | 959 | | 250 | | 700 | |
| Totals | 213331 | \$44784 | | 40865 | 2326 | 883 | 710 |

SHEEP AND SWINE

| | Number. | | | |
|-----------------------|--------------|----------------|--------------|-------------|
| Annapolis | 807 | 1726 | 1726 | |
| Antigonish | 40 | 80 | 80 | |
| Baddeck | 285 | 576 | 564 | 12 |
| Bear River | 466 | 504 | 504 | |
| Cornwallis | 11 | 22 | 22 | |
| Digby | 1350 | 2622 | 2622 | |
| French Cross | 868 | 1449 | 1449 | |
| Great Bras d'Or | 290 | 595 | 555 | 40 |
| Halifax | 720 | 2760 | | 2760 |
| Harborville | 63 | 190 | 190 | |
| Liverpool | 100 | 200 | | 200 |
| Margaretsville | 1616 | 3232 | 3232 | |
| Margarce | 686 | 1692 | 1358 | 334 |
| Port Hood | 527 | 1114 | 1114 | |
| Port Williams | 600 | 1200 | 1200 | |
| Port Hawksbury | 150 | 300 | 300 | |
| St. Ann's | 264 | 769 | 769 | |
| Sydney, C. B. | 8 | 24 | 24 | |
| Wilmot | 759 | 1801 | 1801 | |
| Totals | 99610 | \$20856 | 17510 | 2972 |

SHINGLES.

| | Number. | | | |
|-----------------------|-----------------|----------------|-------------|--------------|
| Arichat | 762000 | 762 | 762 | |
| Baddeck | 60000 | 188 | 48 | 140 |
| Digby | 7000 | 14 | | 14 |
| Great Bras d'Or | 155000 | 258 | 193 | 65 |
| Halifax | 8861450 | 19543 | 836 | 11816 |
| Horton | 30000 | 60 | | 60 |
| La Have | 267000 | 474 | 359 | 48 |
| Liverpool | 525750 | 818 | 30 | 773 |
| Lunenburg | 6000 | 8 | | 8 |
| Margaretsville | 30000 | 45 | 15 | 30 |
| Pictou | 266000 | 524 | 524 | |
| Port Acadia | 190000 | 263 | | 172 |
| Port Medway | 780600 | 1201 | | 1177 |
| Port Gilbert | 27000 | 48 | | 48 |
| Ragged Islands | 1230500 | 2348 | | 2348 |
| St. Ann's | 170000 | 337 | 337 | |
| Sydney, C. B. | 65000 | 97 | 97 | |
| Sydney (North) | 55000 | 80 | 80 | |
| Tusket | 10000 | 28 | | 28 |
| Westport | 21000 | 60 | | 60 |
| Weymouth | 755000 | 957 | | 948 |
| Yarmouth | 2250000 | 4625 | | 4103 |
| Totals | 16524300 | \$32738 | 3281 | 21745 |

GENERAL STATEMENT OF EXPORTS.

STAVES AND HOOPS.

| PORTS. | Total Quantity. | | Total value in Dollars. | EXPORTED TO | | | | | |
|-----------------|-----------------|----------------|-------------------------|----------------|-------------------|--------------|----------------|------------------|------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. | |
| | | | | | North America. | West Indies. | | | |
| | Packages. | Number. | | | | | | | |
| Annapolis | | 89000 | 1696 | | | 1676 | | 20 | |
| Barrington | | 2000 | 40 | | | 40 | | | |
| Bear River | | 13840 | 187 | | | 187 | | | |
| Bridgetown | | 5000 | 15 | | 15 | | | | |
| Digby | | 20725 | 317 | | | 317 | | | |
| Great Bras d'Or | | 5500 | 20 | | 20 | | | | |
| Halifax | | | 7912 | 148 | 45 | 3433 | | | 4286 |
| La Have | | 152000 | 2907 | | 17 | 1820 | | 784 | 286 |
| Liverpool | 78 | 1508100 | 46093 | | | 46093 | | | |
| Lunenburg | | 69526 | 1666 | | | 1666 | | | |
| Margaretsville | | 5500 | 88 | | | 88 | | | |
| Parrsborough | | 28000 | 112 | 112 | | | | | |
| Port Acadia | | 22000 | 320 | | | 282 | | | 38 |
| Port Medway | | 169520 | 4051 | | | 3679 | | | 372 |
| Port Gilbert | | 1450 | 20 | | | 20 | | | |
| Pugwash | | 5200 | 31 | | 31 | | | | |
| Ragged Islands | | 6000 | 134 | | | 134 | | | |
| Tatamagouche | | 38000 | 184 | | 184 | | | | |
| Tusket | | 42500 | 848 | | | 848 | | | |
| Wallace | | 10500 | 58 | | 42 | | | 16 | |
| Weymouth | | 2448 | 126 | | | 126 | | | |
| Yarmouth | | 59733 | 1873 | | 3 | 1358 | | | 512 |
| Totals | 78 | 2256542 | \$68698 | 260 | 357 | 61767 | 820 | 5494 | |

SPARS, KNEES, AND SWEEPS.

| | Feet. | | Number. | | | | | | |
|------------------|--------------|--------------|----------------|-------------|-------------|-------------|-------------|------------|-----|
| | | | | | | | | | |
| Advocate Harbour | | 180 | 30 | 30 | | | | | |
| Amherst | | 950 | 950 | | | | | 950 | |
| Baddeck | | 19 | 20 | | 20 | | | | |
| Barrington | | 43 | 27 | | | 27 | | | |
| Bear River | | 17 | 10 | | | 10 | | | |
| Clementsport | | 159 | 318 | | | | | 318 | |
| Digby | | 6 | 12 | | | 12 | | | |
| Great Bras d'Or | | 724 | 353 | | 17 | | | | 336 |
| Halifax | | 1494 | 1392 | 688 | 26 | 554 | 9 | | 115 |
| Joggins | | 10532 | 5221 | | | | | 5221 | |
| La Have | | 609 | 1210 | | 200 | 10 | 1000 | | |
| Liverpool | 24043 | 97 | 1879 | | 48 | 1831 | | | |
| Lunenburg | | 6 | 4 | | | 4 | | | |
| Margaree | | 7 | 35 | | 35 | | | | |
| Port Acadia | | 81 | 71 | | | 52 | | | 19 |
| Port Medway | 2000 | 1049 | 397 | | | 366 | | | 31 |
| Port Hood | | 942 | 800 | | | | | 800 | |
| Pugwash | | 95 | 336 | | 336 | | | | |
| Tatamagouche | | 188 | 1776 | 40 | 1736 | | | | |
| Wallace | | 91 | 1394 | | 514 | | | 880 | |
| Westport | | 3 | 3 | | | 3 | | | |
| Weymouth | | 1167 | 319 | 253 | | 58 | | | 8 |
| Yarmouth | | 11 | 20 | | | 20 | | | |
| Totals | 26043 | 18470 | \$16577 | 1011 | 2932 | 2947 | 9178 | 509 | |

SOAP.

| | Lbs. | Packages. | | | | | |
|---------------|------------|-------------|-------------|--|-------------|-------------|------------|
| Halifax | | 2089 | 7522 | | 2112 | 4875 | 585 |
| Yarmouth | 480 | | 20 | | | | 20 |
| Totals | 480 | 2089 | 7542 | | 2112 | 4875 | 555 |

GENERAL STATEMENT OF EXPORTS.

SALMON AND TROUT.

| PORTS. | Total Quantity. | | Total value in dollars. | EXPORTED TO | | | | |
|----------------|-----------------|-------------|----------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | Packages. | Barrels. | | Great Britain. | British Colonies. North America. | West Indies. | United States. | Other Countries. |
| Canso (Cape) | | 4 | 28 | | 22 | | 6 | |
| Cow Bay | | 6 | 72 | | | | 72 | |
| Five Islands | | 3 | 30 | | | | 30 | |
| Halifax | 6300 | | 54983 | | 1481 | 14645 | 38182 | 675 |
| Liverpool | 588 | | 2771 | | | | 2531 | 240 |
| Pictou | 800 | | 6400 | | 6400 | | | |
| Port Medway | | 9 | 122 | | | | 74 | 48 |
| Port Hawksbury | | 2 | 25 | | 25 | | | |
| Ragged Islands | | 29 | 332 | | | | 332 | |
| Windsor | 104 | | 4411 | | 4411 | | | |
| Yarmouth | 11 | | 325 | | | 30 | 275 | 11 |
| Totals | 1503 | 6353 | \$30499 | | 12339 | 17621 | 38805 | 734 |

SUGAR.

| | Libs. | Packages. | | | | | | |
|---------------|--------------|-------------|-----------------|----------|---------------|------------|--------------|-------------|
| Halifax | 6121 | | 371663 | 8 | 271604 | 775 | 96040 | 3236 |
| Liverpool | 4005 | 17 | 200 | | | 200 | | |
| Yarmouth | 12766 | | 761 | | 761 | | | |
| Totals | 16771 | 6138 | \$372624 | 8 | 272365 | 975 | 96040 | 3236 |

STONE.

| | Smdrs. | Tons. | | | | |
|---------------|------------|-------------|----------------|-------------|-----------|--------------|
| Amherst | | 115 | 920 | | | 920 |
| Arielhat | | 173 | 1730 | | | 1730 |
| Barrington | | 110 | 550 | | | 550 |
| Halifax | 127 | 104 | 841 | 808 | 33 | |
| Joggins | | 2055 | 9089 | 900 | | 8189 |
| Pictou | 331 | 140 | 2205 | 85 | | 2120 |
| Pugwash | | 240 | 240 | 240 | | |
| Tatamagouche | 41 | 20 | 116 | 116 | | |
| Wallace | | 947 | 1894 | 800 | | 1094 |
| Totals | 499 | 3904 | \$17585 | 2949 | 33 | 14608 |

TIMBER.

| | Pieces. | Tons. | | | | |
|------------------|--------------|-------------|----------------|--------------|-------------|------------|
| Advocate Harbour | | 180 | 720 | 720 | | |
| Halifax | 19766 | 129 | 5888 | 5806 | 82 | |
| Hantsport | | 77½ | 309 | 309 | | |
| Joggins | | 15 | 90 | 90 | | |
| La Have | | 20 | 80 | | | 80 |
| Parrsborough | | 107 | 428 | 428 | | |
| Pictou | | 2471 | 10707 | 10707 | | |
| Pugwash | 12 | 94½ | 360 | 238 | 122 | |
| St. Mary's River | | 238 | 839 | 839 | | |
| Tatamagouche | | 710 | 2604 | 1305 | 1299 | |
| Wallace | | 77 | 181 | 181 | | |
| Weymouth | | 147 | 775 | | | |
| Windsor | | 46 | 138 | | | 138 |
| Totals | 19778 | 4312 | \$23119 | 21398 | 1503 | 218 |

GENERAL STATEMENT OF EXPORTS.

TEA.

| PORTS. | Total Quantity. | | Total value in Dollars. | EXPORTED TO | | | | |
|-----------------|-----------------|------|-------------------------|----------------|-------------------|--------------|----------------|------------------|
| | | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | | North America. | West Indies. | | |
| Cow Bay | 10873 | 355 | 3246 | | | 3246 | | |
| Halifax | | 3599 | 68673 | 55314 | 6513 | 5258 | 1588 | |
| Liverpool | 207 | | 124 | 124 | | | | |
| Pictou | 1028 | | 394 | 394 | | | | |
| Yarmouth | 12451 | | 5005 | 129 | 2500 | | 2376 | |
| Totals | 24559 | 3654 | \$77442 | 55961 | 9013 | 8504 | 3964 | |

TOBACCO.

| | Total Quantity. | | Total value in Dollars. | Great Britain. | British Colonies. | United States. | Other Countries. |
|----------------|-----------------|-----------|-------------------------|----------------|-------------------|----------------|------------------|
| | Lbs. | Packages. | | | | | |
| Halifax | | 1118 | 46137 | 3060 | 32557 | 1432 | 7172 |
| Pictou | 393 | | 138 | | 138 | | |
| Yarmouth | 3577 | | 1766 | 14 | 1752 | | |
| Totals | 3910 | 1118 | \$48041 | 3060 | 32709 | 3184 | 7172 |

WINE.

| | Total Quantity. | | Total value in Dollars. | Great Britain. | British Colonies. | United States. | Other Countries. |
|---------------|-----------------|--|-------------------------|----------------|-------------------|----------------|------------------|
| | Packages. | | | | | | |
| Halifax | 429 | | 17159 | 20 | 7301 | 8917 | 219 |
| Totals | 429 | | 17159 | 20 | 7301 | 8917 | 219 |

WOOD (FIREWOOD).

| | Total Quantity. | | Total value in Dollars. | Great Britain. | British Colonies. | United States. | Other Countries. |
|------------------------|-----------------|--|-------------------------|----------------|-------------------|----------------|------------------|
| | Cords. | | | | | | |
| Advocate Harbour | 192 | | 334 | | | 334 | |
| Annapolis | 1166 | | 4274 | | 35 | 4239 | |
| Bear River | 4032 | | 12475 | | 5 | 12470 | |
| Bridgetown | 692 | | 1574 | | | 1574 | |
| Canada Creek | 1001 | | 2311 | | 32 | 2279 | |
| Clementsport | 2729 | | 8265 | | | 8265 | |
| Cornwallis | 189 | | 388 | | 46 | 342 | |
| Digby | 977 | | 2766 | | | 2766 | |
| French Cross | 1789 | | 4329 | | 133 | 4196 | |
| Five Islands | 57 | | 86 | | | 86 | |
| Harborville | 5419 | | 13949 | | 114 | 13835 | |
| Joggins | 20 | | 20 | | | 20 | |
| La Have | 716 | | 1991 | | | 1991 | |
| Liverpool | 286 | | 1136 | | | 1136 | |
| Londonderry | 140 | | 329 | | | 329 | |
| Margaretsville | 913 | | 2480 | | 21 | 2459 | |
| Maitland | 235 | | 510 | | 56 | 454 | |
| Parrsborough | 53 | | 106 | | | 106 | |
| Port Acadia | 2271 | | 6800 | | | 6800 | |
| Port Gilbert | 2551 | | 7653 | | | 7653 | |
| Port Hood | 50 | | 150 | | | 150 | |
| Port Williams | 196 | | 640 | | | 640 | |
| Port Mulgrave | 206 | | 468 | | | 393 | 75 |
| Pubnico | 33 | | 184 | | | 184 | |
| St. Mary's River | 40 | | 80 | | | 80 | |
| Thorne's Cove | 1626 | | 2949 | | 18 | 2931 | |
| Truro | 15 | | 20 | | | 20 | |
| Tusket | 95 | | 239 | | | 199 | 40 |
| Westport | 228 | | 637 | | | 637 | |
| Weymouth | 1441 | | 4356 | 63 | | 4293 | |
| Wilmot | 596 | | 1577 | | 12 | 1565 | |
| Yarmouth | 117 | | 464 | | | 464 | |
| Totals | 30571 | | \$83540 | 63 | 472 | 82890 | 115 |

GENERAL STATEMENT OF EXPORTS.

WOODWARE.

| PORTS. | Total Quantity. | Total Value in Pounds. | EXPORTED TO | | | | |
|----------------|-----------------|---------------------------|-------------------|--|-----------------|-------------------|---------------------|
| | | | Great Britain. | British Colonies, North America. | West Indies. | United States. | Other Countries. |
| Canso (Cape) | | 515 | | 515 | | | |
| Cow Bay | | 30 | | | | 30 | |
| Clementsport | | 100 | | 100 | | | |
| Five Islands | | 512 | | 512 | | | |
| Halifax | | 8249 | | 3631 | 620 | 1865 | 2133 |
| Harborville | | 93 | | 93 | | | |
| Horton | | 8 | | | | 8 | |
| Joggins | | 3575 | | | | 3575 | |
| Margaretsville | | 136 | | 136 | | | |
| Parrsborough | | 6 | | | | | 6 |
| Pictou | | 527 | | 527 | | | |
| Port Mulgrave | | 195 | | 45 | | 150 | |
| Pubnico | | 443 | | 443 | | | |
| Sydney (North) | | 20 | | 20 | | | |
| Tatamagouche | | 116 | | 116 | | | |
| Tusket | | 64 | | | 64 | | |
| Wallace | | 73 | | 73 | | | |
| Wilmot | | 90 | | 90 | | | |
| Yarmouth | | 1218 | | 614 | | | 604 |
| Totals | | \$15970 | | 6915 | 692 | 5626 | 2737 |

MISCELLANEOUS.

| | | | | | | | |
|-----------------|--------|-----------------|--------------|--------------|---------------|--------------|--------------|
| Amherst | 15 | 15 | | | | | |
| Annapolis | 280 | | 280 | | | | |
| Antigonish | 60 | | 60 | | | | |
| Aricbat | 498 | | | | 180 | 318 | |
| Baddeck | 409 | | | | 409 | | |
| Bear River | 16 | | 6 | 10 | | | |
| Bridgetown | 983 | | 40 | | 943 | | |
| Canso (Cape) | 3 | | | | 3 | | |
| Canada Creek | 5 | | 5 | | | | |
| Clementsport | 154 | | 24 | | 130 | | |
| Digby | 257 | | 257 | | | | |
| French Cross | 40 | | 40 | | | | |
| Great Bras d'Or | 14 | | 14 | | | | |
| Halifax | 265328 | 28086 | 52220 | 125999 | 52785 | 6238 | |
| Harborville | 177 | | 177 | | | | |
| Horton | 160 | | | 160 | | | |
| Joggins | 600 | | | | 600 | | |
| La Have | 2126 | | | | 2126 | | |
| Liverpool | 2347 | | 923 | 68 | 1356 | | |
| Londonderry | 66 | | 66 | | | | |
| Parrsborough | 707 | | 236 | | 471 | | |
| Pictou | 2402 | | 1334 | | 1068 | | |
| Port Acadia | 16 | | | 8 | | 8 | |
| Port Hood | 40 | | 40 | | | | |
| Pubnico | 194 | | 24 | | 170 | | |
| Pugwash | 278 | | 278 | | | | |
| Sydney, C. B. | 100 | | | | 100 | | |
| Sydney (North) | 170 | | 170 | | | | |
| Thorne's Cove | 18 | | 18 | | | | |
| Westport | 50 | | | | 50 | | |
| Windsor | 1790 | | 1504 | | 286 | | |
| Yarmouth | 28817 | | 1394 | 20491 | 2968 | 3964 | |
| Totals | | \$308120 | 28101 | 59106 | 146736 | 63645 | 10528 |

GENERAL STATEMENT OF EXPORTS.

AN ABSTRACT

Of the Quantity and Value of the principal articles of Merchandise exported from the Province of Nova Scotia for the year ended 30th September 1863, and indicating to what Countries exported.

| ARTICLES. | Total Quantity. | Total Value In Dollars. | EXPORTED FROM TO | | | | |
|--|-------------------------|----------------------------|------------------|-------------------|--------------|----------------|------------------|
| | | | Great Britain. | British Colonies. | | United States. | Other Countries. |
| | | | | North America. | West Indies. | | |
| Apples and Plums | Barrels 24037 | 33141 | 7079 | 24751 | 929 | 32 | 350 |
| Ale, Porter, and Cider | Pkgs. 1161 Do. 637 | 18497 | | 2215 | 14934 | 7 | 1341 |
| Alewives | Do. 2684 Do. 5970 | 18206 | | 476 | 14053 | 1464 | 2213 |
| Beef | Qrtts. 768 Do. 1207 | 16226 | | 10166 | 4726 | 217 | 1117 |
| Bread | Pkgs. 3301 Do. 54 | 10497 | 1578 | 8479 | 380 | | 60 |
| Butter | Do. 7926 Lb. 164053 | 81375 | 171 | 47876 | 31878 | 121 | 1829 |
| Brandy | Do. 1595 | 14921 | | 2850 | 6930 | 2795 | 2346 |
| Cheese | Do. 75 Do. 12634 | 1954 | | 1622 | 299 | | 33 |
| Cordage and Canvas | Do. 1654 | 19799 | | 3112 | 15914 | 230 | 543 |
| Coal | Tons 341789 | 796389 | | 115355 | 120 | 679436 | 1478 |
| Cornumeal and Oatmeal | Bbls. 1543 | 5752 | 438 | 2952 | 1912 | 5 | 445 |
| Codfish | Lb. 47983273 | 1268231 | | 65146 | 669210 | 69885 | 464040 |
| Coffee | Pkgs. 632 | 17496 | | 12851 | 1686 | | 2959 |
| Cotton, Linen, Silk, and Woollen Manufactures | Lbs. 16844 Do. 1996 | 304040 | 7712 | 200776 | 28276 | 48776 | 18500 |
| Eggs | Doz. 58205 Do. 225 | 7762 | | 3925 | 15 | 3797 | 25 |
| Flour | Bbls. 17520 | 97137 | 3725 | 77458 | 8020 | 1863 | 6071 |
| Fruit | Pkgs. 21586 | 15395 | 17 | 8943 | 2420 | 3495 | 520 |
| Furs | Do. 75 | 60306 | 59506 | | | | 800 |
| Geneva and Whiskey | Do. 1092 | 56217 | | 10062 | 22479 | 2520 | 1156 |
| Gypsum | Bbls. 14 Tons 46739 | 30625 | | 2033 | 10 | 28582 | |
| Hardware, Iron, and Cutlery | Pkgs. 21289 Tons 1717 | 187665 | | 152937 | 18960 | 7703 | 8065 |
| Herring | Bxs. 23412 Brls. 86280 | 336332 | 1471 | 66859 | 132670 | 120539 | 14793 |
| Hides and Skins | Packages. 358 No. 17856 | 66080 | 20244 | 23600 | 136 | 21623 | 477 |
| Horned Cattle | Do. 2783 | 83621 | | 58693 | 23494 | | 1434 |
| Horses | Do. 60 | 4563 | | 4303 | | 260 | |
| Leather and Leather Manuf. | Sides 640 Pkgs. 950 | 32417 | 200 | 13500 | 14522 | | 4195 |
| Laths and Pickets | Cords 97 No. 831331 | 2836 | 1154 | 65 | 414 | 1203 | |
| Lumber | Supf. feet 65234259 | 489405 | 128942 | 51424 | 205036 | 58570 | 50433 |
| Lobsters | Packages 4208 | 14460 | 1400 | 348 | 2322 | 10370 | 20 |
| Mackerel | Kits 305 Brls. 69408 | 406007 | 10 | 4578 | 131965 | 198018 | 71436 |
| Molasses | Galls. 7233 Pkgs. 10796 | 261426 | 10501 | 185439 | | 65400 | 86 |
| Oats, Barley, and Wheat | Bushels 81871 | 53751 | 977 | 11393 | 3121 | 36247 | 2013 |
| Oil | Galls. 35538 Pkgs. 5833 | 133198 | 21111 | 55124 | 14667 | 35445 | 6851 |
| Pork and Hams | Packages 3011 | 41425 | 29 | 23783 | 13868 | 1510 | 2235 |
| Potatoes and Vegetables | Bushels 507618 | 163881 | | 42931 | 9310 | 110170 | 1470 |
| Rice | Packages 207 | 1779 | | 1013 | 433 | 100 | 233 |
| Rum | Gallons 403 Pkgs. 810 | 44648 | | 31151 | 7831 | 70 | 5596 |
| Scalefish | Lbs. 5877375 | 125253 | 150 | 6349 | 27522 | 16306 | 74926 |
| Salt | Bushels 213331 | 44784 | | 40865 | 2326 | 883 | 710 |
| Shad and Halibut | Pkgs. 128 Burels 2210 | 19481 | 4 | 1424 | 91 | 17962 | |
| Sheep and Swine | No. 9610 | 20856 | | 17510 | 2972 | | 374 |
| Shingles | No. 16524300 | 32738 | | 3281 | 21745 | 698 | 7014 |
| Staves and Hoops | No. 2256542 | 68698 | 260 | 357 | 61767 | 820 | 5494 |
| Spars and Knees | Feet 26043 No. 18470 | 16577 | 1011 | 2932 | 2947 | 9178 | 509 |
| Soap | Lbs. 480 Packages 2089 | 7542 | | 2112 | 4875 | | 555 |
| Salmon and Trout | Barrels 6353 Pkgs. 1503 | 69499 | | 12339 | 17621 | 38805 | 734 |
| Sugar | Lbs. 16771 Packgs. 6138 | 372624 | 8 | 272365 | 975 | 96040 | 3236 |
| Stone | No. 499 Tons 3904 | 17585 | | 2949 | 33 | 14603 | |
| Timber | Pieces 19778 Tons 4312 | 23119 | 21398 | 1503 | | 218 | |
| Tea | Lbs. 24559 Pkgs. 3654 | 77442 | | 55961 | 9013 | 8504 | 3964 |
| Tobacco | Lbs. 3910 Packages 1118 | 48041 | 3060 | 32709 | 3184 | 7172 | 1916 |
| Wine | Do. Packages 429 | 17159 | 20 | 7301 | 8917 | 219 | 702 |
| Woodware | | 15970 | | 6915 | 692 | 5626 | 2737 |
| Wood (Firewood) | Cords 30571 | 83540 | 63 | 472 | | 82890 | 115 |
| Miscellaneous | | 308120 | 23101 | 59100 | 146736 | 63645 | 10528 |
| Totals | | \$6546488 | 320340 | 1854643 | 1714356 | 1869772 | 787377 |

COMPARATIVE STATEMENT

Of the Value of Merchandise exported from each Port in the Province of Nova Scotia for the years ended 30th September 1862 and 1863.

| PORTS. | 1862. | 1863. | Increase. | Decrease. | Total Increase |
|------------------|-----------|---------|-----------|-----------|----------------|
| Advocate Harbour | 5750 | 4706 | | 1044 | |
| Amherst | 7070 | 12057 | 4987 | | |
| Annapolis | 61495 | 68523 | 7028 | | |
| Antigonish | 13711 | 2240 | | 11471 | |
| Aricbat | 69667 | 75120 | 5453 | | |
| Baddeck | 5792 | 12368 | 6576 | | |
| Barrington | 56198 | 43852 | | 12346 | |
| Bear River | 23015 | 24528 | 1513 | | |
| Bridgetown | 17194 | 10260 | | 6934 | |
| Canso (Cape) | 24792 | 30852 | 6060 | | |
| Canada Creek | 27574 | 11441 | | 16133 | |
| Cow Bay | 34826 | 62614 | 27788 | | |
| Chester | 2064 | | | 2064 | |
| Cheverie | 4415 | 2736 | | 1679 | |
| Clementsport | 19227 | 24796 | 5569 | | |
| Cornwallis | 148101 | 100899 | | 47202 | |
| Digby | 45018 | 28886 | | 16132 | |
| Five Islands | 7914 | 13127 | 5213 | | |
| French Cross | 13090 | 14652 | 1562 | | |
| Glace Bay | 11994 | 25762 | 13768 | | |
| Great Bras d'Or | 35770 | 10343 | | 25427 | |
| Guy'sborough | 2467 | | | 2467 | |
| Halifax | 3137874 | 3798395 | 660521 | | |
| Harborville | 18285 | 28012 | 9727 | | |
| Hantsport | 10887 | 7685 | | 3202 | |
| Horton | 42501 | 20139 | | 22362 | |
| Isaac's Harbour | | 2750 | 2750 | | |
| Joggins | 41424 | 35636 | | 5788 | |
| La Have | 24108 | 26318 | 2210 | | |
| Lingan | 53612 | 70528 | 16916 | | |
| Liverpool | 206209 | 268454 | 62245 | | |
| Londonderry | 98513 | 96900 | | 1613 | |
| Lunenburg | 7052 | 10133 | 3081 | | |
| Maitland | 6126 | 2550 | | 3576 | |
| Margaretsville | 17390 | 15325 | | 2065 | |
| Margaree | 9008 | 17114 | 8216 | | |
| Parrsborough | 11386 | 8494 | | 2892 | |
| Pictou | 422956 | 514149 | 91193 | | |
| Port Acadia | 20679 | 18959 | | 1720 | |
| Port Medway | 113233 | 101864 | | 11369 | |
| Port Gilbert | | 12231 | 12231 | | |
| Port Hood | 12227 | 10417 | | 1810 | |
| Port Williams | | 3169 | 3169 | | |
| Port Mulgrave | 13400 | 14553 | 1153 | | |
| Port Hawksbury | 48504 | 35512 | | 12992 | |
| Pubnico | 7285 | 7145 | | 140 | |
| Pugwash | 62061 | 86969 | 24908 | | |
| Ragged Islands | 110955 | 125237 | 14282 | | |
| St. Ann's | 7388 | 7082 | | 306 | |
| Shelburne | 20360 | 10603 | | 9757 | |
| St. Mary's River | 7704 | 4049 | | 3655 | |
| Sydney, C. B. | 1275 | 1089 | | 186 | |
| Sydney (North) | 122704 | 150353 | 27649 | | |
| Tatamagouche | 9331 | 11289 | 1958 | | |
| Tangier | 1243 | 227 | | 1016 | |
| Thorne's Cove | 6177 | 9124 | 2947 | | |
| Truro | 1099 | 386 | | 713 | |
| Tusket | 11911 | 2647 | | 9264 | |
| Wallace | 12940 | 9510 | | 3430 | |
| Walton | 1580 | 1375 | | 205 | |
| Westport | 32332 | 19478 | | 12854 | |
| Weymouth | 45514 | 65953 | 20439 | | |
| Wilmot | 16640 | 20156 | 3516 | | |
| Windsor | 30781 | 43139 | 12358 | | |
| Yarmouth | 185163 | 271628 | 86465 | | |
| Totals | \$5646961 | 6546498 | 1153341 | 253814 | 899527 |

GENERAL STATEMENT OF EXPORTS.

COMPARATIVE STATEMENT

Of the value of the Principal Articles of Merchandise exported from Nova Scotia during the years ended 30th September, 1862 and 1863.

| ARTICLES. | 1862. | 1863. | Increase. | Decrease. | Total Increase. |
|---------------------------------------|-----------|---------|-----------|-----------|-----------------|
| Apples and Plums | 55553 | 33141 | | 22412 | |
| Ale, Porter, and Cider | 17268 | 18497 | 1229 | | |
| Alewives | 30716 | 18200 | | 12516 | |
| Beef | 12007 | 16226 | 4219 | | |
| Bread | 7177 | 10497 | 3320 | | |
| Butter | 85600 | 81375 | | 4225 | |
| Brandy | 3597 | 14921 | 11324 | | |
| Cheese | 3149 | 1954 | | 1195 | |
| Cordage and Canvas | 5723 | 19799 | 14076 | | |
| Coal | 624904 | 796389 | 171485 | | |
| Corumcal and Oatmeal | 7028 | 5752 | | 1276 | |
| Codfish | 1127505 | 1268231 | 140726 | | |
| Coffee | 13582 | 17496 | 3914 | | |
| Cotton, Linen, Silk, & Woollen Manuf. | 90399 | 304040 | 213641 | | |
| Eggs | 8187 | 7762 | | 425 | |
| Flour | 102471 | 97137 | | 5334 | |
| Fruit | 19316 | 15395 | | 3921 | |
| Furs | 64495 | 60306 | | 4189 | |
| Geneva and Whiskey | 8378 | 36217 | 27839 | | |
| Gypsum | 30425 | 30625 | 200 | | |
| Hardware, Iron, and Cutlery | 146243 | 187665 | 41422 | | |
| Herring | 346559 | 336332 | | 10227 | |
| Hides and Skins | 44013 | 66080 | 22067 | | |
| Horned Cattle | 85777 | 83621 | | 2156 | |
| Horses | 4004 | 4563 | 559 | | |
| Leather and Leather Manufactures | 18406 | 32417 | 14011 | | |
| Laths and Pickets | 3842 | 2836 | | 1006 | |
| Lumber | 440945 | 489405 | 48460 | | |
| Lobsters | 15355 | 14460 | | 895 | |
| Mackerel | 499074 | 406007 | | 93067 | |
| Molasses | 183003 | 261426 | 78423 | | |
| Oats, Barley, and Wheat | 26463 | 53751 | 27288 | | |
| Oil | 136307 | 133198 | | 3109 | |
| Pork and Hams | 47422 | 41425 | | 5997 | |
| Potatoes and Vegetables | 269751 | 163881 | | 105870 | |
| Rice | 5323 | 1779 | | 3544 | |
| Rum | 44042 | 44648 | 606 | | |
| Scalefish | 117389 | 125253 | 7864 | | |
| Salt | 50173 | 44784 | | 5389 | |
| Shad and Halibut | 12563 | 19481 | 6918 | | |
| Sheep and Swine | 16659 | 20856 | 4197 | | |
| Shingles | 20359 | 32738 | 12379 | | |
| Staves and Hoops | 45710 | 68698 | 22988 | | |
| Spars, Knees, and Sweeps | 19277 | 16577 | | 2700 | |
| Soap | 4419 | 7542 | 3123 | | |
| Salmon and Trout | 49640 | 69499 | 19859 | | |
| Sugar | 282094 | 372624 | 90530 | | |
| Stone | 22223 | 17585 | | 4638 | |
| Timber | 14722 | 23119 | 8397 | | |
| Tea | 42836 | 77442 | 34606 | | |
| Tobacco | 25451 | 48041 | 22590 | | |
| Wine | 8778 | 17159 | 8381 | | |
| Woodware | 12471 | 15970 | 3499 | | |
| Wood (Firewood) | 70711 | 83540 | 12829 | | |
| Miscellaneous | 197471 | 308120 | 110649 | | |
| Totals | \$5646961 | 6546488 | 1193618 | 294091 | 899527 |

Financial Secretary's Office, }
Halifax, 30th Sept., 1863. }

ISAAC LEVESCONTE,
Financial Sec'y.



REGISTRY OF SHIPPING.

An Account of the Number and Tonnage of Vessels entered Inwards at each Port in Nova Scotia, from each Country, during the year ended 30th September, 1863, with the number of men navigating the same, distinguishing vessels with Cargoes from those in Ballast, and British from Foreign Ships.

GREAT BRITAIN.

| PORTS. | WITH CARGOES. | | | | | | IN BALLAST. | | | | | |
|-----------------------|---------------|--------------|-------------|----------|-------------|-----------|-------------|-------------|------------|-----------|-------------|------------|
| | British. | | | Foreign. | | | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| Arichat..... | 1 | 167 | 7 | | | | | | | | | |
| Amherst..... | | | | | | | 1 | 578 | 13 | | | |
| Halifax..... | 108 | 65031 | 4138 | 8 | 3228 | 96 | 1 | 748 | 17 | | | |
| Liverpool..... | 2 | 863 | 47 | | | | | | | | | |
| Pictou..... | 4 | 2386 | 66 | | | | 4 | 961 | 37 | 2 | 661 | 21 |
| Pugwash..... | | | | | | | 3 | 2205 | 63 | 5 | 2331 | 73 |
| St. Mary's River..... | 1 | 318 | 9 | | | | | | | | | |
| Sydney (North)..... | 1 | 323 | 9 | | | | 6 | 2490 | 83 | 3 | 1073 | 27 |
| Tatamagouche..... | | | | | | | 1 | 344 | 10 | | | |
| Weymouth..... | 2 | 708 | 20 | | | | | | | | | |
| Yarmouth..... | 10 | 2538 | 84 | | | | | | | | | |
| Totals..... | 129 | 72384 | 4380 | 8 | 3228 | 96 | 16 | 7321 | 223 | 10 | 4065 | 121 |

BRITISH WEST INDIES.

| | | | | | | | | | | | | |
|---------------------|------------|--------------|-------------|--|--|--|-----------|--------------|------------|--|--|--|
| Annapolis..... | 2 | 198 | 12 | | | | | | | | | |
| Barrington..... | 4 | 284 | 24 | | | | | | | | | |
| Bear River..... | 3 | 304 | 17 | | | | 1 | 135 | 6 | | | |
| Halifax..... | 101 | 14736 | 952 | | | | 27 | 3074 | 78 | | | |
| Harbourville..... | | | | | | | 1 | 190 | 6 | | | |
| Horton..... | 1 | 99 | 6 | | | | | | | | | |
| La Have..... | 1 | 141 | 6 | | | | | | | | | |
| Liverpool..... | 54 | 6937 | 355 | | | | 16 | 2281 | 126 | | | |
| Lunenburg..... | 3 | 227 | 18 | | | | | | | | | |
| Pictou..... | | | | | | | 6 | 1433 | 52 | | | |
| Port Acadia..... | 7 | 587 | 44 | | | | 2 | 139 | 10 | | | |
| Port Gilbert..... | 9 | 740 | 47 | | | | | | | | | |
| Port Medway..... | 3 | 318 | 15 | | | | 8 | 1637 | 62 | | | |
| Pubnico..... | 1 | 62 | 4 | | | | | | | | | |
| Pugwash..... | | | | | | | 1 | 623 | 18 | | | |
| Ragged Islands..... | 24 | 1605 | 140 | | | | | | | | | |
| Sandy Cove..... | 2 | 187 | 14 | | | | | | | | | |
| Sholburne..... | 1 | 91 | 7 | | | | | | | | | |
| Sydney (North)..... | | | | | | | 3 | 501 | 20 | | | |
| Westport..... | | | | | | | 4 | 369 | 21 | | | |
| Weymouth..... | 8 | 933 | 48 | | | | | | | | | |
| Wilmot..... | 1 | 90 | 6 | | | | | | | | | |
| Yarmouth..... | 26 | 1829 | 138 | | | | | | | | | |
| Totals..... | 251 | 29868 | 1853 | | | | 69 | 10882 | 399 | | | |

REGISTRY OF SHIPPING.

BRITISH NORTH AMERICAN COLONIES.

| PORTS. | WITH CARGOES. | | | | | | IN BALLAST. | | | | | |
|------------------|---------------|--------|------|----------|-------|------|-------------|--------|------|----------|-------|------|
| | British. | | | Foreign. | | | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| Advocate Harbour | 5 | 281 | 17 | | | | | | | | | |
| Arichat | 28 | 1501 | 109 | | | | 12 | 587 | 40 | | | |
| Amherst | 12 | 697 | 48 | | | | | | | | | |
| Annapolis | 97 | 11409 | 530 | | | | 49 | 16376 | 563 | | | |
| Antigonish | | | | | | | 6 | 424 | 24 | | | |
| Baddeck | 9 | 553 | 34 | | | | | | | | | |
| Barrington | 4 | 100 | 13 | | | | | | | | | |
| Bear River | 22 | 547 | 68 | | | | 4 | 80 | 12 | | | |
| Beaver River | 2 | 81 | 7 | | | | | | | | | |
| Bridgetown | 28 | 817 | 85 | | | | 1 | 28 | 3 | | | |
| Cape Canso | 20 | 1284 | 105 | | | | | | | | | |
| Canada Creek | 25 | 590 | 81 | | | | 6 | 275 | 24 | | | |
| Cornwallis | 58 | 2350 | 171 | | | | 5 | 344 | 22 | | | |
| Clementsport | 22 | 565 | 71 | | | | | | | | | |
| Cow Bay | 2 | 231 | 13 | | | | 19 | 3019 | 125 | 1 | 199 | 6 |
| Digby | 81 | 9356 | 448 | | | | 51 | 17602 | 602 | | | |
| Five Islands | 9 | 911 | 46 | | | | 2 | 117 | 8 | | | |
| French Cross | 22 | 944 | 71 | | | | | | | | | |
| Glace Bay | | | | | | | 31 | 2741 | 167 | 1 | 202 | 7 |
| Great Bras d'Or | | | | | | | 20 | 822 | 77 | | | |
| Halifax | 472 | 30625 | 2489 | 10 | 987 | 95 | 19 | 3693 | 195 | 1 | 241 | 11 |
| Hantsport | 3 | 112 | 11 | | | | | | | | | |
| Harbourville | 14 | 376 | 42 | | | | 16 | 441 | 49 | | | |
| Horton | 23 | 820 | 69 | | | | 3 | 184 | 14 | | | |
| Joggins | 38 | 2576 | 176 | | | | 27 | 1447 | 112 | | | |
| La Have | 1 | 143 | 8 | | | | 5 | 387 | 25 | | | |
| Lingan | | | | | | | 88 | 12400 | 578 | 9 | 1600 | 66 |
| Liverpool | 9 | 314 | 36 | | | | | | | | | |
| Londonderry | 18 | 776 | 66 | | | | | | | | | |
| Lunenburg | 1 | 125 | 7 | | | | | | | | | |
| Maitland | 2 | 92 | 8 | | | | | | | | | |
| Margaree | 4 | 204 | 17 | | | | 7 | 340 | 30 | | | |
| Magaretsville | 27 | 1034 | 86 | | | | | | | | | |
| Parrsborough | 29 | 2199 | 136 | | | | | | | | | |
| Pictou | 117 | 8192 | 758 | 2 | 491 | 19 | 331 | 26014 | 1827 | 5 | 1172 | 37 |
| Port Acadia | 8 | 234 | 22 | | | | | | | | | |
| Port Gilbert | 4 | 152 | 16 | | | | | | | | | |
| Port Hawkesbury | 39 | 3027 | 198 | | | | 6 | 491 | 35 | | | |
| Port Hood | 2 | 62 | 7 | | | | 1 | 73 | 5 | | | |
| Port Medway | 1 | 38 | 4 | | | | 1 | 36 | 4 | | | |
| Port Mulgrave | 18 | 714 | 65 | 1 | 36 | 3 | | | | | | |
| Port Williams | 1 | 30 | 3 | | | | | | | | | |
| Pubnico | 1 | 21 | 3 | | | | | | | | | |
| Pugwash | 10 | 293 | 28 | | | | 35 | 1713 | 110 | | | |
| Ragged Islands | 4 | 133 | 15 | | | | | | | | | |
| Sandy Cove | 4 | 152 | 16 | | | | | | | | | |
| Shelburne | 5 | 162 | 19 | | | | | | | | | |
| St. Ann's | 10 | 357 | 41 | | | | | | | | | |
| St. Mary's River | | | | 1 | 83 | 9 | | | | | | |
| Sydney, C. B. | 2 | 85 | 7 | | | | 1 | 83 | 8 | | | |
| Sydney (North) | 6 | 441 | 25 | | | | 160 | 18715 | 1052 | 2 | 501 | 19 |
| Tangier | 4 | 128 | 17 | | | | | | | | | |
| Tatamagouche | 10 | 360 | 29 | | | | 3 | 76 | 6 | | | |
| Thorne's Cove | 14 | 537 | 46 | 1 | 44 | 3 | | | | | | |
| Truro | 2 | 92 | 8 | | | | | | | | | |
| Tusket | 3 | 64 | 8 | | | | | | | | | |
| Wallace | 22 | 100 | 83 | | | | | | | | | |
| Westport | 18 | 377 | 52 | | | | | | | | | |
| Weymouth | 18 | 793 | 58 | | | | 1 | 99 | 5 | | | |
| Wilmot | 19 | 680 | 68 | | | | | | | | | |
| Windsor | 99 | 26827 | 933 | | | | 1 | 72 | 5 | | | |
| Yarmouth | 78 | 3284 | 278 | | | | 2 | 94 | 8 | | | |
| Totals | 1606 | 119924 | 7875 | 15 | 1641 | 129 | 913 | 108673 | 5735 | 19 | 3915 | 146 |

REGISTRY OF SHIPPING.

UNITED STATES.

| PORTS. | WITH CARGOES. | | | | | | IN BALLAST. | | | | | |
|------------------|---------------|--------|-------|----------|-------|------|-------------|-------|------|----------|-------|------|
| | British. | | | Foreign. | | | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| Advocate Harbour | 8 | 630 | 36 | | | | | | | | | |
| Arichat | 135 | 12452 | 795 | 2 | 186 | 11 | 11 | 1028 | 75 | | | |
| Amherst | 12 | 775 | 53 | | | | | | | | | |
| Annapolis | 50 | 3951 | 249 | | | | 6 | 542 | 24 | 5 | 683 | 28 |
| Antigonish | 4 | 359 | 22 | | | | | | | | | |
| Baddeck | 1 | 68 | 3 | | | | | | | | | |
| Barrington | 35 | 1808 | 159 | | | | 3 | 123 | 13 | | | |
| Bear River | 40 | 3466 | 217 | | | | 16 | 1483 | 75 | | | |
| Beaver River | 1 | 50 | 4 | | | | | | | | | |
| Bridgetown | 25 | 1072 | 91 | | | | 3 | 244 | 13 | | | |
| Cape Canso | 4 | 328 | 19 | 1 | 149 | 7 | | | | | | |
| Canada Creek | 36 | 2612 | 173 | | | | 17 | 1105 | 75 | | | |
| Chester | 1 | 83 | 6 | | | | | | | | | |
| Cheverie | | | | | | | 47 | 4154 | 253 | | | |
| Cornwallis | 49 | 4022 | 218 | | | | 2 | 187 | 10 | | | |
| Clementsport | 47 | 4081 | 249 | | | | 2 | 112 | 8 | | | |
| Cow Bay | 8 | 632 | 44 | | | | 7 | 1382 | 58 | 3 | 767 | 25 |
| Digby | 34 | 3002 | 167 | | | | 4 | 339 | 21 | | | |
| Five Islands | 18 | 1516 | 87 | | | | 1 | 72 | 4 | | | |
| French Cross | 23 | 1633 | 101 | 1 | 39 | 3 | 15 | 1042 | 68 | | | |
| Glace Bay | 10 | 641 | 58 | 1 | 267 | 7 | 18 | 1046 | 72 | 11 | 3175 | 81 |
| Great Bras d'Or | | | | | | | 1 | 79 | 6 | | | |
| Halifax | 304 | 40158 | 2213 | 25 | 3875 | 150 | 32 | 29858 | 2612 | 14 | 2933 | 137 |
| Hantsport | 17 | 2020 | 108 | | | | 24 | 2061 | 120 | | | |
| Harbourville | 37 | 2832 | 181 | | | | 46 | 3672 | 233 | 2 | 220 | 10 |
| Horton | 23 | 2054 | 132 | | | | 4 | 361 | 21 | | | |
| Joggins | 35 | 2293 | 206 | 4 | 554 | 25 | 15 | 1057 | 71 | 34 | 4725 | 158 |
| La Have | 13 | 1400 | 77 | | | | 2 | 242 | 12 | | | |
| Lingan | | | | | | | 30 | 4310 | 185 | 41 | 7431 | 263 |
| Liverpool | 30 | 3151 | 165 | 2 | 187 | 19 | | | | | | |
| Londonderry | 29 | 2234 | 156 | | | | 1 | 79 | 5 | | | |
| Maitland | 41 | 2901 | 203 | | | | | | | | | |
| Margaretsville | 14 | 1175 | 65 | | | | 4 | 338 | 20 | | | |
| Parrsborough | 20 | 1580 | 95 | 1 | 22 | 3 | 1 | 85 | 5 | | | |
| Pictou | 106 | 19725 | 823 | 6 | 865 | 36 | 128 | 20144 | 502 | 90 | 22630 | 712 |
| Port Acadia | 69 | 4157 | 339 | | | | 4 | 236 | 19 | | | |
| Port Gilbert | 48 | 3352 | 271 | | | | | | | | | |
| Port Hawkesbury | 2 | 244 | 12 | | | | | | | | | |
| Port Hood | 2 | 225 | 11 | 2 | 240 | 18 | | | | | | |
| Port Medway | 11 | 1077 | 62 | 1 | 199 | 7 | 2 | 255 | 11 | 2 | 398 | 14 |
| Port Mulgrave | 21 | 1753 | 105 | 12 | 1330 | 60 | 1 | 82 | 4 | | | |
| Port Williams | 2 | 160 | 10 | | | | | | | | | |
| Pubnico | 16 | 1214 | 72 | | | | 1 | 60 | 3 | | | |
| Pugwash | 2 | 166 | 12 | | | | 2 | 997 | 29 | 1 | 426 | 12 |
| Ragged Islands | 10 | 792 | 52 | | | | | | | | | |
| Sandy Cove | 3 | 201 | 12 | | | | | | | | | |
| Shelburne | 18 | 1021 | 76 | | | | | | | | | |
| St. Mary's River | 2 | 165 | 9 | | | | | | | | | |
| Sydney, C. B. | 21 | 1979 | 111 | | | | | | | | | |
| Sydney (North) | 20 | 2418 | 106 | 1 | 125 | 5 | 28 | 3867 | 166 | 14 | 4317 | 110 |
| Tangier | 3 | 349 | 16 | 2 | 188 | 11 | | | | | | |
| Thorne's Cove | 57 | 4507 | 276 | 3 | 39 | 6 | 4 | 285 | 20 | | | |
| Truro | 31 | 2279 | 131 | | | | | | | | | |
| Tusket | 15 | 795 | 62 | 1 | 93 | 5 | | | | | | |
| Wallace | | | | | | | 2 | 346 | 16 | | | |
| Walton | 11 | 938 | 59 | | | | 6 | 402 | 36 | | | |
| Westport | 54 | 2359 | 184 | | | | 5 | 412 | 25 | | | |
| Weymouth | 45 | 2696 | 210 | 3 | 269 | 13 | 1 | 87 | 5 | 1 | 94 | 4 |
| Wilmot | 13 | 1164 | 68 | 2 | 204 | 12 | 4 | 294 | 17 | | | |
| Windsor | 49 | 3763 | 257 | 2 | 296 | 11 | 5 | 624 | 29 | 6 | 1080 | 35 |
| Yarmouth | 106 | 8463 | 495 | | | | 2 | 251 | 11 | | | |
| Totals | 1846 | 170941 | 10193 | 72 | 9127 | 409 | 507 | 82843 | 9852 | 224 | 48879 | 1589 |

REGISTRY OF SHIPPING.

OTHER COUNTRIES.

| PORTS. | WITH CARGOES. | | | | | | IN BALLAST. | | | | | |
|----------------------|---------------|-------|------|----------|-------|------|-------------|-------|------|----------|-------|------|
| | British. | | | Foreign. | | | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| Arichat..... | 9 | 1131 | 70 | | | | 2 | 163 | 14 | | | |
| Baddeck..... | 1 | 43 | 4 | | | | | | | | | |
| Cape Canso..... | 2 | 542 | 19 | | | | | | | | | |
| Cow Bay..... | 1 | 104 | 6 | | | | 1 | 68 | 3 | | | |
| Great Bras d'Or..... | | | | | | | 6 | 268 | 27 | | | |
| Halifax..... | 157 | 16639 | 809 | 6 | 984 | 56 | 32 | 3070 | 194 | 2 | 690 | 23 |
| Liverpool..... | 6 | 748 | 38 | | | | 7 | 1124 | 53 | | | |
| Lunenburg..... | 4 | 313 | 22 | | | | | | | | | |
| Margaree..... | 5 | 130 | 17 | | | | 4 | 112 | 13 | | | |
| Pictou..... | 1 | 383 | 10 | | | | 8 | 1376 | 55 | 3 | 1408 | 34 |
| Port Acadia..... | 8 | 570 | 42 | | | | 2 | 135 | 11 | | | |
| Port Medway..... | 1 | 152 | 8 | | | | 10 | 1740 | 75 | 1 | 166 | 8 |
| Port Mulgrave..... | 1 | 42 | 4 | | | | | | | | | |
| Pubnico..... | 1 | 72 | 4 | | | | | | | | | |
| Pugwash..... | | | | | | | 1 | 427 | 14 | 3 | 1218 | 41 |
| Shelburne..... | 1 | 105 | 7 | | | | | | | | | |
| Sydney, C. B..... | | | | | | | | | | 1 | 48 | 8 |
| Sydney (North)..... | 2 | 201 | 9 | | | | 9 | 815 | 40 | 19 | 1444 | 121 |
| Weymouth..... | 2 | 142 | 10 | | | | 3 | 726 | 25 | | | |
| Yarmouth..... | 25 | 2153 | 131 | | | | 6 | 945 | 39 | | | |
| Totals..... | 227 | 23471 | 1210 | 6 | 984 | 56 | 91 | 10869 | 563 | 29 | 4974 | 235 |

REGISTRY OF SHIPPING

ABSTRACT

Of the foregoing Statement of Vessels entered Inwards.

| COUNTRIES FROM WHICH VESSEL ENTERED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | | | TOTALS. | | |
|--------------------------------------|------------------|--------|-------|-------------|--------|-------|------------------|-------|------|-------------|-------|------|---------|--------|-------|
| | With Cargo. | | | In Ballast. | | | With Cargo. | | | In Ballast. | | | No. | Tons. | Mch. |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | | | |
| Great Britain..... | 129 | 72334 | 4380 | 16 | 7321 | 223 | 8 | 3228 | 06 | 10 | 4065 | 121 | 168 | 86048 | 4820 |
| British West Indies..... | 251 | 29868 | 1858 | 69 | 10882 | 899 | | | | | | | 820 | 89750 | 2252 |
| British North America..... | 1606 | 119924 | 7875 | 913 | 108073 | 5785 | 16 | 1041 | 120 | 10 | 3915 | 140 | 2558 | 284158 | 18885 |
| United States..... | 1846 | 170941 | 10193 | 507 | 82848 | 9852 | 72 | 9127 | 400 | 224 | 48379 | 1589 | 2649 | 311790 | 22048 |
| Other Countries..... | 227 | 23471 | 1210 | 91 | 10869 | 568 | 6 | 984 | 56 | 20 | 4974 | 285 | 353 | 40208 | 2004 |
| Totals..... | 4059 | 416038 | 25511 | 1596 | 220088 | 16772 | 101 | 14980 | 690 | 282 | 61888 | 2001 | 6088 | 712089 | 45064 |

Financial Secretary's Office,
Halifax, 30th September, 1863.

ISAAC LEVESONTE,
Financial Secretary.

REGISTRY OF SHIPPING.

An Account of the Number and Tonnage of Vessels cleared Outwards at each Port in Nova Scotia, to each Country, during the year ended 30th September, 1863, with the number of men navigating the same, distinguishing vessels with Cargoes from those in Ballast, and British from Foreign Ships.

GREAT BRITAIN.

| PORTS. | WITH CARGOES. | | | | | | IN BALLAST. | | | | | |
|------------------|---------------|-------|------|----------|-------|------|-------------|-------|------|----------|-------|------|
| | British. | | | Foreign. | | | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| Advocate Harbour | 1 | 280 | 9 | | | | | | | | | |
| Amherst | 4 | 1534 | 46 | | | | | | | | | |
| Annapolis | 2 | 325 | 15 | | | | | | | | | |
| Halifax | 43 | 38315 | 3165 | | | | 3 | 2502 | 81 | | | |
| Hantsport | 2 | 919 | 26 | | | | | | | | | |
| Joggins | 1 | 209 | 9 | | | | | | | | | |
| Londonderry | 2 | 290 | 12 | | | | | | | | | |
| Parrsborough | 2 | 372 | 16 | | | | | | | | | |
| Pictou | 5 | 2418 | 67 | | | | | | | | | |
| Port Gilbert | 1 | 127 | 7 | | | | | | | | | |
| Port Medway | 1 | 597 | 16 | | | | | | | | | |
| Pugwash | 19 | 10084 | 274 | 11 | 4893 | 149 | | | | | | |
| St. Mary's River | 1 | 218 | 9 | | | | | | | | | |
| Tatamagouche | 2 | 604 | 19 | | | | | | | | | |
| Thorne's Cove | 1 | 130 | 6 | | | | | | | | | |
| Wallace | 1 | 185 | 9 | | | | | | | | | |
| Weymouth | 9 | 2751 | 85 | | | | | | | | | |
| Totals | 97 | 59358 | 3790 | 11 | 4893 | 149 | 3 | 2502 | 81 | | | |

BRITISH WEST INDIES.

| | | | | | | | | | | | | |
|----------------|-----|-------|------|---|-----|----|--|--|--|--|--|--|
| Annapolis | 10 | 1024 | 58 | | | | | | | | | |
| Barrington | 5 | 566 | 31 | | | | | | | | | |
| Bear River | 8 | 775 | 47 | | | | | | | | | |
| Digby | 2 | 251 | 11 | | | | | | | | | |
| Halifax | 154 | 21159 | 1369 | 2 | 335 | 16 | | | | | | |
| Harbourville | 1 | 12 | 3 | | | | | | | | | |
| Horton | 1 | 99 | 5 | | | | | | | | | |
| La Have | 5 | 620 | 31 | | | | | | | | | |
| Liverpool | 90 | 12029 | 621 | | | | | | | | | |
| Lunenburg | 5 | 392 | 28 | | | | | | | | | |
| Magaretsville | 1 | 93 | 6 | | | | | | | | | |
| Port Acadia | 10 | 813 | 58 | | | | | | | | | |
| Port Gilbert | 2 | 164 | 11 | | | | | | | | | |
| Port Medway | 35 | 5882 | 252 | 2 | 365 | 15 | | | | | | |
| Ragged Islands | 33 | 2218 | 179 | | | | | | | | | |
| Tusket | 2 | 134 | 10 | | | | | | | | | |
| Westport | 3 | 189 | 14 | | | | | | | | | |
| Weymouth | 26 | 2555 | 142 | | | | | | | | | |
| Yarmouth | 39 | 3021 | 198 | | | | | | | | | |
| Totals | 432 | 51996 | 3074 | 4 | 700 | 31 | | | | | | |

REGISTRY OF SHIPPING.

BRITISH NORTH AMERICAN COLONIES.

| PORTS. | WITH CARGOES. | | | | | | IN BALLAST. | | | | | |
|----------------------|---------------|--------|------|----------|-------|------|-------------|-------|------|----------|-------|------|
| | British. | | | Foreign. | | | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| Advocate Harbour.. | 5 | 308 | 17 | | | | 9 | 803 | 45 | | | |
| Amherst..... | 5 | 260 | 19 | | | | | | | | | |
| Annapolis..... | 66 | 4837 | 297 | | | | 72 | 28190 | 804 | | | |
| Antigenish..... | 12 | 530 | 41 | | | | 1 | 93 | 6 | | | |
| Arichat..... | 9 | 667 | 43 | | | | 40 | 2237 | 140 | | | |
| Baddeck..... | 11 | 542 | 43 | | | | | | | | | |
| Barrington..... | 4 | 122 | 14 | | | | 1 | 24 | 3 | | | |
| Beaver River..... | 20 | 434 | 60 | | | | 3 | 60 | 9 | | | |
| Beaver River..... | | | | | | | 4 | 125 | 12 | | | |
| Bridgetown..... | 18 | 566 | 56 | | | | | | | | | |
| Cape Canso..... | 22 | 983 | 112 | | | | 2 | 157 | 9 | | | |
| Canada Creek..... | 34 | 876 | 113 | | | | | | | | | |
| Cornwallis..... | 53 | 1656 | 161 | | | | 4 | 148 | 12 | | | |
| Clementsport..... | 19 | 457 | 61 | | | | 2 | 42 | 6 | | | |
| Cow Bay..... | 16 | 1489 | 82 | | | | | | | | | |
| Digby..... | 56 | 3309 | 228 | | | | 68 | 15372 | 5801 | | | |
| Five Islands..... | 4 | 105 | 11 | | | | | | | | | |
| French Cross..... | 23 | 905 | 70 | | | | 1 | 115 | 6 | | | |
| Glace Bay & W. Mines | 17 | 778 | 67 | | | | | | | | | |
| Great Bras d'Or.... | 11 | 475 | 45 | | | | | | | | | |
| Halifax..... | 443 | 47303 | 2583 | 7 | 1356 | 50 | 50 | 8419 | 364 | 7 | 2761 | 69 |
| Harbourville..... | 33 | 932 | 101 | | | | | | | | | |
| Horton..... | 16 | 499 | 49 | | | | 11 | 557 | 40 | 4 | 395 | 22 |
| Isaac's Harbour..... | 6 | 234 | 23 | | | | | | | | | |
| Joggins..... | 38 | 2303 | 164 | | | | | | | | | |
| La Have..... | 15 | 1399 | 86 | | | | | | | | | |
| Lingan..... | 1 | 250 | 8 | | | | | | | | | |
| Liverpool..... | 12 | 719 | 52 | | | | | | | | | |
| Londonderry..... | 17 | 810 | 64 | | | | | | | | | |
| Lunenburg..... | 1 | 50 | 5 | | | | | | | | | |
| Maitland..... | 1 | 55 | 4 | | | | 7 | 1322 | 47 | | | |
| Margaree..... | 10 | 498 | 43 | | | | | | | | | |
| Margaretsville..... | 28 | 1086 | 89 | | | | | | | | | |
| Parrsborough..... | 9 | 521 | 36 | | | | 5 | 457 | 27 | | | |
| Pictou..... | 266 | 12920 | 1000 | | | | 97 | 13959 | 1079 | 1 | 449 | 10 |
| Port Acadia..... | 1 | 18 | 4 | | | | | | | | | |
| Port Hawkesbury.... | 35 | 2391 | 162 | 1 | 83 | 5 | 6 | 377 | 28 | | | |
| Port Hood..... | 9 | 497 | 39 | | | | | | | | | |
| Port Mulgrave..... | 12 | 372 | 58 | 2 | 118 | 8 | 8 | 390 | 45 | 1 | 36 | 3 |
| Port Medway..... | 6 | 484 | 34 | | | | | | | | | |
| Pubnico..... | 2 | 30 | 5 | | | | | | | | | |
| Pugwash..... | 41 | 1797 | 138 | | | | | | | | | |
| Ragged Islands..... | 1 | 129 | 6 | | | | | | | | | |
| Shelburne..... | 7 | 381 | 50 | | | | 2 | 359 | 14 | | | |
| St. Ann's..... | 11 | 409 | 45 | | | | | | | | | |
| St. Mary's River.... | 1 | 75 | 6 | | | | | | | | | |
| Sydney, C. B..... | 2 | 85 | 9 | | | | | | | | | |
| Sydney (North).... | 196 | 21428 | 1218 | | | | 1 | 279 | 10 | | | |
| Tangier..... | 3 | 70 | 14 | | | | | | | | | |
| Tatamagouche..... | 20 | 1196 | 84 | | | | | | | | | |
| Thorne's Cove..... | 5 | 144 | 14 | | | | | | | | | |
| Tusket..... | | | | | | | 2 | 1099 | 28 | 1 | 98 | 5 |
| Wallace..... | 21 | 838 | 76 | | | | | | | | | |
| Westport..... | 15 | 332 | 43 | | | | | | | | | |
| Weymouth..... | 1 | 18 | 3 | | | | | | | | | |
| Wilmot..... | 19 | 671 | 66 | | | | | | | | | |
| Windsor..... | 70 | 24428 | 828 | | | | 9 | 1049 | 44 | | | |
| Yarmouth..... | 47 | 2067 | 165 | | | | 35 | 3886 | 171 | | | |
| Totals..... | 1826 | 146740 | 8914 | 10 | 7557 | 63 | 440 | 74519 | 8750 | 14 | 3734 | 109 |

REGISTRY OF SHIPPING.

UNITED STATES.

| PORTS. | WITH CARGOES. | | | | | | IN BALLAST. | | | | | |
|---------------------------|---------------|---------------|--------------|------------|--------------|-------------|-------------|--------------|-------------|----------|------------|-----------|
| | British. | | | Foreign. | | | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| Advocate Harbour..... | 3 | 187 | 11 | | | | | | | | | |
| Amherst..... | 4 | 273 | 21 | | | | | | | | | |
| Annapolis..... | 41 | 3270 | 223 | | | | | | | | | |
| Arichat..... | 14 | 1369 | 70 | 1 | 93 | 6 | | | | | | |
| Baddeck..... | 1 | 116 | 7 | | | | | | | | | |
| Barrington..... | 20 | 894 | 85 | | | | 1 | 816 | 19 | | | |
| Bear River..... | 59 | 4330 | 274 | | | | | | | | | |
| Bridgetown..... | 30 | 1470 | 111 | | | | | | | | | |
| Cape Canso..... | 3 | 215 | 17 | 1 | 115 | 6 | | | | | | |
| Canada Creek..... | 63 | 3322 | 305 | | | | | | | | | |
| Cheverie..... | 40 | 3072 | 183 | | | | 1 | 67 | 4 | | | |
| Cornwallis..... | 70 | 6065 | 373 | | | | | | | | | |
| Clementsport..... | 49 | 4208 | 257 | | | | | | | | | |
| Cow Bay..... | 100 | 14286 | 688 | 8 | 1679 | 52 | | | | | | |
| Digby..... | 20 | 1551 | 95 | | | | | | | | | |
| Five Islands..... | 5 | 362 | 22 | | | | | | | | | |
| French Cross..... | 36 | 2621 | 160 | | | | 1 | 39 | 3 | | | |
| Glace Bay & W. Mines..... | 53 | 5240 | 295 | 11 | 2713 | 81 | | | | | | |
| Great Bras d'Or..... | 4 | 320 | 22 | | | | | | | | | |
| Halifax..... | 152 | 18381 | 1027 | 9 | 1849 | 65 | 37 | 39931 | 3236 | 2 | 405 | 14 |
| Hantsport..... | 35 | 3545 | 190 | | | | | | | | | |
| Harbourville..... | 106 | 8504 | 532 | 2 | 220 | 10 | | | | | | |
| Horton..... | 8 | 662 | 41 | | | | | | | | | |
| Isaac's Harbour..... | 1 | 14 | 3 | | | | | | | | | |
| Jograns..... | 51 | 3396 | 243 | 42 | 5800 | 204 | | | | | | |
| La Have..... | 20 | 2011 | 102 | 1 | 58 | 3 | | | | | | |
| Lingan..... | 117 | 16514 | 755 | 50 | 9286 | 329 | | | | | | |
| Liverpool..... | 13 | 1017 | 63 | 1 | 93 | 13 | | | | | | |
| Londonderry..... | 13 | 585 | 47 | | | | | | | | | |
| Lunenburg..... | 1 | 65 | 5 | | | | | | | | | |
| Maitland..... | 34 | 2920 | 177 | | | | 2 | 205 | 10 | | | |
| Margaretsville..... | 17 | 1402 | 83 | | | | | | | | | |
| Parrsborough..... | 13 | 1060 | 67 | | | | | | | | | |
| Pictou..... | 594 | 89364 | 3953 | 116 | 28252 | 866 | | | | | | |
| Port Acadia..... | 61 | 3395 | 301 | | | | | | | | | |
| Port Gilbert..... | 54 | 3686 | 271 | | | | | | | | | |
| Port Hood..... | 2 | 125 | 9 | | | | | | | | | |
| Port Mulgrave..... | 9 | 685 | 50 | 4 | 467 | 26 | 1 | 29 | 3 | 2 | 180 | 11 |
| Port Medway..... | 12 | 1250 | 67 | 1 | 199 | 7 | | | | | | |
| Pubnico..... | 4 | 214 | 19 | 1 | 83 | 5 | 1 | 65 | 5 | | | |
| Ragged Islands..... | 1 | 81 | 6 | | | | | | | | | |
| Shelburne..... | 2 | 77 | 8 | | | | 1 | 110 | 6 | | | |
| St. Mary's River..... | | | | 1 | 82 | 4 | | | | 1 | 83 | 5 |
| Sydney, C. B..... | 1 | 66 | 5 | | | | | | | | | |
| Sydney (North)..... | 65 | 8639 | 433 | 12 | 3706 | 106 | | | | | | |
| Thorne's Cove..... | 28 | 2028 | 140 | | | | | | | | | |
| Truro..... | 3 | 267 | 14 | | | | | | | | | |
| Tusket..... | 3 | 130 | 12 | | | | | | | | | |
| Wallace..... | 5 | 611 | 33 | | | | | | | | | |
| Walton..... | 13 | 1153 | 76 | | | | | | | | | |
| Westport..... | 15 | 544 | 49 | | | | | | | | | |
| Weymouth..... | 43 | 2769 | 207 | 3 | 342 | 13 | | | | | | |
| Wilmot..... | 10 | 745 | 46 | 2 | 204 | 12 | | | | | | |
| Windsor..... | 127 | 15805 | 739 | 8 | 1376 | 45 | | | | | | |
| Yarmouth..... | 65 | 5481 | 337 | | | | 11 | 1447 | 57 | | | |
| Totals..... | 2316 | 250362 | 13329 | 274 | 56617 | 1853 | 46 | 42709 | 3343 | 5 | 668 | 30 |

REGISTRY OF SHIPPING.

OTHER COUNTRIES.

| PORTS. | WITH CARGOES. | | | | | | IN BALLAST. | | | | | |
|----------------------|---------------|-------|------|----------|-------|------|-------------|-------|------|----------|-------|------|
| | British. | | | Foreign. | | | British. | | | Foreign. | | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. |
| Annapolis..... | 1 | 234 | 10 | | | | | | | | | |
| Arichat..... | 7 | 793 | 54 | | | | | | | | | |
| Great Bras d'Or..... | 5 | 238 | 11 | | | | | | | | | |
| Halifax..... | 138 | 14060 | 868 | 6 | 561 | 46 | 2 | 1001 | 27 | 4 | 940 | 38 |
| La Have..... | 1 | 212 | 7 | | | | | | | | | |
| Liverpool..... | 4 | 499 | 26 | | | | | | | | | |
| Margaree..... | 3 | 70 | 11 | | | | | | | | | |
| Port Acadia..... | 5 | 360 | 26 | | | | | | | | | |
| Port Mulgrave..... | 2 | 84 | 8 | | | | | | | | | |
| Port Medway..... | 12 | 1822 | 91 | 2 | 347 | 13 | | | | | | |
| Sydney (North)..... | | | | 18 | 1004 | 112 | | | | | | |
| Tusket..... | 1 | 34 | 4 | | | | | | | | | |
| Weymouth..... | 2 | 213 | 11 | | | | | | | | | |
| Yarmouth..... | 14 | 1088 | 73 | | | | | | | | | |
| Totals..... | 195 | 19707 | 1200 | 26 | 1912 | 171 | 2 | 1001 | 27 | 4 | 940 | 38 |

REGISTRY OF SHIPPING.

ABSTRACT

(1) the foregoing statement of Vessels cleared Outwards.

| COUNTRIES FOR WHICH VESSELS CLEARED. | BRITISH VESSELS. | | | | | | FOREIGN VESSELS. | | | | | | TOTALS. | | | |
|---|------------------|--------|-------|-------------|--------|-------|------------------|-------|------|-------------|-------|------|---------|--------|-------|------|
| | With Cargoes. | | | In Ballast. | | | With Cargoes. | | | In Ballast. | | | Tons. | No. | Men. | |
| | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | No. | Tons. | Men. | | | | |
| Great Britain..... | 97 | 59358 | 3790 | 3 | 2502 | 81 | 11 | 4893 | 149 | | | | | 111 | 60753 | 4020 |
| British West Indies..... | 432 | 51996 | 3074 | | | | 4 | 700 | 31 | | | | | 436 | 52690 | 3105 |
| British North America..... | 1826 | 146740 | 8914 | 440 | 74519 | 8750 | 10 | 1557 | 63 | 14 | 3734 | 109 | 2290 | 226550 | 17886 | |
| United States..... | 2316 | 250362 | 13329 | 46 | 42709 | 3343 | 274 | 56617 | 1853 | 5 | 668 | 30 | 2641 | 350856 | 18555 | |
| Other Countries..... | 195 | 19707 | 1200 | 2 | 1001 | 27 | 26 | 1912 | 171 | 4 | 940 | 38 | 227 | 23560 | 1486 | |
| Totals..... | 4866 | 528163 | 30307 | 491 | 120731 | 12201 | 325 | 65679 | 2267 | 23 | 5342 | 177 | 5705 | 719915 | 44052 | |

Financial Secretary's Office,
Halifax, 30th September, 1863.

ISAAC LEVESCONTE,
Financial Secretary.

REGISTRY OF SHIPPING.

ACCOUNT OF VESSELS

*Belonging to Ports in the Province of Nova Scotia on the 30th September 1863,—
showing the number, tons, and value, belonging to each Port on the 30th September
1862; the number, tons, and value, of those struck off in 1863; the number, tons,
and value added in each Port; and the total number of Vessels and tons register
belonging to each Port on the 30th September 1863, with their estimated value.*

PORT OF ANNAPOLIS.

| | No. | Tons. | Value In Dollars. | No. | Tons. | Value In Dollars. |
|--|-----|-------|----------------------|-----|-------|----------------------|
| Total amount of last year's Account..... | | | | 23 | 2698 | 94400 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing..... | 1 | 119 | 5200 | | | |
| Balance existing from last year's account..... | 22 | 2579 | 89200 | | | |
| Added in 1863— | | | | | | |
| New Vessels | 7 | 1342 | 62000 | | | |
| Total at Annapolis 30th September 1863..... | 29 | 3921 | 151200 | | | |

PORT OF ARICHAT.

| | | | | | | |
|---|----|------|-------|-----|-------|--------|
| Total amount of last year's account..... | | | | 279 | 16898 | 389244 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing | 5 | 550 | 16500 | | | |
| Broken up or otherwise destroyed as unseaworthy.... | 2 | 143 | 1430 | | | |
| Sold to Foreigners | 1 | 84 | 1680 | | | |
| Transferred and registered <i>de novo</i> in the port and transferred to other British ports | 1 | 49 | 980 | 9 | 826 | 20590 |
| Balance existing from last year's account | | | | 270 | 16072 | 368654 |
| Added in 1863— | | | | | | |
| New Vessels | 12 | 1267 | 51780 | | | |
| Transferred from other ports..... | 2 | 56 | 1120 | 14 | 1323 | 52900 |
| Total at Arichat 30th September 1863..... | | | | 284 | 17395 | 421554 |

PORT OF BADDECK.

| | | | | | | |
|---|---|----|------|---|-----|-------|
| Total amount of last year's account..... | | | | 5 | 203 | 8120 |
| Struck off, viz.: | | | | | | |
| Broken up or otherwise destroyed as unseaworthy.... | 1 | 16 | 192 | | | |
| Balance existing from last year's account..... | | | | 4 | 187 | 7948 |
| Added in 1863— | | | | | | |
| New Vessels | 2 | 57 | 684 | | | |
| Transferred from other ports..... | 2 | 82 | 1640 | 4 | 189 | 2324 |
| Total at Baddeck 30th September 1863..... | | | | 8 | 326 | 10252 |

REGISTRY OF SHIPPING.

PORT OF DIGBY.

| | No. | Tons. | Value In Dollars. | No. | Tons. | Value In Dollars. |
|---|-----|-------|----------------------|-----|-------|----------------------|
| Total amount of last year's account..... | | | | 205 | 14939 | 400634 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing..... | 1 | 113 | 5200 | | | |
| Broken up and otherwise destroyed as unseaworthy..... | 3 | 324 | 6830 | | | |
| Sold to Foreigners..... | 1 | 136 | 4350 | | | |
| Transferred and registered de novo in the port and transferred to other British ports..... | 11 | 1236 | 33012 | 16 | 1809 | 54392 |
| Balance existing from last year's account..... | | | | 189 | 13130 | 346242 |
| Added in 1863— | | | | | | |
| New Vessels..... | 11 | 1760 | 74124 | | | |
| Vessels registered de novo on account of purchase..... | 5 | 283 | 4900 | | | |
| Transferred from other ports..... | 4 | 315 | 6554 | 20 | 2358 | 84978 |
| Total at Digby 30th September 1863..... | | | | 209 | 15488 | 431220 |

PORT OF GUYSBOROUGH.

| | | | | | | |
|---|---|-----|-------|----|------|-------|
| Total amount of last year's account..... | | | | 61 | 2977 | 64842 |
| Struck off, viz.: | | | | | | |
| Transferred and registered de novo and transferred to other British ports..... | | | | 1 | 126 | 3024 |
| Balance existing from last year's account..... | | | | 60 | 2851 | 61818 |
| Added in 1863— | | | | | | |
| New vessels..... | 3 | 252 | 10900 | | | |
| Vessels registered de novo on account of purchase..... | 1 | 126 | 3024 | | | |
| Transferred from other ports..... | 2 | 75 | 1600 | 6 | 453 | 15524 |
| Total at Guysborough 30th September 1863..... | | | | 66 | 3304 | 77342 |

PORT OF HALIFAX.

| | | | | | | |
|---|----|------|--------|------|-------|---------|
| Total Amount of last year's account..... | | | | 1632 | 82555 | 1754656 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing..... | 17 | 1964 | 39280 | | | |
| Broken up or otherwise destroyed as unseaworthy..... | 4 | 359 | 7180 | | | |
| Seized by the United States Government, as a prize..... | 1 | 66 | 1320 | | | |
| Transferred and registered de novo in the port and transferred to other British ports..... | 41 | 4760 | 142800 | 63 | 7149 | 190580 |
| Balance existing from last year's account..... | | | | 1569 | 75406 | 1564076 |
| Added in 1863— | | | | | | |
| New Vessels..... | 32 | 7344 | 293760 | | | |
| Vessels registered de novo on account of purchase..... | 15 | 1199 | 35970 | | | |
| Transferred from other ports..... | 37 | 4372 | 131160 | 84 | 12915 | 460890 |
| Total at Halifax 30th September 1863..... | | | | 1658 | 88321 | 2024966 |

REGISTRY OF SHIPPING.

PORT OF LIVERPOOL.

| | No. | Tons. | Value In Dollars. | No. | Tons. | Value In Dollars. |
|---|-----|-------|----------------------|-----|-------|----------------------|
| Total amount of last year's account..... | | | | 138 | 10705 | 369650 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing..... | 2 | 302 | 6000 | | | |
| Transferred and registered de novo in the port and transferred to other British ports..... | 10 | 1195 | 21900 | 12 | 1497 | 27900 |
| Balance existing from last year's account..... | | | | 126 | 9208 | 341750 |
| Added in 1863— | | | | | | |
| New Vessels..... | 5 | 761 | 52800 | | | |
| Transferred from other ports..... | 4 | 476 | 13800 | 9 | 1237 | 66600 |
| Total at Liverpool 30th September 1863..... | | | | 135 | 10445 | 408350 |

PORT OF LUNENBURG.

| | | | | | | |
|---|---|-----|-------|-----|------|--------|
| Total amount of last year's account..... | | | | 172 | 7147 | 277394 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing..... | 2 | 180 | 6120 | | | |
| Transferred and registered de novo in the port and transferred to other British ports..... | 7 | 292 | 9928 | 9 | 472 | 16048 |
| Balance existing from last year's account..... | | | | 163 | 6675 | 261346 |
| Added in 1863— | | | | | | |
| New Vessels..... | 3 | 217 | 11286 | | | |
| Transferred from other ports..... | 1 | 37 | 1258 | 4 | 254 | 12544 |
| Total at Lunenburg 30th September 1863..... | | | | 167 | 6929 | 273890 |

PORT OF PARRSBOROUGH.

| | | | | | | |
|---|----|------|-------|----|------|--------|
| Total amount of last year's account..... | | | | 69 | 5465 | 183124 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing..... | 5 | 489 | 10660 | | | |
| Transferred and registered de novo in the port and transferred to other British ports..... | 4 | 347 | 7000 | 9 | 836 | 17660 |
| Balance existing from last year's account..... | | | | 60 | 4629 | 115464 |
| Added in 1863— | | | | | | |
| New vessels..... | 13 | 1826 | 46630 | | | |
| Vessels registered de novo on account of purchase..... | 1 | 72 | 800 | | | |
| Transferred from other ports..... | 1 | 72 | 800 | 15 | 1970 | 48230 |
| Total at Parrsborough 30th September 1863..... | | | | 75 | 6599 | 163694 |

REGISTRY OF SHIPPING.

PORT OF PICTOU.

| | No. | Tons. | Value In Dollars. | No. | Tons. | Value In Dollars. |
|---|-----|-------|----------------------|-----|-------|----------------------|
| Total amount of last year's account..... | | | | 143 | 25812 | 736800 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing | 1 | 296 | 10730 | | | |
| Transferred and registered <i>de novo</i> in the port and transferred to other British ports | 18 | 2975 | 98100 | 19 | 3271 | 108830 |
| Balance existing from last year's account | | | | 124 | 22541 | 627970 |
| Added in 1863— | | | | | | |
| New Vessels | 23 | 6600 | 289460 | | | |
| Vessels registered <i>de novo</i> on account of purchase..... | 2 | 468 | 13500 | | | |
| Transferred from other ports..... | 2 | 374 | 7480 | 27 | 7442 | 310440 |
| Total at Pictou 30th September 1863..... | | | | 159 | 29983 | 938410 |

PORT OF PORT HAWKSBURY.

| | | | | | | |
|---|--|--|--|----|------|-------|
| Total amount of last year's Account..... | | | | 27 | 1721 | 48188 |
| Struck off, viz.: | | | | | | |
| Transferred and registered <i>de novo</i> in the port and transferred to other British ports | | | | 2 | 231 | 6300 |
| Balance existing from last year's account..... | | | | 25 | 1490 | 41888 |
| Added in 1863— | | | | | | |
| New Vessels | | | | 3 | 100 | 4500 |
| Total at Port Hawksbury 30th September 1863.. | | | | 28 | 1590 | 46388 |

PORT OF PUGWASH.

| | | | | | | |
|--|---|-----|-------|----|-----|-------|
| Total amount of last year's account..... | | | | 11 | 861 | 25900 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing | 1 | 28 | 1000 | | | |
| Transferred and registered <i>de novo</i> in the port and transferred to other British ports..... | 5 | 649 | 19380 | 6 | 677 | 20380 |
| Balance existing from last year's account | | | | 5 | 184 | 5520 |
| Added in 1863— | | | | | | |
| New vessels | | | | 6 | 618 | 21000 |
| Total at Pugwash 30th September 1863..... | | | | 11 | 802 | 26520 |

PORT OF SHELBURNE.

| | | | | | | |
|---|---|-----|-------|----|------|--------|
| Total amount of last year's account..... | | | | 63 | 4104 | 114912 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing | 1 | 25 | 1300 | | | |
| Sold to Foreigners | 1 | 37 | 2000 | | | |
| Transferred and registered <i>de novo</i> in the port and transferred to other British ports | 4 | 232 | 12400 | 6 | 294 | 15700 |
| Balance existing from last year's account..... | | | | 57 | 3810 | 99212 |
| Added in 1863— | | | | | | |
| New Vessels | | | | 19 | 2863 | 185400 |
| Total at Shelburne 30th September 1863..... | | | | 76 | 6673 | 234612 |

REGISTRY OF SHIPPING.

PORT OF SYDNEY.

| | No. | Tons. | Value In Dollars. | No. | Tons. | Value In Dollars. |
|--|-----|-------|----------------------|------|-------|----------------------|
| Total Amount of last year's account..... | | | | ..90 | 5313 | 217200 |
| Struck off, viz.: | | | | | | |
| Transferred and registered de novo in the port and transferred to other British ports | | | | ..1 | ..28 | ..1200 |
| Balance existing from last year's account | | | | ..89 | 5285 | 216000 |
| Added in 1863— | | | | | | |
| New Vessels..... | ..5 | ..537 | 18800 | | | |
| Vessels registered de novo on account of purchase | ..1 | ..28 | ..1200 | | | |
| Transferred from other ports..... | ..3 | ..217 | ..5200 | ..9 | ..782 | ..25200 |
| Total at Sydney 30th September 1863..... | | | | ..98 | 6067 | 241200 |

PORT OF WINDSOR.

| | | | | | | |
|--|------|--------|--------|------|-------|---------|
| Total amount of last year's account..... | | | | 216 | 35220 | 1088688 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing..... | ..7 | ..1473 | 58920 | | | |
| Transferred and registered de novo in the port and transferred to other British ports | ..5 | ..962 | 38480 | ..12 | 2435 | ..97400 |
| Balance existing from last year's account | | | | 204 | 32785 | 991288 |
| Added in 1863— | | | | | | |
| New Vessels..... | ..27 | ..7896 | 315840 | | | |
| Vessels registered de novo on account of purchase..... | ..1 | ..178 | ..5120 | ..26 | 8074 | 320960 |
| Total at Windsor 30th September 1863..... | | | | 230 | 40859 | 1312248 |

PORT OF YARMOUTH.

| | | | | | | |
|--|------|--------|--------|------|-------|---------|
| Total amount of last year's account..... | | | | 274 | 61100 | 1694053 |
| Struck off, viz.: | | | | | | |
| Vessels wrecked, foundered, destroyed by fire, and missing..... | ..8 | ..2218 | 46540 | | | |
| Sold to Foreigners..... | ..1 | ..244 | ..6200 | | | |
| Transferred and registered de novo in the port and transferred to other British ports | ..6 | ..3300 | 57780 | ..15 | 5762 | 110520 |
| Balance existing from last year's account | | | | 259 | 55338 | 1588533 |
| Added in 1863— | | | | | | |
| New Vessels | ..38 | 13414 | 573850 | | | |
| Vessels registered de novo on account of purchase..... | ..12 | ..950 | 20935 | | | |
| Transferred from other ports..... | ..10 | ..1150 | 25795 | ..60 | 15514 | 620580 |
| Total at Yarmouth 30th September 1863..... | | | | 319 | 70852 | 2204113 |

REGISTRY OF SHIPPING.
ABSTRACT

Of the foregoing account of Vessels belonging to each Port in Nova Scotia on the 30th September 1863.

| PORTS. | Total No. of Vessels Registered in 1862. | | | Struck off in 1863. | | | Added in 1863 | | | Total No. of Vessels Registered 30th September, 1863. | | |
|---------------------|--|--------|-------------------|---------------------|-------|-------------------|---------------|-------|-------------------|---|--------|-------------------|
| | No. | Tons. | Value In Dollars. | No. | Tons. | Value In Dollars. | No. | Tons. | Value In Dollars. | No. | Tons. | Value In Dollars. |
| | Annapolis..... | 23 | 2698 | 94400 | 1 | 119 | 5200 | 7 | 1342 | 62000 | 29 | 3921 | 151200 |
| Arschat..... | 279 | 16898 | 389244 | 9 | 826 | 26390 | 14 | 1323 | 53900 | 284 | 17395 | 431554 |
| Baddeck..... | 5 | 203 | 8120 | 1 | 16 | 102 | 4 | 139 | 2324 | 8 | 326 | 10252 |
| Digby..... | 205 | 14936 | 400634 | 16 | 1809 | 54392 | 20 | 2358 | 83978 | 209 | 15488 | 431220 |
| Guysborough..... | 61 | 2977 | 64842 | 1 | 126 | 3024 | 6 | 453 | 15524 | 66 | 3304 | 77342 |
| Halifax..... | 1632 | 82555 | 1754656 | 63 | 7149 | 196380 | 84 | 12915 | 460890 | 1653 | 88321 | 2024960 |
| Liverpool..... | 138 | 10705 | 369650 | 12 | 1497 | 27900 | 9 | 1237 | 66000 | 135 | 10446 | 408350 |
| Lunenburg..... | 172 | 7147 | 277394 | 9 | 472 | 16048 | 4 | 254 | 12544 | 167 | 6929 | 278890 |
| Parrsborough..... | 69 | 5465 | 133124 | 9 | 836 | 17660 | 15 | 1970 | 48230 | 75 | 6599 | 163694 |
| Pictou..... | 143 | 25812 | 736800 | 19 | 3271 | 108330 | 27 | 7442 | 310440 | 151 | 29983 | 938410 |
| Port Hawksbury..... | 27 | 1721 | 48188 | 2 | 231 | 6300 | 3 | 100 | 4500 | 28 | 1590 | 46388 |
| Pugwash..... | 11 | 861 | 25900 | 6 | 677 | 20480 | 6 | 618 | 21000 | 11 | 802 | 26520 |
| Shelburne..... | 63 | 4104 | 114912 | 6 | 294 | 15700 | 19 | 2863 | 135400 | 76 | 6673 | 234612 |
| Sydney, C. B..... | 90 | 5313 | 217200 | 1 | 28 | 1200 | 9 | 782 | 25200 | 98 | 6097 | 241200 |
| Windsor..... | 216 | 35220 | 1088688 | 12 | 2335 | 97400 | 26 | 8074 | 320960 | 230 | 40859 | 1312248 |
| Yarmouth..... | 274 | 61100 | 1694653 | 15 | 5762 | 110520 | 60 | 15514 | 620580 | 319 | 70852 | 2204173 |
| Totals..... | 3408 | 277118 | 7417805 | 182 | 25548 | 695916 | 313 | 57384 | 2244070 | 3539 | 809554 | 8965959 |

Financial Secretary's Office,
Halifax, 30th September, 1863.

ISAAC LEVESCONTE,
Financial Secretary.

REGISTRY OF SHIPPING.

VESSELS BUILT IN 1863.

An Account of all the new Vessels registered in each Port in the Province of Nova Scotia, during the year ended 30th September 1863, showing the Name, Rig, Tonnage, where built, Builder's name, and estimated value in dollars currency.

PORT OF ANNAPOLIS.

| Vessel's Name. | Rig. | Tons. | Where Built. | Builder. | Estimated value in dollars. |
|-------------------|--------------|-------|----------------|----------------------|-----------------------------|
| Annie Laurie..... | Schooner .. | 90 | Wilmot..... | Ingram B. Slocomb.. | 4000 |
| Traffic | Schooner .. | 42 | Wilmot..... | James Roy | 1600 |
| Alma | Schooner .. | 28 | Clements..... | William F. Potter .. | 1400 |
| J. A. Pierce..... | Brig..... | 299 | Granville..... | Lawrence Delap..... | 14000 |
| Watch Mate..... | Brigantine.. | 152 | Clements..... | James Gilliatt..... | 7000 |
| Venus..... | Barque | 477 | Granville..... | W. & S. McCormick.. | 20000 |
| Crescent..... | Brigantine.. | 254 | Granville..... | Samuel Hall..... | 14000 |
| | | 1342 | | | \$32000 |

PORT OF ARICHAT.

| | | | | | |
|---------------------|--------------|------|-------------------|-----------------------|---------|
| Lucy Ann | Schooner .. | 150 | Arichat..... | Charles Boudroit .. | 6000 |
| Reaper | Brigantine.. | 155 | Arichat..... | Robert LaVashe .. | 6200 |
| Edward | Schooner .. | 91 | Arichat..... | Edward Babin..... | 3640 |
| Atlantic..... | Schooner .. | 88 | Grandique..... | N. Clough | 3520 |
| St. Dominique..... | Barque | 378 | River John, N.S.. | James Kitchen | 15500 |
| Harriet..... | Schooner .. | 60 | Polomand | Simon Boudroit .. | 2400 |
| Mary Joseph | Schooner .. | 26 | Cheticomp..... | Thomas Quin..... | 1400 |
| New Providence .. | Schooner .. | 26 | Cheticomp..... | Felix Galland | 1400 |
| Ark..... | Schooner .. | 66 | Little Arichat.. | Peter Forgereau..... | 2640 |
| Petrel..... | Schooner .. | 22 | L'Ardoise | Marcel Myatt | 880 |
| Victory..... | Schooner .. | 75 | Arichat..... | Sebastian Vinco | 3000 |
| W. D. Bickford..... | Schooner .. | 130 | Little Arichat.. | Simon Landry..... | 5200 |
| | | 1267 | | | \$51780 |

PORT OF BADDECK.

| | | | | | |
|-------------------|---------------|----|------------------|----------------------|-------|
| John Lachlan..... | Schooner..... | 34 | Boularderie..... | Alexander Livingston | 408 |
| Greyhound..... | Schooner..... | 23 | St. Ann's..... | Angus McRitchie .. | 276 |
| | | 57 | | | \$684 |

PORT OF DIGBY.

| | | | | | |
|----------------------|--------------|------|-------------------|----------------------|---------|
| George Brown..... | Schooner .. | 103 | St. Mary's Bay .. | James-P. Specht.... | 4290 |
| Chicaben | Schooner .. | 65 | Clare | Charles C. Melanson. | 3024 |
| Margetta | Schooner .. | 135 | Hillsborough .. | Wink Rice..... | 5590 |
| Ada..... | Schooner .. | 29 | Westport | Jeremiah Brooks .. | 1000 |
| Polly Jones..... | Brigantine.. | 147 | Little River..... | George Denton..... | 6500 |
| Reform | Schooner .. | 35 | Long Island..... | Seth VanBlarcom.... | 1200 |
| Susau L. Campbell .. | Barque..... | 599 | Weymouth | Wm. Hankinson..... | 23800 |
| Furmosa | Brigantine.. | 127 | Clare | Henry Godit | 4914 |
| Anna Frances | Barque..... | 297 | Sandy Cove..... | James Merit..... | 13838 |
| Miscouche..... | Schooner .. | 98 | Clare | Charles C. Melanson. | 3900 |
| Sissiboo | Schooner .. | 125 | Clare | Volusien Dugar..... | 6068 |
| | | 1760 | | | \$74124 |

REGISTRY OF SHIPPING.

PORT OF GUYSBOROUGH.

| Vessel's Name. | Rig. | Tons. | Where Built. | Builder. | Estimated value in dollars. |
|-----------------|------------|-------|----------------|------------------|-----------------------------|
| Mary Ann | Schooner | 48 | Liscomb Harbor | George Crooks | 1900 |
| British Pearl | Schooner | 77 | Guysborough | Joseph W. Hadley | 3400 |
| Princess Dagmar | Brigantine | 127 | Port Mulgrave | Henry Gosbie | 5600 |
| | | 252 | | | \$10900 |

PORT OF HALIFAX.

| | | | | | |
|---------------|------------|------|------------------|--------------------|----------|
| Thetis | Schooner | 78 | Marie Joseph | William Rutledge | 3120 |
| Clyde | Ship | 903 | Maitland | James Crowe | 36120 |
| Atalanta | Ship | 776 | Bedford | Nicholas Mosher | 31040 |
| Advent | Brigantine | 184 | Maitland | John Crowe | 7360 |
| Leo | Brigantine | 254 | Londonderry | Robert Faulkner | 10160 |
| Elsie | Brigantine | 112 | Lanenburg | Herbert Young | 4480 |
| Saucy | Schooner | 34 | Chester | Joseph C. Morgan | 1360 |
| Golden Rule | Barque | 305 | Londonderry | John Dykeman | 12200 |
| James Crowe | Brigantine | 217 | Truro | James Crowe | 8680 |
| Chester | Schooner | 87 | Chester | Joseph C. Morgan | 3480 |
| Clio | Brigantine | 118 | Halifax | John McPherson | 4720 |
| Sarah Crowell | Brigantine | 147 | Barrington | Thomas Crowell | 5880 |
| Enterprise | Barque | 473 | Londonderry | John Buckler | 18920 |
| Morning Light | Schooner | 38 | Chezetcook | John Smith | 1520 |
| Haidee | Brig | 123 | Shelburne | James Muir | 4920 |
| Cleo | Brigantine | 257 | Londonderry | Samuel McLellan | 10280 |
| J. Cummings | Barque | 455 | Londonderry | John Geddes | 18200 |
| Delta | Schooner | 115 | Pomquet | William A. Cook | 4600 |
| D. Grant | Schooner | 116 | Antigonish | Charles Doirant | 4640 |
| Caroline | Schooner | 41 | Harbor-au-Bouche | Moses Broro | 1640 |
| Cumberland | Barque | 328 | Napan | James Fullerton | 13120 |
| Ann | Barque | 389 | Maitland | Archibald McCollum | 15560 |
| Lily Dale | Schooner | 24 | Newdiquoddy | Alexander Hector | 960 |
| Amelia | Schooner | 35 | Pope's Harbor | Archibald Bollong | 1400 |
| Chief | Brig | 299 | Truro | David Dart | 11960 |
| Helen | Schooner | 42 | Ship Harbor | John Siteman | 1680 |
| Duart Castle | Barque | 597 | Tatamagouche | Archibald Campbell | 23880 |
| Racer | Schooner | 76 | Clyde River | Thomas Coffin | 3040 |
| Stranger | Brigantine | 197 | Maitland | John Trahey | 7880 |
| Amanda Jean | Brigantine | 182 | Noel | Archibald Thomson | 7280 |
| Margaret | Schooner | 30 | Port Piswick | George Young | 1200 |
| Norn | Barque | 312 | New Glasgow | Jas. W. Carmichael | 12480 |
| | | 7344 | | | \$293760 |

PORT OF LIVERPOOL.

| | | | | | |
|--------------------|------------|-----|-------------|---------------------|---------|
| G. Wheelwright | Brigantine | 229 | Liverpool | Sponagle & Tupper | 16000 |
| Janet | Barque | 240 | Yarmouth | Andrew Cowie & Sons | 18000 |
| Alexandria | Schooner | 35 | Port Medway | Condon & Manthorns | 2400 |
| Lillian M. Johnson | Brigantine | 135 | Port Medway | Thomas Rees | 8400 |
| Mayflower | Schooner | 122 | Liverpool | Daniel Kellaher | 8000 |
| | | 761 | | | \$52800 |

PORT OF LUNENBURG.

| | | | | | |
|---------|----------|-----|-----------|---------------------|---------|
| Eagle | Schooner | 15 | La Have | Matthew Wenzel | 780 |
| Express | Schooner | 71 | Lunenburg | Herbert Young | 3694 |
| Viator | Schooner | 131 | La Have | Benjamin Harrington | 6812 |
| | | 217 | | | \$11284 |

REGISTRY OF SHIPPING.

PORT OF PARRSBOROUGH.

| Vessel's Name. | Rig. | Tons. | Where Built. | Builder. | Estimated value in dollars. |
|------------------------|----------------|-------|--------------------|------------------------|-----------------------------|
| Ebro | Schooner .. | 68 | Minudie | Rufus Seaman | 1760 |
| Vixen | Sloop | 9 | Nappan | John Williams | 220 |
| Ella | Brigantine .. | 167 | River Hebert | Job. Seaman | 4300 |
| Valiant | Schooner | 122 | Parrsborough | David Willigar | 3600 |
| Hutoka | Brigantine .. | 126 | Parrsborough | Joseph Bowden | 3100 |
| Welcome Home | Schooner | 107 | Parrsborough | Charles Hatfield | 2750 |
| Cupid | Brigantine .. | 292 | Parrsborough | J. S. Kendrick | 7500 |
| Orinoco | Brigantine .. | 269 | Parrsborough | John Pettis | 6850 |
| W. H. Bigelow | Brig | 280 | Parrsborough | Y. E. Bigelow | 7200 |
| John Begley | Schooner | 40 | Parrsborough | James Willigar | 1000 |
| Daniel Gillaspie | Schooner | 137 | Parrsborough | A. McGilvray | 3500 |
| Star of the Sea | Schooner | 65 | Little River | John Smith | 1750 |
| Blue Wave | Brigantine .. | 144 | Parrsborough | Daniel Merriam | 3700 |
| | | 1826 | | | \$46650 |

PORT OF PICTOU.

| | | | | | |
|------------------------|----------------|------|-------------------|------------------------|----------|
| Volunteer | Brigantine .. | 157 | Tatamagouche .. | Charles Reilly | 6280 |
| Vineland | Brig | 281 | Merigomish | John R. Carmichael .. | 11240 |
| Mary Jane | Brigantine .. | 144 | Tatamagouche .. | Robert Logan | 5760 |
| Dunkeld | Barque | 378 | New Glasgow | Donald McDonald | 15120 |
| Wide Awake | Schooner | 18 | River John | Thomas McDonald | 540 |
| Catherine Jane | Barque | 378 | New Glasgow | Hugh McKinnon | 15120 |
| Valorous | Brigantine .. | 191 | Pictou | James Kitchin | 7640 |
| David Cannon | Barque | 577 | River John | Charles McLellan | 23080 |
| White Wing | Barque | 300 | Pictou | John T. Ives | 12000 |
| Volant | Brigantine .. | 242 | Merigomish | Robert S. Copeland .. | 9680 |
| Agnes Fraser | Barque | 288 | Pictou | William Ives | 11520 |
| Iona | Barque | 368 | New Glasgow | Donald McDonald | 14720 |
| Glen Roy | Barque | 334 | Tatamagouche .. | Archibald Campbell .. | 13360 |
| Ocean Child | Barque | 300 | River John | Charles McLellan | 12000 |
| Faugh-a-Ballaugh | Barque | 326 | Point Brule | John Mockler | 13040 |
| W. Greenough | Brigantine .. | 252 | New Glasgow | Donald McDonald | 10080 |
| Ariadne | Barque | 375 | Tatamagouche .. | Edward Kent | 15000 |
| Aloho | Barque | 591 | River John | James Kitchin | 23640 |
| Laureate | Barque | 370 | Tatamagouche .. | Archibald Patterson .. | 14800 |
| Lochiel | Barque | 349 | New Glasgow | Finlay Cameron | 13960 |
| Example | Brigantine .. | 183 | Tatamagouche .. | Robert Purves | 7320 |
| Dragon... (steamer) | Sloop | 59 | Miramichi | William Sinclair | 28000 |
| Isabella | Schooner | 139 | Pomquet | John McDonald | 5560 |
| | | 6600 | | | \$289460 |

PORT OF PORT HAWKESBURY.

| | | | | | |
|--------------------|----------------|-----|--------------------|-----------------------|--------|
| Bridget Ann | Schooner | 28 | Bear Island | James McKie | 800 |
| Sparkler | Schooner | 51 | Port Hawkesbury .. | Angus Embree | 3000 |
| Conservative | Schooner | 21 | Margaree | Alex. McFarlane | 700 |
| | | 100 | | | \$4500 |

PORT OF PUGWASH.

| | | | | | |
|-------------------|----------------|-----|---------------|------------------------|---------|
| Gem | Brigantine .. | 130 | Wallace | James B. Davison | 4000 |
| Oban | Brigantine .. | 129 | Wallace | Allan McDonald | 5600 |
| Mountaineer | Brigantine .. | 116 | Wallace | Wm. and Jas. Betts .. | 4400 |
| Lively | Schooner | 24 | Wallace | Alex. Macfarlane | 500 |
| Velocity | Schooner | 71 | Wallace | Archibald Scott | 1500 |
| Lopaz | Brigantine .. | 148 | Wallace | James B. Davison | 5000 |
| | | 618 | | | \$21000 |

REGISTRY OF SHIPPING.

PORT OF SHELBURNE.

| Vessel's Name. | Rig. | Tons. | Where Built. | Builder. | Estimated value in dollars. |
|------------------------|------------|-------|----------------|--------------------|-----------------------------|
| Mary..... | Schooner | 43 | Shelburne | James Muir | 2000 |
| Enzedi..... | Schooner | 25 | Shelburne | Isaac C. Crowell | 1500 |
| Jessie Coffin..... | Barque | 816 | Clyde River | Thomas Coffin | 24000 |
| Lord of the Isles..... | Schooner | 81 | Ragged Islands | Thomas Commans | 4000 |
| Startled Fawn..... | Brigantine | 114 | Shelburne | James Muir | 8000 |
| Trackless..... | Brigantine | 126 | Shelburne | John A. B. Johnson | 6800 |
| Minnie Arnold..... | Schooner | 82 | Shelburne | George Cox | 3600 |
| Maria..... | Schooner | 101 | Barrington | Warren Doane | 5600 |
| Charlotte Arnold..... | Schooner | 72 | Ragged Islands | John Martin | 3200 |
| Wave..... | Schooner | 15 | Jordan River | John Martin | 700 |
| Mary Boucher..... | Brig | 180 | Shelburne | John Dexter | 12000 |
| Mary E. Fraser..... | Schooner | 92 | Shelburne | Benjamin P. King | 4400 |
| A. C. Major..... | Schooner | 90 | Shelburne | Isaac Crowell | 4000 |
| Pleiades..... | Brigantine | 108 | Shelburne | John Muir | 5600 |
| Mary E. Banks..... | Schooner | 50 | Barrington | Thos. L. Banks | 1200 |
| Florence..... | Brigantine | 211 | Jordan | James Harlow | 14000 |
| Jane..... | Schooner | 77 | Shelburne | Samuel Muir | 4800 |
| W. E. Corning..... | Barque | 354 | Shelburne | James Muir | 18000 |
| Despatch..... | Brigantine | 226 | Shelburne | John Cox | 12000 |
| | | 2863 | | | 8135400 |

PORT OF SYDNEY, C. B.

| | | | | | |
|-----------------------|----------|-----|-----------------|-------------|--------|
| Star of the East..... | Schooner | 59 | North Sydney | W. Nesbet | 2080 |
| Princess..... | Barque | 369 | North Sydney | W. Nesbet | 12000 |
| Dart..... | Schooner | 20 | North Sydney | P. Sparling | 800 |
| Heber..... | Schooner | 57 | North Sydney | P. Sparling | 2400 |
| Lucy Agnes..... | Schooner | 32 | Little Lorraine | J. Kennedy | 1600 |
| | | 537 | | | 818800 |

PORT OF WINDSOR.

| | | | | | |
|--------------------|------------|------|--------------|----------------------|---------|
| Victoria..... | Ship | 780 | Newport | Nicholas Mosher, jr. | 31200 |
| Oriental..... | Schooner | 165 | Hantsport | John B. North | 6600 |
| Ocean Pearl..... | Brigantine | 140 | Parrsborough | Wm. Low Smith | 5600 |
| Continental..... | Brigantine | 216 | Cornwallis | John Bucknam | 8640 |
| Ruby..... | Brigantine | 127 | Kempt | Joseph Hazel | 5080 |
| Don Juan..... | Brigantine | 176 | Windsor | Samuel Smith | 7040 |
| Cornwallis..... | Barque | 611 | Cornwallis | Daniel Huntley | 24440 |
| Eureka..... | Barque | 574 | Newport | John Andrew Harvie | 22960 |
| Virginia..... | Ship | 934 | Newport | James Mosher | 37360 |
| Annie Collins..... | Brigantine | 168 | Windsor | Noah A. Dimock | 6720 |
| Aurora..... | Brigantine | 237 | Maitland | Donald McDougall | 9480 |
| Diadem..... | Schooner | 107 | Cornwallis | Leonard Huntley | 4280 |
| Victoria..... | Brigantine | 215 | Cornwallis | John Buckman | 8600 |
| British Lion..... | Ship | 1279 | Windsor | Bennet Smith | 51160 |
| Kalamo..... | Brigantine | 151 | Advocate | William Morris | 6040 |
| E. Bigelow..... | Brigantine | 134 | Cornwallis | Ebenezer Bigelow | 5360 |
| Elthea Jane..... | Schooner | 35 | Cornwallis | Walter Warnock, snr. | 1400 |
| Prince Albert..... | Barque | 387 | Cornwallis | John Osborn | 15480 |
| Volunteer..... | Schooner | 107 | Kempt | William Starritt | 4280 |
| C. Wood..... | Schooner | 91 | Advocate | Asa Knowlton | 3640 |
| Fair Haven..... | Brigantine | 142 | Newport | Samuel J. Nunn | 5680 |
| Craigrownie..... | Barque | 434 | Maitland | David S. Smith | 17360 |
| Amy M..... | Schooner | 74 | Advocate | Amos Knowlton | 2960 |
| Marco Polo..... | Brigantine | 178 | Walton | John McLalan | 7120 |
| Jessie..... | Barque | 434 | Maitland | David S. Smith | 17360 |
| | | 7896 | | | 8315840 |

REGISTRY OF SHIPPING.

PORT OF YARMOUTH.

| Vessel's Name. | Rig. | Tons. | Where Built. | Builder. | Estimated value in dollars. |
|--------------------|------------|-------|-----------------|-------------------|-----------------------------|
| Gondola | Ship | 726 | Yarmouth | D. Horton | 30000 |
| J. & S. Brown | Brigantine | 230 | Shelburne | W. J. Bell | 12000 |
| W. A. Rogers | Brigantine | 162 | Shelburne | T. Ryder | 7500 |
| Ann & Alice | Barque | 309 | Church Point | J. S. Hatfield | 16000 |
| Miner | Ship | 597 | Tusket | N. Gardner | 28000 |
| Danish Princess | Barque | 562 | St. John, N. B. | A. Anderson | 24000 |
| Willow | Schooner | 19 | Westport | John Stephens | 550 |
| Hero | Schooner | 56 | Shelburne | W. J. Cox | 2500 |
| Maria | Schooner | 56 | Tusket | W. B. Crowley | 2500 |
| Superior | Schooner | 30 | Tusket | D. D. Boudreau | 1500 |
| Lyman Cann | Barque | 592 | Yarmouth | H. K. Richards | 25000 |
| Gipsy Lass | Schooner | 34 | Petite Passage | J. Smith | 1600 |
| Stella | Barque | 484 | Yarmouth | N. Gardner, junr. | 22000 |
| Lizzie Rider | Brigantine | 104 | Argyle | A. Ricker | 6000 |
| Prowess | Barque | 379 | Shelburne | J. Muir | 18000 |
| Exchange | Barque | 370 | Tusket | S. Gillis | 18000 |
| Sophia | Schooner | 110 | Yarmouth | H. Richards | 7000 |
| Charles F. Surette | Schooner | 9 | Surette Island | C. Surette | 250 |
| Lilian | Ship | 728 | Tusket | B. Richards | 34000 |
| Charles J. Baker | Ship | 552 | Yarmouth | J. Young | 22000 |
| Orion | Barque | 587 | St. Mary's Bay | J. P. Specht | 20000 |
| Tyro | Ship | 795 | Beaver River | G. Jenkins | 32000 |
| Edward Hincken | Barque | 546 | Tusket | J. Jeffery | 22000 |
| Dot | Schooner | 40 | Westport | J. T. Payson | 1300 |
| Daisy | Brig | 337 | Granville | G. Ryerson | 12000 |
| Genuine | Schooner | 27 | Pubnico | J. B. Nickerson | 1000 |
| Maggie Hammond | Barque | 522 | Meteghan | J. Jenkins | 22500 |
| Alexandra | Ship | 889 | Pleasant Cove | B. Raymond | 35000 |
| Argo | Barque | 595 | Yarmouth | B. Raymond | 24000 |
| Rising Dawn | Barque | 516 | Pleasant Cove | B. Raymond | 22000 |
| Julia | Ship | 894 | St. Mary's Bay | E. Everett | 32000 |
| Augusta Kelly | Barque | 304 | Shelburne | T. Ryder | 14000 |
| Excelsior | Brig | 278 | Shelburne | J. B. Johnson | 12000 |
| George S. Brown | Barque | 537 | Yarmouth | A. E. Gardner | 22000 |
| Redbreast | Schooner | 21 | Church Point | C. Melanson | 650 |
| Lone Star | Brigantine | 208 | Shelburne | W. Muir, junr. | 9500 |
| Flash | Brigantine | 110 | Shelburne | J. Muir | 7000 |
| Herbert | Schooner | 99 | Arcadia | D. Richards | 6500 |
| | | 13414 | | | 573850 |

REGISTRY OF SHIPPING.

ABSTRACT

Of the foregoing statement of new Vessels registered at each Port in the Province of Nova Scotia, during the year ended 30th September, 1863, shewing the Number, Tons Register, and estimated value.

| PORTS WHERE REGISTERED. | No. of new Vessels. | Tons Register. | Estimated value in dollars currency. |
|-------------------------|---------------------|----------------|--------------------------------------|
| Annapolis..... | 7. | 1842 | 62000 |
| Aricliat..... | 12 | 1207 | 51780 |
| Baddeck..... | 2 | 57 | 684 |
| Digby..... | 11 | 1706 | 74124 |
| Guysborough..... | 8 | 254 | 10000 |
| Halifax..... | 82 | 7844 | 298760 |
| Liverpool..... | 5 | 701 | 52800 |
| Lunenburg..... | 8 | 217 | 11286 |
| Parisborough..... | 18 | 1820 | 46680 |
| Pictou..... | 28 | 6000 | 289460 |
| Port Hawkesbury..... | 8 | 100 | 4500 |
| Pugwash..... | 6 | 618 | 21000 |
| Shelburne..... | 19 | 2868 | 185400 |
| Sydney, C. B..... | 5 | 587 | 18800 |
| Windsor..... | 25 | 7890 | 815840 |
| Yarmouth..... | 38 | 18414 | 578850 |
| Totals..... | 207 | 40862 | \$1002614 |

Financial Secretary's Office,
Halifax, 30th September, 1863. }

ISAAC LEVESCONTE,
Financial Secretary.

APPENDIX No. 3.

ANNUAL FINANCIAL RETURNS.

GENERAL STATEMENT OF WARRANTS

Drawn on the Receiver General by the Financial Secretary, for Payment, on account of the different Public Services of the Province, during the year ended 31st December, 1863.

| To whom paid. | Service. | Drawn on account of Services. | | |
|--|---|-------------------------------|-----------------|-------------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| CIVIL LIST. | | | | |
| His Excellency The Earl of Mulgrave.. | Salary as Lieut. Governor for 12 months, to September 30, 1863. | 3750 00 | 10979 16 | |
| Major-General Doyle.... | Salary as Administrator from 17th to 30th September, 1863..... | | 270 84 | |
| Honorable W. Young... | " Chief Justice, for 12 mths " | 800 00 | 2400 00 | |
| W. B. Bliss..... | " Assistant Judge " | 812 50 | 2437 50 | |
| E. M. Dodd..... | " " " " | 700 00 | 2100 00 | |
| W. F. DesBarres..... | " " " " | 700 00 | 2100 00 | |
| L. M. Wilkins..... | " " " " | 700 00 | 2100 00 | |
| Hon. Joseph Howe..... | " Prov. Sec'y from Oct 1, 1862, to June 11, 1863..... | 700 00 | 1252 22 | |
| " John H. Anderson. | " Receiver General " | 600 00 | 1073 33 | |
| " William Annand.. | " Financial Secretary " | 600 00 | 1073 33 | |
| " Adams G. Archibald. | " Attorney General " | 500 00 | 894 44 | |
| " Charles Tupper... | " Prov. Sec'y, fm June 12, 1863, to Sept. 30, 1863..... | | 847 78 | |
| " James McNab..... | " Receiver General " | | 726 67 | |
| " Isaac LeVesconte . | " Financial Secretary " | | 726 67 | |
| " James W. Johnston | " Attorney General " | | 605 56 | |
| " William A. Henry. | " Solicitor General " | | 151 00 | |
| Samuel P. Fairbanks.... | " Com. Cr. Lands, 12 mths | 500 00 | 1500 00 | |
| William H. Keating.... | " Clerk to Prov. Secretary, 10½ months to August 15..... | | 875 00 | |
| James H. Thorne..... | " " 1½ mths to Sept. 30..... | 350 00 | 175 00 | |
| James M. Ross..... | " Asst. " 9 " June 30..... | 112 50 | 225 00 | |
| Sydenham Howe..... | " " " " " "..... | 112 50 | 225 00 | |
| Henry Johnston..... | " " 3 ms. 19 dys. Sept. 30..... | | 271 84 | |
| Edward Duckett..... | " Clerk to Rec. Gen. 12 ms. " | 300 00 | 900 00 | |
| John R. Wallace..... | " " " " " "..... | 250 00 | 750 00 | |
| Thomas R. Dewolf..... | " " Financial Secretary " | 250 00 | 750 00 | |
| William A. Hendry..... | " " Com. Crown Lands " | 250 00 | 750 00 | |
| Frederick LeBlanc..... | " " " " " "..... | 200 00 | 600 00 | |
| Edward Morris..... | " " " " " "..... | 120 00 | 360 00 | |
| Charles H. Carman..... | " " " " " "..... | 150 00 | 450 00 | |
| Peter Doyle..... | " " " " " "..... | 100 00 | 166 67 | |
| William Hickman..... | " Private Sec'y to Lt. Governor | 312 50 | 937 50 | |
| J. W. Nutting..... | " Clerk of the Crown, Sept. 30 | 100 00 | 300 00 | |
| Joseph Skallish..... | " Messenger of Council, Sep. 30 | 40 00 | 120 00 | |
| Alexander Stewart, C.B.. | Pension for 12 months ended " | 400 00 | 1200 00 | |
| W. Q. Sawers..... | " " " " " "..... | 300 00 | 900 00 | |
| J. G. Marshall..... | " " " " " "..... | 300 00 | 900 00 | |
| W. H. Crawley..... | " " " " " "..... | 300 00 | 900 00 | |
| John S. Morris..... | " " " " " "..... | 300 00 | 900 00 | |
| Hon. Provincial Secretary | Contingencies, his Office | 125 00 | 375 00 | |
| Receiver General .. | " " " " " "..... | 75 00 | 225 00 | |
| Financial Secretary. | " " " " " "..... | 50 00 | 150 00 | |
| Commiss'r Crown Lands. | " " " " " "..... | 50 00 | 150 00 | |
| | | \$14910 00 | 44794 51 | |
| <i>Carried forward....</i> | | | | \$59704 51 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|---------------------------------|---|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | | | 59704 51 |
| | ADVANCES. | | | |
| Commissioners | On account of revising the Statutes | | 300 00 | |
| Hon. Jonathan McCully | Express to Moncton and back | | 40 00 | |
| E. M. McDonald | Public Printing | | 1100 00 | |
| Charles Budd, et al. | Wharf at Digby | | 641 61 | |
| James M. Ross | Expense of celebration of marriage H. R. H. the Prince of Wales | | 2868 39 | |
| John Campbell | Balance expenses of survey in 1862 | | 370 00 | |
| Hon. A. G. Archibald | Professional services | | 70 00 | |
| W. H. Keating | For copies of Assessment Rolls | | 407 28 | |
| " | Clerk of Council, 3 yrs. and 12 days to 15th August 1863 | | 607 00 | |
| George Wightman | Surveys at Bear River and Anna- polis | | 124 55 | |
| " | Services at Maccan Bridge | | 180 00 | |
| Thomas C. Haliburton | Pension to 30th Sept., 1863 | | 8550 00 | |
| " | Costs of Appeal | | 525 33 | |
| John Thomas | To relieve distress at Hammonds Plains | | 139 60 | |
| Thomas B. Akin | On account of Record Commission | | 200 00 | |
| William Marshall | Taking measurements for wharf at Hantsport | | 7 00 | |
| John A. Bell | On account Internat'l Exhibition | | 1200 00 | |
| M. D. McKenna | Services from Aug. 1 to Sep. 30, '63 | | 166 67 | |
| W. H. Tremain | Survey for wharf at Annapolis | | 78 73 | |
| E. M. Wilson | On account of Board of Witnesses in suit of Queen vs. Cook | | 38 81 | |
| Hon. Charles Tupper | Travelling expenses to and from Canada | | 200 00 | |
| " | To pay subscription to Canadian News | | 302 67 | |
| Alpin Grant | On account of Public Printing | | 500 00 | |
| Henry Pryor | To aid pauper immigrant to return to England | | 40 00 | |
| Michael O'Shaughmassy | Capture of Michael Kelly, prisoner escaped from Halifax Co. Jail | | 50 00 | |
| Chas. W. Fairbanks | On acct. surveys in Eastern Halifax | | 40 00 | |
| N. Tupper | Opening road from Bear River to East Branch Lake | | 110 57 | |
| Hon. Receiver General | To relieve distressed Immigrants | | 16 00 | |
| Hon. Provincial Secretary | To purchase of specimen of gold- bearing quartz to forward to museums in Canada | | 120 00 | |
| | | | 18994 21 | 18994 21 |
| | AGRICULTURE. | | | |
| | <i>County of Annapolis.</i> | | | |
| President and Secretary | Eastern Annapolis Society | 40 00 | | |
| " | Bridgetown Society | 40 00 | | |
| | | 80 00 | | |
| | <i>County of Cape Breton.</i> | | | |
| " | Sydney Society | 40 00 | | |
| | <i>Carried forward</i> | \$ 120 00 | | 78698 72 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|-----------------------------------|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 120 00 | | 78698 72 |
| | <i>AGRICULTURE—Continued.</i> | | | |
| | <i>County of Colchester.</i> | | | |
| President and Secretary.. | Lower Stewiacke Society..... | 40 00 | | |
| “ “ | New Annan “ | 40 00 | | |
| “ “ | Sterling “ | | 50 00 | |
| | | 80 00 | 50 00 | |
| | <i>County of Cumberland.</i> | | | |
| “ “ | Wallace Society | 60 00 | | |
| “ “ | Parrsborough | | 60 00 | |
| | | 60 00 | 60 00 | |
| | <i>County of Digby.</i> | | | |
| “ “ | Clare Society..... | 60 00 | | |
| “ “ | Central “ | | 40 00 | |
| | | 60 00 | 40 00 | |
| | <i>County of Halifax.</i> | | | |
| “ “ | Lower Musquodoboit Society..... | | 50 00 | |
| “ “ | Eastern “ | | 40 00 | |
| | | | 90 00 | |
| | <i>County of Inverness.</i> | | | |
| “ “ | North East Margaree Society | | 80 00 | |
| | <i>County of King's County.</i> | | | |
| “ “ | Lower Horton Society | 50 00 | | |
| | <i>County of Lunenburg.</i> | | | |
| “ “ | Lunenburg Society..... | 40 00 | | |
| | <i>County of Pictou.</i> | | | |
| “ “ | Pictou Society..... | 40 00 | | |
| “ “ | Maxwelltown..... | | 40 00 | |
| | | 40 00 | 40 00 | |
| | <i>County of Queen's County.</i> | | | |
| “ “ | Caledonia Society..... | 60 00 | | |
| | <i>County of Victoria.</i> | | | |
| “ “ | Middle River Society | | 120 00 | |
| | <i>County of Yarmouth.</i> | | | |
| “ “ | Yarmouth Society..... | | 60 00 | |
| | <i>Carried forward</i> | 510 00 | 540 00 | 78698 72 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|-------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 510 00 | 540 00 | 78698 72 |
| AGRICULTURE—Continued. | | | | |
| Rev. Dr. Forrester..... | For his services in 1863..... | | 200 00 | |
| Arch'd Scott..... | Aid to N. S. Horticultural Society..... | | 400 00 | |
| Hon. S. L. Shannon..... | Exhibition in District No. 3..... | | 2000 00 | |
| Hon. A. McFarlane..... | “ “ No. 4..... | | 2021 71 | |
| | | 510 00 | 5161 71 | 5671 71 |
| BOARD OF WORKS. | | | | |
| Chairman of Board..... | On account of expenditure of 1863 including balance of 1862..... | 15401 14 | 66866 48 | |
| Hugh Munro..... | Salary from 1st October, 1862, to 4th August, 1863..... | 400 00 | 953 42 | |
| Frederick Brown..... | “ 4th Aug. to 30th Sep. 1863..... | | 246 58 | |
| Matthew D. McKenna..... | “ 1st Oct. '62 to 1st July '63..... | 250 00 | 583 33 | |
| John H. Kendrick..... | “ 1st July to 30th Sept. 1863..... | | 166 67 | |
| | | 16051 14 | 68816 48 | 84867 62 |
| CROWN LAND DEPARTMENT. | | | | |
| Commiss'r Crown Lands. | To pay Surveyors and Registrars accounts, and return purchase monies, &c., including balance for 1862..... | 3606 40 | 10793 60 | 14400 00 |
| COPYRIGHT. | | | | |
| W. H. Keating..... | Amount paid into the Treasury on this account..... | 58 83 | | 58 83 |
| CAPE RACE LIGHT. | | | | |
| H. B. Paulin..... | Amount of Light Dues collected to 31st December, 1861..... | 27 19 | | 27 19 |
| CORONERS' INQUESTS. | | | | |
| <i>County of Annapolis.</i> | | | | |
| Isaac McNayr..... | Coroners' fees on Inquisitions held..... | | 10 00 | |
| Jonathan Woodbury..... | “ “..... | | 10 00 | |
| Stephen Crosseup..... | “ “..... | | 10 00 | |
| Isaac B. Bonnett..... | “ “..... | | 10 00 | |
| | | | 40 00 | |
| <i>County of Antigonish.</i> | | | | |
| Joseph Symonds..... | Coroners' fees on Inquisition held..... | | 10 00 | |
| <i>County of Cape Breton.</i> | | | | |
| Lauchlan Robertson..... | Coroners' fees on Inquisitions held..... | | 40 00 | |
| D. N. Macqueen..... | “ “..... | | 10 00 | |
| | | | 50 00 | |
| | <i>Carried forward</i> | | 100 00 | 183724 07 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | | 100 00 | 183724 07 |
| | CORONERS' INQUESTS—Continued. | | | |
| | <i>County of Colchester.</i> | | | |
| Robert Louis | Coroners' fees on Inquisitions held | | 10 00 | |
| W. E. McRoberts | “ “ | | 10 00 | |
| Samuel Muir | “ “ | | 20 00 | |
| Joseph Fulton..... | “ “ | | 10 00 | |
| | | | 50 00 | |
| | <i>County of Cumberland.</i> | | | |
| Thomas W. Jackson.... | Coroners' fees on Inquisitions held | | 20 00 | |
| Henry A. Dawson..... | “ “ | | 20 00 | |
| W. W. Bent..... | “ “ | | 10 00 | |
| | | | 50 00 | |
| | <i>County of Digby.</i> | | | |
| R. Stevens | Coroners' fees on Inquisitions held | | 10 00 | |
| | <i>County of Guysborough.</i> | | | |
| William Moir..... | Coroners' fees on Inquisitions held | | 10 00 | |
| Spinney Whitman | “ “ | | 20 00 | |
| A. Kirk | “ “ | | 10 00 | |
| W. G. Scott | “ “ | | 10 00 | |
| | | | 50 00 | |
| | <i>County of Halifax.</i> | | | |
| Edward Jennings | Coroners' fees on Inquisitions held | | 250 00 | |
| Samuel Gray | “ “ | | 40 00 | |
| J. Denham Hume..... | “ “ | | 150 00 | |
| James L. Griffin | “ “ | | 10 00 | |
| W. H. Weeks | “ “ | | 30 00 | |
| William Evans | “ “ | | 10 00 | |
| Joseph Browner..... | “ “ | | 10 00 | |
| | | | 500 00 | |
| | <i>County of Hants.</i> | | | |
| John A. Jenkins | Coroners' fees on Inquisitions' held | | 60 00 | |
| Samuel D. Brown..... | “ “ | | 30 00 | |
| George Armstrong | “ “ | | 10 00 | |
| James McKenzie | “ “ | | 10 00 | |
| | | | 110 00 | |
| | <i>County of Inverness.</i> | | | |
| John Munro..... | Coroners' fees on Inquisitions held | | 10 00 | |
| James G. McKeen..... | “ “ | | 10 00 | |
| | | | 20 00 | |
| | <i>Carried forward</i> | | 890 00 | 183724 07 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | | 890 00 | 183724 07 |
| | CORONERS' INQUESTS—Continued. | | | |
| | <i>County of Kings.</i> | | | |
| Jonathan Borden..... | Coroners' fees on Inquisitions held..... | | 20 00 | |
| Abraham VanBuskirk.... | “ “..... | | 10 00 | |
| Stephen Dodge..... | “ “..... | | 10 00 | |
| C. C. Hamilton..... | “ “..... | | 10 00 | |
| | | | 50 00 | |
| | <i>County of Lunenburg.</i> | | | |
| Nelson Chesley..... | Coroners' fees on Inquisitions held..... | | 10 00 | |
| Daniel Dimock..... | “ “..... | | 20 00 | |
| William Ross..... | “ “..... | | 30 00 | |
| George Turner..... | “ “..... | | 10 00 | |
| W. A. C. Randall..... | “ “..... | | 30 00 | |
| W. V. Andrews..... | “ “..... | | 10 00 | |
| Charles Lordly..... | “ “..... | | 10 00 | |
| Joseph Whitford..... | “ “..... | | 20 00 | |
| | | | 140 00 | |
| | <i>County of Pictou.</i> | | | |
| John McKay..... | Coroners' fees on Inquisitions held..... | | 20 00 | |
| W. H. Harris..... | “ “..... | | 30 00 | |
| E. Roach..... | “ “..... | | 10 00 | |
| | | | 60 00 | |
| | <i>County of Richmond.</i> | | | |
| George E. Jean..... | Coroners' fees on Inquisitions held..... | | 30 00 | |
| Edward P. Flinn..... | “ “..... | | 20 00 | |
| | | | 50 00 | |
| | <i>County of Shelburne.</i> | | | |
| David Eisenhauer..... | Coroners' fees on Inquisitions held..... | | 10 00 | |
| W. J. Bell..... | “ “..... | | 10 00 | |
| Israel K. Wilson..... | “ “..... | | 10 00 | |
| | | | 30 00 | |
| | <i>County of Victoria.</i> | | | |
| S. G. A. McKeen..... | Coroners' fees on Inquisitions held..... | | 10 00 | |
| John McLellan..... | “ “..... | | 10 00 | |
| | | | 20 00 | |
| | <i>County of Yarmouth.</i> | | | |
| James M. Lent..... | Coroners' fees on Inquisitions held..... | | 10 00 | |
| Thomas D. Chipman.... | “ “..... | | 10 00 | |
| James C. Farish..... | “ “..... | | 10 00 | |
| Forman Hatfield..... | “ “..... | | 20 00 | |
| George Bingay..... | “ “..... | | 30 00 | |
| Matthew Jeffery..... | “ “..... | | 10 00 | |
| | | | 90 00 | 1330 00 |
| | <i>Carried forward</i> ...\$..... | | 1330 00 | 185054 07 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | | | 185054 07 |
| CRIMINAL PROSECUTIONS. | | | | |
| Martin I. Wilkins..... | Conducting prosecutions Spring and Fall Terms..... | | 492 83 | |
| Hon. John Creighton... | “ “..... | | 472 19 | |
| Hon. W. A. Henry..... | “ “..... | | 296 99 | |
| John C. Wade..... | “ “..... | | 164 14 | |
| Charles F. Harrington.. | “ “..... | | 147 44 | |
| Beamish Murdoch..... | “ Spring Term..... | | 171 00 | |
| J. W. Ritchie..... | “ “..... | | 60 90 | |
| Silas L. Morse..... | “ “..... | | 50 40 | |
| Hon. J. W. Johnston... | “ “..... | | 29 80 | |
| Stewart Cambell..... | “ Fall Term..... | | 59 80 | |
| Enoch Wilson..... | Board of witnesses in suit of Queen vs. Young..... | | 210 00 | |
| Daniel McKay..... | To pay witnesses fees “..... | | 170 91 | |
| J. G. Smith, et al..... | “ “..... | | 68 15 | |
| Mrs. Halloran..... | Board of witnesses “..... | | 19 00 | |
| J. J. Sawyer..... | “ Jury “..... | | 13 00 | |
| John Coles..... | Witnesses fees in suit of Queen vs. Bruce..... | | 6 20 | |
| | | | 2432 75 | 2432 75 |
| DISTRESSED SEAMEN. | | | | |
| H. B. Paulin..... | To relieve distressed British seamen..... | | 1961 36 | |
| “ | His services attending “..... | 200 00 | | |
| | | 200 00 | 1961 36 | 2161 36 |
| DRAWBACKS. | | | | |
| Albro, Son & Co..... | Allowed by the Board of Revenue..... | | 272 87 | |
| Avery, Brown & Co..... | “ “..... | | 49 37 | |
| Archibald & Co..... | “ “..... | | 1192 75 | |
| E. Albro & Co..... | “ “..... | 82 77 | 981 17 | |
| George Alexander..... | “ “..... | | 73 16 | |
| W. Akins & Co..... | “ “..... | | 521 58 | |
| W. W. Austin..... | “ “..... | 76 40 | | |
| Black, Brothers & Co..... | “ “..... | | 841 28 | |
| Bell & Anderson..... | “ “..... | | 56 25 | |
| Burns, Neal & Murray.. | “ “..... | 37 50 | 211 30 | |
| John Boyle..... | “ “..... | | 217 03 | |
| J. B. Bennett's estate.. | “ “..... | | 64 75 | |
| J. Cochran & Son..... | “ “..... | | 41 29 | |
| Daniel Cronan..... | “ “..... | 19 12 | 19 16 | |
| E. W. Chipman & Co..... | “ “..... | | 1812 50 | |
| Cogswell & Forsyth..... | “ “..... | | 401 50 | |
| W. G. Coombs..... | “ “..... | | 25 44 | |
| W. H. Creighton..... | “ “..... | | 29 00 | |
| Duffus & Co..... | “ “..... | 46 88 | 2057 90 | |
| Doull & Miller..... | “ “..... | 31 25 | 860 13 | |
| Arnold Doane..... | “ “..... | 17 20 | | |
| J. B. Elliott & Co..... | “ “..... | 96 87 | 75 62 | |
| Thomas Fenerty..... | “ “..... | | 98 52 | |
| Snow Freeman..... | “ “..... | | 11 50 | |
| John Fotherby..... | “ “..... | | 279 50 | |
| H. D. Frost..... | “ “..... | | 52 70 | |
| | <i>Carried forward</i> ... \$ | 407 99 | 10246 27 | 189648 18 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|---|--------------------------------------|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 407 99 | 10246 27 | 189648 18 |
| DRAWBACKS—Continued. | | | | |
| H. H. Fuller & Co..... | Allowed by the Board of Revenue..... | | 30 25 | |
| Grant, Romans & Co..... | "..... | | 35 30 | |
| R. I. & W. Hart..... | "..... | | 13 03 | |
| T. & E. Kenny..... | "..... | 592 40 | 3741 18 | |
| Hon. A. Keith..... | "..... | | 797 90 | |
| T. Kyle..... | "..... | | 145 68 | |
| Keith & McLean..... | "..... | | 154 20 | |
| Henry Lawson..... | "..... | | 31 27 | |
| Thomas Laidlaw & Son..... | "..... | | 96 60 | |
| John W. Lovett..... | "..... | | 258 40 | |
| W. & C. Murdoch..... | "..... | 74 68 | 1162 15 | |
| G. & A. Mitchell & Co..... | "..... | | 16 60 | |
| H. Mignowitz & Co..... | "..... | | 409 49 | |
| R. T. Muir..... | "..... | | 80 00 | |
| R. McMurray & Co..... | "..... | 35 88 | 257 14 | |
| Alexander McKay..... | "..... | | 29 16 | |
| John McGowan..... | "..... | 11 00 | | |
| A. McLeod & Co..... | "..... | | 182 75 | |
| Enos McLeod..... | "..... | | 45 00 | |
| A. & W. Mackinlay..... | "..... | | 125 04 | |
| McLean, Campbell & Co..... | "..... | | 143 42 | |
| Officers 63rd Regiment..... | "..... | 89 51 | | |
| B. O'Neil & Co..... | "..... | | 55 29 | |
| P. Robin & Co..... | "..... | | 77 50 | |
| W. R. Ruggles, et al..... | "..... | | 18 00 | |
| C. Robson & Co..... | "..... | | 196 07 | |
| W. & C. Silver..... | "..... | 198 32 | 670 20 | |
| John Silver..... | "..... | 278 12 | 748 52 | |
| W. Stairs, Son & Morrow..... | "..... | 41 98 | 114 19 | |
| Samuel Strong..... | "..... | 75 00 | | |
| John Stairs..... | "..... | | 123 84 | |
| Shaw & Murphy..... | "..... | | 186 53 | |
| James Scott..... | "..... | | 571 76 | |
| Edward Smith..... | "..... | | 113 00 | |
| Isaac J. Wyld..... | "..... | | 9 42 | |
| Patrick Walsh..... | "..... | 37 36 | 64 64 | |
| Wetmore & McCulloch..... | "..... | | 501 08 | |
| B. Wier & Co..... | "..... | | 49 50 | |
| S. A. White & Co..... | "..... | | 13 20 | |
| Way & Hunter..... | "..... | | 31 25 | |
| E. C. Twining..... | "..... | | 33 45 | |
| Vaux Brothers..... | "..... | | 31 72 | |
| A. J. Rickards..... | "..... | | 200 00 | |
| Salter & Twining..... | "..... | | 57 60 | |
| | | 1842 24 | 22167 64 | 24009 88 |
| EDUCATION. | | | | |
| Governors Kings College. Grant for 1 yr. ended Sep. 30, 1863..... | | 250 00 | 750 00 | |
| Trustees St. Mary's "..... | | 250 00 | 750 00 | |
| " Horton Academy..... | | 250 00 | 750 00 | |
| " Sackville "..... | | 250 00 | 750 00 | |
| " Pictou "..... | | 250 00 | 750 00 | |
| " St. Frances Xavier's "..... | | 250 00 | 750 00 | |
| " Presbyt'n Church "..... | | 250 00 | 500 00 | |
| " Hx. Grammar School..... | | 150 00 | 450 00 | |
| <i>Carried forward</i> | | \$ 1900 00 | 5450 00 | 213658 06 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|-------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 1900 00 | 5450 00 | 213658 06 |
| EDUCATION—Continued. | | | | |
| Rev. Dr. Forrester | Sal'y Superintend't Normal School to 30th September..... | 300 00 | 900 00 | |
| W. Mulholland..... | “ Teacher “..... | 200 00 | 600 00 | |
| T. H. Rand | “ “ “..... | 200 00 | 600 00 | |
| J. B. Calkin | “ Teachers in Model School... .. | 200 00 | 600 00 | |
| Rev. Dr. Forrester..... | For Books..... | | 2400 00 | |
| “ | Fuel, Repairs, &c..... | | 400 00 | |
| L. W. Williams. | Teacher of Music in Normal School..... | | 50 00 | |
| Rev. Dr. Forrester..... | Contingent Expenses..... | | 400 00 | |
| “ | Repairs..... | | 50 00 | |
| “ | Postages..... | | 79 00 | |
| Alexander Munro..... | | | 200 00 | |
| Farquhar McRae..... | | | 61 53 | |
| Howard McLean | | | 40 00 | |
| T. H. Rand & W. Mulholland | | | 400 00 | |
| Trustees Infant School... | Aid to School..... | | 200 00 | |
| Union School... | “..... | | 120 00 | |
| Colored School.. | “ at Colored Settlement..... | 40 00 | 37 50 | |
| Comm'rs Normal School. | Insurance on Building..... | | 65 00 | |
| | | 2840 00 | 12653 03 | |
| <i>County of Annapolis.</i> | | | | |
| Commissioners of Schools | Eastern District Common Schools | 225 33 | 1126 67 | |
| “ | “ Grammar “ | 33 33 | 166 67 | |
| “ | Western District Common “ | 207 34 | 1036 66 | |
| “ | “ Grammar “ | 33 33 | 166 67 | |
| | | 499 33 | 2496 67 | |
| <i>County of Antigonish.</i> | | | | |
| “ | Common Schools to 31st October.. | 400 00 | 2000 00 | |
| “ | Grammar “ “ | 166 66 | 333 34 | |
| | | 566 66 | 2333 34 | |
| <i>County of Cape Breton.</i> | | | | |
| “ | Common Schools to 31st October.. | 420 00 | 2100 00 | |
| “ | Grammar “ “ | 66 66 | 333 34 | |
| | | 486 66 | 2433 34 | |
| <i>County of Colchester.</i> | | | | |
| “ | North district Common Schools... | 94 66 | 473 34 | |
| “ | South “ “ | 319 34 | 1596 66 | |
| | | 414 00 | 2070 00 | |
| <i>County of Cumberland.</i> | | | | |
| “ | Eastern district Common Schools.. | 288 00 | 1440 00 | |
| “ | “ Grammar “ | 50 00 | 150 00 | |
| “ | Western district Common “ | 72 00 | 360 00 | |
| | | 410 00 | 2050 00 | |
| | <i>Carried forward</i> ... \$ | 5216 65 | 24036 88 | 213658 06 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|---------------------------------|-----------------------------------|-------------------------------|-----------|--------------|
| | | Previous to 1882. | For 1883. | Total Amount |
| <i>Brought forward</i> | | 5216 65 | 24036 38 | 213658 06 |
| EDUCATION—Continued. | | | | |
| <i>County of Digby.</i> | | | | |
| Commissioners of Schools | Clare district Common Schools | 113 00 | 571 00 | |
| " | " Grammar " | | 66 67 | |
| " | Digby district Common " | 228 00 | 1140 00 | |
| " | " Grammar " | 44 44 | 222 22 | |
| | | 385 44 | 1999 89 | |
| <i>County of Guysborough.</i> | | | | |
| " | Guysboro' district Common Schools | 291 33 | 1006 67 | |
| " | " Grammar " | | 66 66 | |
| " | St. Mary's district Common " | 89 09 | 409 00 | |
| " | " Grammar " | 22 23 | 111 12 | |
| | | 303 56 | 1584 45 | |
| <i>County of Hants.</i> | | | | |
| " | Rawdon district Common Schools | 185 00 | 925 00 | |
| " | " Grammar " | 80 89 | 111 12 | |
| " | Windsor district Common " | 197 33 | 1077 67 | |
| " | " Grammar " | 44 44 | 222 22 | |
| | | 515 06 | 2336 01 | |
| <i>County of Halifax.</i> | | | | |
| " | City of Halifax Common Schools | 466 67 | 2333 33 | |
| " | Rural district " " | 129 67 | 648 33 | |
| " | " Grammar " | 33 33 | 116 67 | |
| " | Shore district Common " | 129 66 | 648 34 | |
| " | Western district " " | 259 34 | 1296 66 | |
| " | " Grammar " | 33 33 | 166 67 | |
| | | 1052 09 | 5210 00 | |
| <i>County of Inverness.</i> | | | | |
| " | North district Common Schools | 172 67 | 863 33 | |
| " | South district " " | 345 33 | 1726 67 | |
| " | " Grammar " | 44 44 | 222 22 | |
| | | 562 44 | 2812 22 | |
| <i>County of King's County.</i> | | | | |
| " | Common Schools to 31st October | 400 00 | 2000 00 | |
| " | Grammar " " | 66 67 | 233 33 | |
| | | 466 67 | 2233 33 | |
| <i>County of Lunenburg.</i> | | | | |
| " | Chester district Common Schools | 108 67 | 543 33 | |
| " | New Dublin " " | 108 67 | 543 33 | |
| " | " Grammar " | 14 13 | 78 27 | |
| " | Lunenburg Common " | 217 33 | 1086 67 | |
| " | " Grammar " | 33 33 | 166 67 | |
| | | 482 13 | 2418 27 | |
| <i>Carried forward</i>\$ | | 8984 55 | 42630 55 | 213658 06 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|----------------------------------|---|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 8984 55 | 42630 55 | 213658 06 |
| EDUCATION—Continued. | | | | |
| <i>County of Pictou.</i> | | | | |
| Commissioners of Schools | North district Common Schools | ...374 00 | ..1870 00 | |
| " | " Grammar " | ...22 22 | ...111 13 | |
| " | South district Common " | ...374 00 | ..1870 00 | |
| " | " Grammar " | ...44 44 | ...222 22 | |
| | | 814 66 | 4073 35 | |
| <i>County of Queen's County.</i> | | | | |
| " | North district Common Schools | ...66 67 | ...333 33 | |
| " | " Grammar " | ..... | ...50 00 | |
| " | South district Common " | ...193 33 | ...966 67 | |
| " | " Grammar " | ...50 00 | ...250 00 | |
| | | 310 00 | 1600 00 | |
| <i>County of Richmond.</i> | | | | |
| " | Common Schools to 31st October | ...288 67 | ..1443 33 | |
| " | Grammar Schools " | ...66 67 | ...333 33 | |
| | | 355 34 | 1776 66 | |
| <i>County of Shelburne.</i> | | | | |
| " | Barrington district Com'n Schools | ...130 00 | ...650 00 | |
| " | " Grammar " | ...33 33 | ...166 67 | |
| " | Shelburne district Common " | ...130 00 | ...650 00 | |
| " | " Grammar " | ...33 33 | ...166 67 | |
| | | 326 66 | 1633 34 | |
| <i>County of Victoria.</i> | | | | |
| " | Common Schools to 31st October | ...266 67 | ..1333 33 | |
| " | Grammar " " | ...66 67 | ...133 33 | |
| | | 333 34 | 1466 66 | |
| <i>County of Yarmouth.</i> | | | | |
| " | Argyle district Common Schools | ...143 33 | ...716 67 | |
| " | " Grammar " | ...22 22 | ...111 12 | |
| " | Yarmouth " Common " | ...196 00 | ...980 00 | |
| " | " Grammar " | ...44 44 | ...88 89 | |
| | | 405 99 | 1896 68 | |
| | | 11530 54 | 55077 24 | 66607 78 |
| ESCHEAT. | | | | |
| Hon. A. G. Archibald | Costs in case of Queen vs. Thomas Duncan, County Colchester | ..... | ...38 25 | ...38 25 |
| <i>Carried forward</i>....\$ |  | ..... | ..... | 280304 09 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1861. | For 1861. | Total Amount. |
| <i>Brought forward</i> | | | | 280304 09 |
| GOLD FIELDS. | | | | |
| Commissioner | On account of current expenses... | 11666 43 | 11583 57 | |
| Samuel Creelman | Salary 10 months, to July 31, 1863 | 500 00 | 1166 66 | |
| P. S. Hamilton | " 2 months, ended Sept. 30. | | 333 34 | |
| | | 12166 43 | 13083 57 | 25250 00 |
| HARE'S LOT. | | | | |
| Hon. Receiver General.. | To pay for land. | | 39472 80 | |
| Hon. S. L. Shannon | " Recording Deeds..... | | 5 50 | |
| W. M. Allan | Commission negotiating purchase.. | | 106 00 | |
| Mrs. Hare..... | Interest 3 mos. on £1000, balance purchase money in hands of government..... | | 60 00 | |
| | | | 39644 30 | 39644 30 |
| IMMIGRATION. | | | | |
| S. Creelman..... | On account expenses Immigrants..... | | 1808 50 | |
| Commissioner | " " | | 636 30 | |
| | | | 2444 80 | 2444 80 |
| INTEREST. | | | | |
| Bank of Nova Scotia.... | Interst due Bank | | 1133 20 | |
| Cashier of Savings' Bank | " Depositors..... | | 20551 00 | |
| Hon. Receiver General.. | To pay interest due Baring, Bros. and Co. to 31st Dec. 1862..... | | 304 12 | |
| | | 304 12 | 21684 20 | 21988 32 |
| INDIANS. | | | | |
| Commissioner of Indians | For relief of destitute Indians. | 253 50 | 1200 00 | |
| Overseers of Poor..... | " Indians at Cornwallis | | 31 70 | |
| " | " " Aylesford..... | | 4 85 | |
| T. E. Jean | " " | | 22 00 | |
| Dr. Joseph Moore..... | " " | | 10 00 | |
| Dr. Weeks | " " | | 25 67 | |
| | | 285 50 | 1262 22 | 1547 72 |
| INDIAN RESERVES. | | | | |
| George Doull..... | Land purchased for Indians. | | 401 25 | |
| John Logan | For Oxen purchased for Chief of Mic Maes..... | | 60 00 | |
| | | | 461 25 | 461 25 |
| JUDICIARY EXPENSES. | | | | |
| Hon. Chief Justice..... | Travel'g fees, Spring & Fall Terms | | 308 00 | |
| W. F. DesBarres..... | " " | | 382 67 | |
| E. M. Dodd | " " | | 350 00 | |
| L. M. Wilkins | " " | | 377 99 | |
| | | | 1418 66 | 1418 66 |
| | <i>Carried forward</i> | \$ | | 378059 14 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|-------------------------------------|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | | | 373059 14 |
| LEGISLATIVE EXPENSES. | | | | |
| <i>Assembly.</i> | | | | |
| The Speaker, et al..... | Pay as Members, Session 1863..... | | 17288 00 | |
| “ “ | Travelling allowance “ | | 2784 00 | |
| Alexander James | Clerk of Assembly “ | | 1200 00 | |
| “ | Contingencies “ | | 1233 38 | |
| Henry C. D. Twining.... | Clerk Assistant “ | | 800 00 | |
| Rev. J. C. Cochran..... | Chaplain “ | | 100 00 | |
| Edward Joyce | Sergeant-at-Arms “ | | 300 00 | |
| John H. Hefler | Assistant “ “ | | 180 00 | |
| John Fitzgerald..... | Messenger “ | | 160 00 | |
| Samuel Chipman..... | Chairman Com. of Supply “ | | 80 00 | |
| Henry Martell | “ Bills “ | | 80 00 | |
| Postmaster General..... | Postage of Members “ | | 2357 50 | |
| Gordon & Keith | Contingent expenses “ | | 112 20 | |
| | | | 26675 08 | |
| <i>Legislative Council.</i> | | | | |
| The President, et al.... | Pay as Members, Session 1863..... | | 6324 00 | |
| “ “ | Travelling allowance “ | | 797 00 | |
| John C. Halliburton.... | Clerk of Council “ | | 800 00 | |
| “ | Contingencies of Council “ | | 769 58 | |
| John W. Ritchie | Law Clerk “ | | 600 00 | |
| John J. Sawyer..... | Gentleman Usher of the Black Rod | | 300 00 | |
| Rev. R. Willis..... | Chaplain “ | | 100 00 | |
| Henry Oldright..... | Reporting Debates “ | | 400 00 | |
| Alpin Grant | Printing Debates “ | | 80 00 | |
| Postmaster General..... | Postage of Councillors “ | | 683 55 | |
| Joseph Skallish..... | Messenger “ | | 180 00 | |
| John Willing..... | Assistant Messenger “ | | 80 00 | |
| | | | 11114 13 | 37789 21 |
| MILITIA. | | | | |
| R. B. Sinclair..... | On account of Militia Service..... | 5204 00 | 24000 00 | |
| W. R. S. Wainwright... | Adjut. 1st Batt. 1st Halifax Regt.. | | 40 00 | |
| George Ackhurst..... | “ 2d “ 2d “ | | 40 00 | |
| W. Myers Gray..... | “ “ 3d “ | | 40 00 | |
| J. P. Smith, junr..... | “ 2d “ 2d Queen’s Regt.. | | 40 00 | |
| J. C. Mackintosh..... | “ 2d “ 5th Halifax Regt.. | | 40 00 | |
| C. J. McDonald..... | “ 2d “ 1st Colchester Regt.. | | 40 00 | |
| | | 5204 00 | 24240 00 | 29444 00 |
| <i>Carried forward</i> ...\$ | | | | 440292 35 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|--------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1862. | For 1862. | Total Amount. |
| <i>Brought forward.</i> | | | | 440292 35 |
| MISCELLANEOUS. | | | | |
| James Venables | Keeper of Provincial Building | 80 00 | 240 00 | |
| Judge of Vice-Admiralty | Fuel and Crier for Vice-Adm. Court | 50 00 | 25 00 | |
| W. H. Wiswell | Teleg'ms to and fm Pro. Sec's office | 76 68 | 119 33 | |
| Commissioners | Signing and cancelling Prov. Notes | | 550 00 | |
| Hon. Jonathan McCully | On account of Legislative Library | 400 00 | 800 00 | |
| John Bowes & Son | Binding books, &c., for 1862, 1863 | 94 25 | 56 00 | |
| A. & W. McKinlay | " Journals Assembly, &c. | 1542 00 | | |
| " | Stat'y, &c. for Assembly, Sess. 1863 | | 1041 46 | |
| Andrew Downs | Aid to his Zoological Gardens | | 200 00 | |
| Commissioners | Revising the Statutes | | 1268 00 | |
| Charles H. Carman, et al | Copying Assessment Rolls | | 131 19 | |
| M. S. Brown | For watch presented to T. E. Gilliatt | | 100 00 | |
| W. H. Keating | To pay for printing and engraving | | | |
| | \$5 notes | 341 95 | | |
| John R. Wallace | For extra services in 1862 | 200 00 | | |
| Thomas R. Dewolf | " " | 200 00 | | |
| Rev. J. C. Cochran | Aid to Deaf and Dumb Institution | | 3000 00 | |
| J. W. Ritchie | For professional services in 1862 | 40 00 | | |
| James Cordwell | Provincial Notes destroyed by fire | | 80 00 | |
| R. M. Burke | " " | | 4 00 | |
| Joseph Nelson | Contribution to B. A. Association | | 1008 89 | |
| Hon. Receiver General | To pay Baring, Brothers and Co. | | 912 25 | |
| Edmund Crowell | Aid to Humane Establishment at | | | |
| | Seal Island | | 120 00 | |
| William Goodrich | " Mud Islands | | 80 00 | |
| Chairman Board of Works | Relief Transient Paupers in Hospital for Insane | 5000 00 | | |
| Hon. John McKinnon | Attendance at Halifax as Executive Councillor | | 165 00 | |
| " Alex. Macfarlane | " " | | 125 00 | |
| " W. A. Henry | " " | | 160 00 | |
| " John Creighton | " " | | 56 00 | |
| Peter Bonnett | Return four Members to Assembly for Co. Annapolis | | 24 00 | |
| Henry P. Hill | " three " Antigonish | | 18 00 | |
| Charles Blanchard | " four " Colchester | | 24 00 | |
| Roderick McLean | " four " Cumberland | | 24 00 | |
| E. H. Francheville | " two " Guysboro' | | 12 00 | |
| J. J. Sawyer | " five " Halifax | | 30 00 | |
| Joseph Allison | " four " Hants | | 24 00 | |
| George C. Lawrence | " three " Inverness | | 18 00 | |
| J. M. Caldwell | " four " Kings | | 24 00 | |
| J. H. Kaulback | " three " Lunenburg | | 18 00 | |
| W. H. Harris | " four " Pictou | | 24 00 | |
| John W. Scott | " three " Queen's | | 18 00 | |
| J. F. Fuller | " three " Richmond | | 18 00 | |
| Thomas Johnson | " three " Shelburne | | 18 00 | |
| Jacob S. Ingraham | " two " Victoria | | 12 00 | |
| Joseph Shaw | " three " Yarmouth | | 18 00 | |
| James Collie | In aid of Drill Room at Milton | | 202 50 | |
| Isaac J. Wyld | " at Port Mulgrave | | 70 00 | |
| William J. Bell | Services in Rec. Genl's Office, 1863 | | 421 53 | |
| William Ackhurst | " Fin. Secretary's, " | | 100 00 | |
| Hon. Receiver General | To pay Baring, Bros. & Co. sundry charges in their accts. 1862, '63. | 4527 90 | 514 48 | |
| | | 12552 78 | 11874 63 | 24427 41 |
| | <i>Carried forward.</i> | \$ | | 464719 76 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|----------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | | | 464719 76 |
| NAVIGATION SECURITIES. | | | | |
| Isaac Roach..... | On acct. Breakwater at Port George..... | 268 00 | | |
| Maximum Therrio..... | “ “ at Bellevieu Cove..... | 400 00 | | |
| Amos B. Patterson..... | “ “ at French Cross..... | 168 86 | | |
| C. Tooker & J. K. Rierson..... | “ Removing Lobster Rocks..... | | 300 00 | |
| W. W. Hurlbert..... | “ Improving Navigation at Tusket River..... | | 389 93 | |
| J. McDonald and A. Buchanan..... | “ Breakwater at Neill's Har..... | | 123 68 | |
| Urbane Doucett..... | “ “ at Meteghan..... | | 200 00 | |
| Commissioners..... | Removing obstructions Antigonish Harbor..... | | 2000 00 | |
| | | 836 86 | 3013 61 | 3850 47 |
| NEW COPPER COIN. | | | | |
| Hon. Receiver General..... | To pay Baring, Brothers & Co., \$10,033.60, for bronze coin..... | 4136 41 | | |
| John Goudge..... | For services, from June 1862 to February 1863..... | 30 00 | | |
| Provincial Wesleyan..... | For advertising..... | 3 75 | | |
| | | 4170 16 | | 4170 16 |
| POST COMMUNICATION. | | | | |
| Postmaster General..... | Postage for Public Departments to 30th September, 1863, viz.: | | | |
| | Lieutenant Governor..... | 80 08 | 356 84 | |
| | Provincial Secretary..... | 127 42 | 730 17 | |
| | Financial Secretary..... | 85 16 | 230 29 | |
| | Receiver General..... | 56 24 | 150 71 | |
| | Attorney General..... | 56 74 | 113 61 | |
| | Board of Revenue..... | 17 90 | 30 12 | |
| | Adjutant General Militia..... | 157 30 | 803 86 | |
| | Military Departments..... | 258 77 | 774 82 | |
| “ “ | To pay current expenses..... | 12500 00 | 38000 00 | |
| “ “ | “ Packet Postage..... | 5399 00 | | |
| | | 18738 61 | 41190 42 | 59929 03 |
| POOR'S ASYLUM. | | | | |
| Commissioners..... | Aid in maint'ng Transient Paupers..... | 2100 00 | 6000 00 | 8100 00 |
| PUBLIC PRINTING. | | | | |
| E. M. McDonald..... | On acc. printing, includ'g bal. 1862..... | 3392 45 | 5157 20 | |
| Wm. Compton..... | “ “..... | 829 35 | 2109 00 | |
| Alpin Grant..... | “ “..... | 138 87 | 500 00 | |
| Thomas Annard..... | “ “..... | 10 50 | 89 00 | |
| S. H. Holmes..... | “ “..... | 10 50 | | |
| R. Huntington..... | “ “..... | | 37 00 | |
| Angus Boyd..... | “ “..... | | 7 00 | |
| A. Lawson..... | “ “..... | 6 25 | | |
| W. H. Blackadar..... | “ “..... | 6 75 | 4 00 | |
| William A. Penney..... | “ “..... | 28 75 | | |
| James Barnes..... | “ “..... | 6 00 | | |
| S. Selden..... | “ “..... | 6 00 | | |
| | <i>Carried forward</i> | 4435 42 | 7903 20 | 540769 42 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|--|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 4435 42 | 7903 20 | 540769 42 |
| PUBLIC PRINTING—Continued. | | | | |
| Ritchie & Bulger..... | On acct. Printing, includ'g bal. '62 | 13 25 | | |
| Crosskill & Bourinot.... | " " | 13 50 | | |
| A. E. Dodge..... | " " | | 7 00 | |
| Church Record..... | " " | | 2 00 | |
| S. J. M. Allen..... | " " | | 5 25 | |
| New York Albion..... | " " | | 4 00 | |
| Jas. P. Ward..... | " " | | 17 87 | |
| A. M. Stewart..... | " " | | 6 00 | |
| Eastern Chronicle..... | " " | 20 00 | 12 00 | |
| | | 4482 17 | 7957 32 | 12439 49 |
| REVENUE EXPENSES. | | | | |
| <i>County of Halifax.</i> | | | | |
| Edward Binney..... | Sal'y for 12 mths. ended Sep. 30, '63 | 300 00 | 1048 88 | |
| Henry B. Paulin..... | " " " | 250 00 | 750 00 | |
| William G. Fife..... | " " " | 250 00 | 750 00 | |
| John U. Ross..... | " " " | 250 00 | 750 00 | |
| James M. Tidmarsh..... | " " " | 200 00 | 600 00 | |
| James Kerr..... | " 10 months ended July 31... | 200 00 | 466 66 | |
| J. W. Cragg..... | " 2 " " Sept. 30 | | 133 34 | |
| Joseph Austin..... | " 12 " " " | 150 00 | 450 00 | |
| William T. Townsend.... | " 10 " " July 31... | 150 00 | 350 00 | |
| Samuel Caldwell..... | " 2 " " Sept. 30... | | 100 00 | |
| Peter Donaldson..... | " 12 " " " | 160 00 | 480 00 | |
| James Fitzgerald..... | " 12 " " " | 150 00 | 450 00 | |
| Thomas P. Ryan..... | " 3 ms. 12 dys. to Jan. 12, '63 | 150 00 | 19 72 | |
| Thomas F. Knight..... | " 12 months to September 30.. | 125 00 | 446 72 | |
| Bowden B. Oxley..... | " 12 months ended Sept. 30 .. | 150 00 | 450 00 | |
| James S. Morris..... | " " " " | 125 00 | 375 00 | |
| Frederick D. Corbet.... | " " " " | 100 00 | 371 71 | |
| John Strachan..... | " 8 months " " | | 286 85 | |
| Edward Binney..... | Topay 1 Tide Survey'r to Nov 30, '63 | 52 70 | 572 90 | |
| " | " 3 Shipping Officers | 139 50 | 1503 00 | |
| " | " 11 Lockers | 461 75 | 5017 30 | |
| " | " 3 Weighers..... | 135 50 | 1551 00 | |
| " | " 2 Boatmen | 78 75 | 935 00 | |
| " | " 12 Tidewaiters..... | 385 00 | 4957 00 | |
| " | " Truckmen, Messengers, &c. | 34 18 | 513 98 | |
| " | " Contingent expenses, 1862. | 927 41 | | |
| Nova Scotia Marine Insurance Company.... | Rent of Offices for Revenue Department, 9 mths. to 30th Sept. | | 930 00 | |
| H. B. Paulin..... | Commis'n on Light Duty collected | 0 74 | 465 64 | |
| Thos. R. Dewolf..... | Making Trade Returns, 1862..... | 200 00 | | |
| John U. Ross..... | Witness fees in suit of Queen vs. Pugsley | | 43 15 | |
| Crown Officers..... | Costs in trial of Queen vs. Pugsley | | 200 10 | |
| W. T. Rickards..... | Examination of Spirits and Report | | 50 00 | |
| Hon. A. G. Archibald.... | Preparing Bonds..... | | 45 00 | |
| Joseph Browner..... | Salary as Collector at Tangier..... | 80 00 | | |
| " | Commission on Duties collected .. | 23 38 | 16 48 | |
| Thomas Bolton..... | Expense collecting orders for Light Duty..... | 22 03 | | |
| James Kerr..... | Expense to and from Cape Breton..... | | 70 25 | |
| | <i>Carried forward</i>\$ | 5250 94 | 25149 68 | 553208 91 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|-------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward.</i> | | 5250 94 | 25149 68 | 553208 91 |
| REVENUE EXPENSES—Continued. | | | | |
| <i>County of Annapolis.</i> | | | | |
| Timothy C. Tobias. | Collector at Annapolis, salary for 1862. | 80 00 | | |
| " | commission on duties collected | 124 18 | 306 42 | |
| J. L. Rice. | Protective Officer at Annapolis, salary | 60 00 | | |
| James H. Thorne. | Collector at Bridgetown, salary | 80 00 | 46 66 | |
| " | commission on duties collected | 171 14 | 123 21 | |
| Gilbert F. Ditmars. | Collector at Clementsport, salary | 80 00 | | |
| " | commission on duties collected | 42 50 | 42 32 | |
| Arod Grant. | Collector at Port Williams, salary | 80 00 | | |
| " | commission on duties collected | 14 29 | | |
| William Clark. | Collector at Margaretsville, salary | 80 00 | | |
| " | commission on duties collected | 45 85 | 55 61 | |
| A. B. Thorne. | Collector at Thorne's Cove, salary | 80 00 | | |
| " | commission on duties collected | 23 86 | | |
| Robert Stone | Collector at Wilmot, salary | 80 00 | | |
| " | commission on duties collected | 80 00 | | |
| Timothy Brooks. | Protective Officer at Chute's Cove, salary | 40 00 | | |
| Samuel Stone. | Protective Officer Wilmot, 6 mths. salary | 30 00 | | |
| James Gates. | " " 4½ " | 22 50 | | |
| S. S. Thorne. | Commission on duties collected | | 32 98 | |
| | | 1214 32 | 607 20 | |
| <i>County of Antigonish.</i> | | | | |
| Hugh McPhee. | Collector at Antigonish, salary | 80 00 | | |
| " | commission on duties collected | 183 82 | | |
| James Randall. | Collector at Little River, salary | 80 00 | | |
| " | commission on duties collected | 21 79 | | |
| Edward Corbett. | Collector at Harbor-au-Bouche, salary | 60 00 | | |
| " | commission on duties collected | 16 64 | | |
| | | 442 25 | | |
| <i>County of Cape Breton.</i> | | | | |
| Thomas S. Bown. | Controller North Sydney, salary | 50 00 | 150 00 | |
| " | commission on duties collected | 147 72 | 589 60 | |
| Thomas Phoran. | Boatman at North Sydney, salary | 60 00 | 110 00 | |
| John Landers. | " " | 60 00 | 110 00 | |
| C. E. Leonard. | Controller Sydney, salary | 200 00 | | |
| " | Commissions on duties collected | 164 52 | | |
| Lawrence Kavanagh. | " and incidental expenses | | 227 13 | |
| George McKay. | Controller at Glace Bay, salary | 56 66 | | |
| C. H. Rigby. | commission on duties collected | 19 60 | 120 35 | |
| Joseph Townsend. | Protective Officer Louisburg, salary | 60 00 | 18 96 | |
| | | 818 50 | 1326 04 | |
| <i>Carried forward.</i> | | 7726 01 | 27082 92 | 553208 91 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|-------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1862. | For 1862. | Total Amount. |
| <i>Brought forward</i> | | 7726 01 | 27082 92 | 553208 91 |
| REVENUE EXPENSES—Continued. | | | | |
| <i>County of Colchester.</i> | | | | |
| Andrew Y. Corbet..... | Controller Five Islands, salary..... | 80 00 | | |
| " | commission on duties collected..... | 35 00 | | |
| A. D. Morrison..... | Controller Londonderry, salary..... | 80 00 | 20 00 | |
| " | commission on duties collected..... | 147 92 | 25 80 | |
| William Campbell..... | Controller Tatamagouche, salary..... | 80 00 | | |
| " | commission on duties collected..... | 61 36 | | |
| Thomas M. Crow..... | Controller Truro, salary..... | 80 00 | | |
| " | commission on duties collected..... | 76 44 | 68 18 | |
| D. A. Davidson..... | " | | 122 98 | |
| Harris Fulmore..... | Protective Officer at Five Islands, salary..... | 60 00 | | |
| James McCurdy..... | " Old Barnes " | 60 00 | | |
| George Creelman..... | " Slubenacadie " | 40 00 | | |
| | | 800 72 | 236 96 | |
| <i>County of Cumberland.</i> | | | | |
| Charles Ward..... | Controller Advocate Harbor, salary..... | 80 00 | | |
| " | commission on duties collected..... | 23 14 | | |
| Robert McCully..... | Controller Amherst, salary..... | 160 00 | 46 66 | |
| " | commission on duties collected..... | 192 64 | 301 69 | |
| J. W. Delaney..... | " | | 37 50 | |
| George Seaman..... | Controller Joggins, salary..... | 80 00 | | |
| " | commission on duties collected..... | 73 96 | 187 37 | |
| James Ratchford..... | Registrar at Parrsborough, salary..... | 50 00 | 150 00 | |
| " | commission on duties collected..... | 17 18 | 74 43 | |
| David Rogers..... | Controller at Pugwash, salary..... | 80 00 | 46 66 | |
| " | commission on duties collected..... | 70 29 | 85 18 | |
| Nicol Nicolson..... | Controller at Wallace, salary..... | 80 00 | | |
| " | commission on duties collected..... | 4 05 | | |
| James McNab..... | " | | 27 98 | |
| Ames Fowler..... | Protective Officer Amherst, salary..... | 60 00 | | |
| Albert D. Chapman..... | " | 60 00 | | |
| | | 1031 26 | 957 47 | |
| <i>County of Digby.</i> | | | | |
| John Barr..... | Controller at Bear River, salary..... | 80 00 | | |
| " | commission on duties collected..... | 153 81 | | |
| A. Bourneuf..... | Controller at Port Acadia, salary..... | 80 00 | | |
| " | commission on duties collected..... | 115 16 | | |
| Botsford Viets..... | Registrar at Digby, salary..... | 250 00 | | |
| " | commission on duties collected..... | 316 88 | 336 61 | |
| Calvin Gidney..... | Controller at Sandy Cove, salary..... | 80 00 | | |
| " | commission on duties collected..... | 43 21 | | |
| B. H. Ruggles..... | Controller at Westport, salary..... | 80 00 | | |
| " | commission on duties collected..... | 47 52 | | |
| H. D. Ruggles..... | Controller at Weymouth, salary..... | 80 00 | | |
| " | commission on duties collected..... | 237 42 | | |
| | | 1564 00 | 336 61 | |
| <i>Carried forward</i> ... \$ | | 11121 99 | 28613 96 | 553208 91 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 11121 99 | 28613 96 | 553208 91 |
| | REVENUE EXPENSES. | | | |
| | <i>County of Digby—Continued.</i> | | | |
| James Kerr | Commission on Duties collected..... | 33 43 | 57 22 | |
| Sterns Jones | “ “ | | 149 46 | |
| B. A. Robichau | Protective Officer Montegan, sal’y | 60 00 | | |
| Lauchlan McKay | “ St. Mary’s Bay.. .. | 60 00 | | |
| Mark Terrio..... | “ Bellevieu Cove.. .. | 60 00 | | |
| John Smith | “ Petite Passage.. .. | 60 00 | | |
| | | 273 43 | 206 68 | |
| | <i>County of Guysborough.</i> | | | |
| George Norris | Controller at Cape Canso, salary | 80 00 | | |
| “ | commission on duties collected | 0 52 | 1 33 | |
| William Hart..... | Registrar at Guysborough, salary | 50 00 | 150 00 | |
| “ | commission on duties collected | | 2 30 | |
| Isaac J. Wylde..... | Controller at Port Mulgrave, salary | 80 00 | 60 00 | |
| “ | commission on duties collected | | | |
| | and incidental expenses | 49 72 | 28 43 | |
| Alexander McDonald..... | Controller St. Mary’s River, salary | 80 00 | | |
| Alexander Fraser | Col. Light Duty St. of Canso, sal’y | 600 00 | | |
| | Board and wages of crew | 1081 50 | | |
| | Incidental expenses | 157 01 | | |
| | Discount on American money | 108 40 | | |
| W. J. Bigelow..... | Commis’n on Light Duty collected | 00 96 | 106 65 | |
| Jesse Anderson | Protective Officer St. of Canso, sal’y | 90 00 | | |
| Stephen McMullen..... | Controller at Isaac’s Harbor, salary | 43 33 | | |
| “ | commission on duties collected | 5 80 | | |
| | | 2427 24 | 348 71 | |
| | <i>County of Hants.</i> | | | |
| Adam Roy | Controller at Maitland, salary | 80 00 | | |
| “ | commission on duties collected | 67 50 | | |
| Charles R. Allison..... | Controller at Walton, salary | 80 00 | | |
| “ | commission on duties collected | 6 03 | | |
| Edward O’Brien | Registrar at Windsor, salary | 100 00 | 100 00 | |
| “ | commission on duties collected | 234 93 | 149 10 | |
| John Sterling..... | Landing waiter at Windsor, salary | 75 00 | 225 00 | |
| Rupert G. O’Brien..... | Protective Officer at Noel, salary | 60 00 | | |
| Timothy Kerr..... | Repairing Warehouse at Windsor | 7 85 | | |
| | | 711 31 | 474 10 | |
| | <i>County of Inverness.</i> | | | |
| James F. Lawrence..... | Controller at Margaree, salary | 80 00 | | |
| “ | commission on duties collected | 4 87 | | |
| Edward D. Tremain | Controller at Port Hood, salary | 80 00 | | |
| “ | commission on duties collected | 36 78 | | |
| P. J. Bruard | Controller Port Hawkesbury, sal’y | 80 00 | | |
| “ | commission on duties collected | 24 82 | | |
| Walter Lawrence | Protective Officer at ——— salary | 60 00 | | |
| | | 366 47 | | |
| | <i>Carried forward</i>\$ | 14900 44 | 29643 45 | 553208 91 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|---------------------------------|---------------------------------------|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 14900 44 | 29643 45 | 553208 91 |
| REVENUE EXPENSES—Continued. | | | | |
| <i>County of King's County.</i> | | | | |
| Cornelius V. Rawding... | Controller at Canada Creek, salary | 80 00 | | |
| " | commission on duties collected | 23 04 | 32 51 | |
| Edward Lockwood..... | Controller at Cornwallis, salary | 80 00 | 60 00 | |
| " | commission on duties collected | 131 43 | 256 53 | |
| Henry Morris..... | Controller at Harborville, salary | 80 00 | | |
| " | commission on duties collected | 106 67 | | |
| Robert Farnsworth..... | Controller at French Cross, salary | | | |
| " | 9 months | 60 00 | | |
| " | commission on duties collected | 36 71 | | |
| William J. Fuller..... | Controller at Horton, sal'y 5½ mos. | 37 77 | | |
| " | commission on duties collected | 50 11 | 68 67 | |
| Joseph Crane..... | Salary and commission to July 18, | | | |
| | 1862. | 73 57 | | |
| George Lockwood..... | Protective Officer, Cornwallis, sal'y | 60 00 | | |
| Elijah Rockwell..... | " Canada Creek | 40 00 | | |
| | | 859 30 | 417 71 | |
| <i>County of Lunenburg.</i> | | | | |
| John Harley..... | Controller at LaHave, salary | 80 00 | | |
| " | commission on duties collected | 100 74 | | |
| H. M. Moyle..... | Registrar at Lunenburg, salary | 100 00 | 300 00 | |
| " | commission on duties collected | 62 37 | 50 10 | |
| " | Incidental expenses | | 4 12 | |
| Louis Knaut..... | Controller at Mahone Bay, salary | 80 00 | | |
| " | commission on duties collected | 3 37 | | |
| John C. Stewart..... | Controller at Chester, salary | 80 00 | 73 34 | |
| " | commission on duties collected | 5 40 | 2 34 | |
| Charles E. Lordly..... | Salary and commission to June 30, | | | |
| | 1861. | 132 29 | | |
| William Gildert..... | Protective Officer, salary 3 ys. and | | | |
| | 8 months | 218 75 | | |
| Benjamin Rhinard..... | " at Ovans, salary | 40 00 | | |
| | | 902 92 | 429 90 | |
| <i>County of Pictou.</i> | | | | |
| David McCulloch..... | Registrar and Control. Pictou, sal'y | 250 00 | 750 00 | |
| " | commis'n on light duty collected | 17 08 | 78 99 | |
| George Hattie..... | Warehouse Keeper and Clerk, sal'y | 80 00 | 240 00 | |
| Benjamin McLeod..... | Boatman, &c., salary | 65 00 | 162 50 | |
| Alexander McPherson... | " " | 55 00 | 137 50 | |
| John Gunn..... | " " | 55 00 | 137 50 | |
| A. G. McKay..... | " " | | 32 50 | |
| Clark Murdoch..... | " " | | 22 00 | |
| D. Munro..... | " " | | 22 00 | |
| G. Christie & W. Fraser. | Extra Waiters | | 7 00 | |
| | | 522 08 | 1589 99 | |
| <i>Carried forward</i> | | 17184 74 | 32081 05 | 553208 91 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|-------------------------|--------------------------------------|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward.</i> | | 17184 74 | 32081 05 | 553208 91 |
| | REVENUE EXPENSES—Continued. | | | |
| | <i>County of Queen's County.</i> | | | |
| John H. Freeman | Registrar at Liverpool, salary | 75 00 | 225 00 | |
| " | commission on duties collected | 228 65 | 642 16 | |
| " | Incidental expenses | 12 05 | | |
| William Bryden | Searcher and Land'g Waiter, sal'y | 90 00 | 270 00 | |
| Joseph J. Letson | Controller at Port Medway, salary | 80 00 | | |
| " | commission on duties collected | 137 45 | | |
| | | 623 15 | 1137 16 | |
| | <i>County of Richmond.</i> | | | |
| Simon Donovan | Registrar at Arichat, salary | 200 00 | | |
| " | commission on duties collected | 485 82 | | |
| James Hearne | Protective Officer and Landing | | | |
| | Waiter, salary | 100 00 | | |
| Peter LeLacheur | " | 60 00 | | |
| Keyran Conway | " | 60 00 | | |
| D. Gruchy | Repairs to Revenue boat | 9 35 | | |
| | | 915 17 | | |
| | <i>County of Shelburne.</i> | | | |
| Winthrop Sargent | Controller at Barrington, salary | 80 00 | | |
| " | commission on duties collected | 64 44 | 75 08 | |
| William Stalker | Controller at Ragged Islands, sal'y | 80 00 | | |
| " | commission on duties collected | 29 03 | 120 32 | |
| James Muir, junr. | Registrar at Shelburne, salary | 140 00 | | |
| " | commission on duties collected | 112 15 | | |
| Walter Nickerson | Protective Officer, Cape Sable Isl'd | 60 00 | | |
| Nathan Snow | " Port La Tour, salary | 60 00 | | |
| Joseph Trefry | " | 60 00 | | |
| Jas. F. Demings | Commission on Light Duty | | 2 00 | |
| | | 685 62 | 197 40 | |
| | <i>County of Victoria.</i> | | | |
| A. F. Haliburton | Controller at Baddeck, salary | 80 00 | | |
| " | commission on duties collected | 26 24 | 122 81 | |
| Alexander Munro | Controller at Great Bras d'Or, sal'y | 80 00 | 46 66 | |
| " | commission on duties collected | 7 15 | 5 68 | |
| John McAulay | Controller at St. Ann's, salary | 80 00 | | |
| " | commission on duties collected | 1 58 | | |
| Colin Munro | Boatman, Great Bras d'Or, salary | 60 00 | 35 00 | |
| Angus Morrison | Protective Officer | 40 00 | | |
| John Bain | " | 40 00 | | |
| | | 414 97 | 210 15 | |
| | <i>Carried forward.</i> | 19823 65 | 33625 76 | 553208 91 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|---|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | | | 987978 76 |
| | RICHMOND SUSPENSION ACCOUNT. | | | |
| James Burgess, et al. | Proceeds of land sold at Richmond, per report of Railway com. 1861 | 3562 85 | | 3562 85 |
| | ROAD ADVANCES. | | | |
| | <i>County of Annapolis.</i> | | | |
| Hugh Kerr..... | Rep'g Benj. Phinney road | 20 00 | | |
| Henry Jefferson..... | " Road from 2 mile tree to dis- trict No. 8..... | | 41 35 | |
| | | 20 00 | 41 35 | |
| | <i>County of Antigonish.</i> | | | |
| Donald McMillan..... | Rep'g road from New Glasgow to Strait of Canso | | 38 70 | |
| Peter McKinnon | " South River to Pomquet Forks | | 56 50 | |
| Colin McIntosh | " " to Taylor's road..... | | 75 62 | |
| Alex. Chisholm..... | " R. Chisholm's to C McDonald's | | 74 55 | |
| Fidel Delorey..... | " D. Petipas' to Black River..... | | 8 00 | |
| | | | 253 37 | |
| | <i>County of Cape Breton.</i> | | | |
| Patrick Young..... | Rep'g Glace Bay road..... | 20 00 | | |
| Paul McKinnon..... | " " | 20 00 | | |
| York Barrington..... | " road from Sydney Mines to Bras d'Or Lake..... | | 50 00 | |
| Ronald McMillan..... | " Barrasois bridge..... | | 17 75 | |
| Allen McDonald, jr. | " road to Coxheath via Sydney..... | | 40 00 | |
| Robt. McNeil..... | " bridge at Christmas Island..... | | 80 00 | |
| Patrick Howley..... | " road from Howley's ferry to Victoria Co. line..... | | 12 00 | |
| Niel McNeil..... | " road near Carey's pond | | 30 00 | |
| Angus McNeil..... | " bridge at Middle Cape..... | | 100 00 | |
| Hector McNeil..... | " Marion bridge..... | | 237 87 | |
| William Armstrong..... | " bridge over Irish brook | | 25 85 | |
| Hector McKinnon..... | " road fm. Shore to H. McNeil's | | 30 00 | |
| John McPhee..... | " " Mira to French road | | 27 10 | |
| John McDonald..... | " Coxheath road | | 21 60 | |
| | | 40 00 | 672 17 | |
| | <i>County of Colchester.</i> | | | |
| George Johnston..... | Rep'g road to Lower Stewiacke.... | 13 15 | | |
| James Blair..... | " from Truro to Tatamagouche.... | 33 52 | | |
| John Dickson..... | " " Clifford's | 5 35 | | |
| A. Fountain, J. C. Spencer | Rebuilding bridge at Great Village | | 100 78 | |
| Duncan Dunlap..... | Repairing road from Coleman's to Musquodoboit | | 54 94 | |
| TB. Chisholm, D Hamilton | " round Higgins' hill..... | | 118 65 | |
| D. McCurdy, J. Hoar | " Lower North River bridge..... | | 110 00 | |
| Thomas Miller..... | " bridge at Board Landing..... | | 133 71 | |
| J. Dickson, A. S. Hingley | " from Pictou Co. line to Truro | | 300 00 | |
| Thomas Parker..... | " Lower Stewiacke bridge..... | | 240 60 | |
| Alexander Fisher..... | " Middle Stewiacke bridge..... | | 38 07 | |
| | | 52 02 | 1096 75 | |
| | <i>Carried forward</i>\$ | 112 02 | 2063 64 | 991541 61 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|---------------------------------|---|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 112 02 | 2063 64 | 991541 61 |
| ROAD ADVANCES—Continued. | | | | |
| <i>County of Cumberland.</i> | | | | |
| Jacob Spicer | Repairing bridge at Spicer's Island | 10 | 00 | |
| James McGeney | " Maccan bridge | 31 | 45 | |
| Hants Mills | " road from Amherst Point to Little Forks | 66 | 67 | |
| George Hannah | " bridge at Maccan | 6 | 50 | |
| Alexander Fraser | " road fm. McNutt's to Wallace road | 27 | 52 | |
| Jonathan R. Pipes | " Maccan bridge in 1862 | 212 | 00 | |
| Stephen Stewart | " Conn.'s bridge | 19 | 80 | |
| Richard Black | " Slow bridge | 20 | 50 | |
| Charles Boss | " Spring hill road to Salt Spring | 24 | 00 | |
| James H. Noiles | " Noiles' road | 16 | 00 | |
| James Corbet | " road from Amherst Point to Coates' Hill | 88 | 25 | |
| James R. Brown | " bridge at Maccan River near Jas. Lawrence's | 40 | 00 | |
| John Moore | " Duck Creek bridge | 24 | 10 | |
| W. J. Ward | " bridge near E. Fowler's | 16 | 30 | |
| Ezra Black | " Abitau | 200 | 00 | |
| Hazen Black | " Leicester road | 20 | 00 | |
| Alexander Tait | " Mount Pleasant road | 20 | 00 | |
| Asa Knowlton | " | 60 | 00 | |
| Ezra Black | " Nappan bridge | 16 | 35 | |
| W. Canning | " Ratchford's line bridge | 63 | 55 | |
| Joseph N. B. Kerr | " bridge at Kerr's mill | 155 | 83 | |
| William Harrison | " Breakwater above Maccan | 40 | 00 | |
| George B. Hunter | " road past George Hunter's | 40 | 00 | |
| Richard Black | " from River Philip to Stewart's | 13 | 00 | |
| | | | 1231 82 | |
| <i>County of Digby.</i> | | | | |
| E. W. Potter | Repairing Smith Cove bridge | 79 | 10 | |
| William Hains' | " road and swamp at Hains' | 39 | 20 | |
| John McBride | " road fm. Bear Riv. to Mistake | 24 | 00 | |
| James McAlpine | " road at Henderson's barrens | 60 | 00 | |
| John Kenney | " bridge near Gilbert's Cove | 188 | 15 | |
| Basil Robichau | " road past Robichau's | 26 | 00 | |
| Charles Hains | " road near W. Hains' | 20 | 00 | |
| Marr Porter | " road fm. C. McNeil's to South Range | 59 | 80 | |
| Stephen Marshall | " road from Digby to Yarmouth | 20 | 42 | |
| | | 79 10 | 437 57 | |
| <i>County of Guysborough.</i> | | | | |
| John F. Taylor | Survey'g road from Isaac's Harbor to G. E. road | 118 | 00 | |
| " | Repairing Clam Harbor bridge | 400 | 00 | |
| John Morgan | " bridge over Carding Mill Cove | 32 | 45 | |
| W. Torey & J. G. Peart | " Salmon River bridge | 116 | 67 | |
| John Hattie | " new bridge on Eastern road | 80 | 00 | |
| | | 550 45 | 196 67 | |
| <i>Carried forward</i>\$ | | 741 57 | 3929 70 | 991541 61 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|--------------------------|---|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward.</i> | | 741 57 | 3929 70 | 991541 61 |
| | ROAD ADVANCES—Continued. | | | |
| | <i>County of Halifax.</i> | | | |
| William Dowling | Repairing bridge at Gay's River | 20 80 | | |
| Isaac Isenor | " fm. Dartm'th to Shubenacadie | 40 54 | | |
| John McHefley | " at Gay's River | | 40 00 | |
| Joseph Conrod | " Lawrencetown bridge | | 71 76 | |
| Samuel Crowell | | | 21 90 | |
| Joseph Quinn | " bridge on St. Margt's Bay road | | 10 93 | |
| Ephraim E. Burgess | " road round Bedford Basin | | 40 00 | |
| Charles H. Hamilton | " Scott's road and bridge | | 30 20 | |
| John Parker | " Brown's bridge | | 20 00 | |
| Edward Roach | " bridge at Halibut Bay | | 16 00 | |
| Peter Jollimore | " new road at Turns' Bay | | 60 00 | |
| Edwin Hubly | " road to St. Margaret's Bay | | 106 37 | |
| Richard Roach | " " " | | 94 40 | |
| James Doyle | " road Emly's hill, Sambro road | | 61 50 | |
| Edward Roach | " Bear Cove road | | 120 75 | |
| William Myers | " LeMarchant bridge | | 30 17 | |
| John Parker | " bridge near Alex. Fraser's | | 41 00 | |
| George Marlin | " Spryfield bridge | | 26 60 | |
| Edward Kemp | " Herring Cove, road and bridge | | 16 10 | |
| William Anderson | " Le Marchant bridge | | 207 00 | |
| James Croucher | " road from Hubléy's to French Village | | 29 40 | |
| Conrod Romkey | " Salmon River to Sheet Harbor | | 100 00 | |
| Isaac Isenor | " Dartmouth to Shubenacadie | | 25 23 | |
| I. Lester Griffin | " bridges near Porter's Lake | | 12 90 | |
| | | 61 34 | 1182 21 | |
| | <i>County of Hants.</i> | | | |
| Constant Church | Repairing half-way River bridge | 26 60 | | |
| John E. Taylor | " bridge near Judge Des Barres | | 80 00 | |
| J. Palmer | " Palmouth bridge | | 240 00 | |
| Edward McLatchey | " Causeway near Avon bridge | | 483 28 | |
| Robert Hanes | " road fm. J. King's to Mill Riv. | | 60 00 | |
| John O'Neal | " bridge near Nine-mile River | | 20 65 | |
| Walter Burton | " road from 5 to 9 mile River | | 99 27 | |
| James Hennegar | " Kennetcook & Clark's bridges | | 43 29 | |
| James Lake | " Chapel bridge | | 124 32 | |
| Hon. R. A. McHefley | | | 21 95 | |
| | | 26 60 | 1172 76 | |
| | <i>County of Inverness.</i> | | | |
| G. C. Lawrence | Balance of expenditure in 1862 | 478 97 | | |
| Finlay McDonald, et al. | " erecting bridge at Mabou | | 120 00 | |
| John McKay | Repairing road fm. Little Narrows to Lake Ainslie | | 10 00 | |
| A. McDonald, J. McFarlan | " bridge S.W. branch Margaree River | | 2 87 | |
| Donald McLellan | " road " to Big Brook | | 10 00 | |
| Samuel Campbell | " bridge on road to New Canada | | 8 00 | |
| | | 478 97 | 150 87 | |
| <i>Carried forward.</i> | | 1308 48 | 6485 54 | 991541 61 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|-------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1862. | For 1862. | Total Amount. |
| <i>Brought forward</i> | | 1308 48 | 6435 54 | 991541 61 |
| ROAD ADVANCES—Continued. | | | | |
| <i>County of King's.</i> | | | | |
| Manley Goucher..... | Building bridge in Aylesford..... | | 61 10 | |
| William Borden..... | | | 35 00 | |
| John L. Pelton..... | Expenditure between old and new post road..... | | 19 75 | |
| | | | 106 85 | |
| <i>County of Lunenburg.</i> | | | | |
| George Turner..... | Expen'd on new road to Sherbrooke..... | 200 00 | | |
| Charles Lordly..... | " bridges over Mid. and E. rivers..... | | 109 49 | |
| James Naugler..... | " new road to Mill Village..... | | 153 24 | |
| Thomas Boyde..... | " Mill Cove to Blanford road..... | | 10 00 | |
| | | 200 00 | 272 73 | |
| <i>County of Pictou.</i> | | | | |
| Hugh McGilvray..... | Expenditure on Glenhue road..... | 20 00 | | |
| G. W. A. Lowden..... | " Great Eastern road..... | 549 92 | 196 03 | |
| John Henderson..... | " Boat Harbor bridge..... | | 40 00 | |
| Samuel Fraser..... | Repairing road from Fish Pools to- wards New Glasgow..... | | 20 00 | |
| James McRae..... | " from Rodeck's to Grant's..... | | 40 00 | |
| Robert McCoul..... | " M. River bridge to W. River..... | | 172 95 | |
| Adam McKenzie..... | " M. River to Co. Antigonish..... | | 510 00 | |
| " | " West River to Co. Colchester..... | | 135 15 | |
| Robert McCoul..... | " Salt Springs..... | | 84 25 | |
| Adam McKenzie..... | " N. Glasgow to Co. Antigonish..... | | 202 00 | |
| " | " Blue Mountain to Moose River..... | | 400 00 | |
| Alexander Colquhoun... | " at Mount Thom..... | | 21 00 | |
| Alexander Reid..... | " Black River road..... | | 40 00 | |
| | | 569 92 | 1861 38 | |
| <i>County of Richmond.</i> | | | | |
| F. W. McKenzie..... | Repairing River Inhabitant's bridge..... | 810 51 | | |
| Donald McLean..... | " Black River bridge..... | 41 60 | | |
| Donald N. Shaw..... | " bridge at L'Ardoise..... | 54 10 | | |
| Donald McLauchlan.... | " from West Bay to Black River..... | 28 30 | | |
| John Buchanman..... | " bridges on Kempt road..... | 20 00 | | |
| A. Oliver, et al..... | Examining Riv. Inhabitant's bridge..... | | 14 00 | |
| Donald McRae..... | Rep'g road leading to Black River..... | | 20 00 | |
| Boniface Sampson..... | " bridge near Maurice Bogue's..... | | 24 00 | |
| Daniel Burns..... | " at Salmon River..... | | 21 87 | |
| John Strachan..... | " near Loch Lomond..... | | 40 00 | |
| William Urquhart..... | " Stewart's and Urquhart's..... | | 75 36 | |
| Donald McRae..... | " half-way bridge..... | | 32 70 | |
| D. Gruchy..... | " bridge and wall at D'Escouse..... | | 50 05 | |
| Kenneth McLeod..... | " road to Hay Cove..... | | 101 21 | |
| Allan McRae..... | " bridge between D. McRaes and Black River..... | | 13 30 | |
| Alexander McPherson... | " McPherson's bridge..... | | 87 21 | |
| | | 954 51 | 479 70 | |
| <i>Carried forward</i>\$ | | 3032 91 | 9156 20 | 991541 61 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|------------------------------|---|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 3032 91 | 9156 20 | 991541 61 |
| | ROAD ADVANCES—Continued. | | | |
| | <i>County of Victoria.</i> | | | |
| William Jones | Repairing McKenzie bridge..... | | 95 07 | |
| | <i>County of Yarmouth.</i> | | | |
| Nelson Gray | Repairing Kempt road..... | | 30 00 | |
| | | 3032 91 | 9281 27 | 12314 18 |
| | ROAD COMPENSATION. | | | |
| Hugh Gillis, et al..... | County of Cape Breton, for soil..... | 73 00 | | |
| Robert Brady..... | “ Lunenburg, for fencing..... | | 99 55 | |
| Don'd and Ken. Ferguson | “ Richmond “..... | | 35 70 | |
| Nathaniel Clough..... | “ “ “..... | 35 00 | 62 00 | |
| F. Mermaud, W.R. Cutler | “ “ appraisers..... | | 18 60 | |
| Allan Morrison | “ Victoria, for fencing..... | 4 00 | | |
| Alex. McRae..... | “ “ soil..... | 19 00 | | |
| | | 131 00 | 215 85 | 346 85 |
| | ROADS AND BRIDGES. | | | |
| Commissioners | County of Annapolis, on account of expenditure..... | | 6223 37 | |
| “ | “ Antigonish | 177 36 | 5398 94 | |
| “ | “ Cape Breton..... | | 7530 70 | |
| “ | “ Colchester | | 8386 60 | |
| “ | “ Cumberland | | 5738 50 | |
| “ | “ Digby | 28 00 | 5755 12 | |
| “ | “ Guysborough | 140 00 | 5942 86 | |
| “ | “ Halifax..... | 8 10 | 8836 07 | |
| “ | “ Hants | 828 00 | 6513 47 | |
| “ | “ Inverness..... | 135 00 | 7792 10 | |
| “ | “ King's..... | 20 00 | 6909 94 | |
| “ | “ Lunenburg..... | | 9391 55 | |
| “ | “ Pictou..... | 266 67 | 7391 37 | |
| “ | “ Queen's..... | 60 00 | 6924 30 | |
| “ | “ Richmond..... | 28 96 | 5446 63 | |
| “ | “ Shelburne..... | 40 00 | 5897 72 | |
| “ | “ Victoria..... | 40 00 | 5910 63 | |
| “ | “ Yarmouth..... | 25 00 | 6663 81 | |
| | | 1797 09 | 122653 68 | 124450 77 |
| | SIGNAL STATION. | | | |
| H. W. Hackman, A. C. G. | Support of Signal Station at Halifax, to 31st Dec., 1863..... | | 1250 00 | 1250 00 |
| | <i>Carried forward</i> | | | 1129903 41 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|---------------------------------------|---|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 1976 00 | 1106 67 | 1129903 41 |
| STEAMBOATS, &c.—Continued. | | | | |
| <i>County of Hants.</i> | | | | |
| King & Bros..... | Aid to steamer Emperor | 500 00 | 2500 00 | |
| Joseph Musgrove..... | “ ferry fm. Hantsport to Kempt. | 30 00 | | |
| Alex. McDougall..... | “ Londonderry and Douglass..... | | 80 00 | |
| | | 530 00 | 2580 00 | |
| <i>County of Halifax.</i> | | | | |
| S. Cunard & Co | Aid to steamer from Halifax to Newfoundland..... | 1500 00 | | |
| John Leary | “ ferry at Sambro Basin..... | 20 00 | | |
| Jacob Tracy..... | “ Ship Harbor | 80 00 | | |
| Joseph Purcill..... | “ North West Arn..... | 40 00 | | |
| David Lowe..... | “ Sheet Harbor | 50 00 | | |
| Charles Smith..... | “ Necum Teuch..... | 40 00 | | |
| | | 1730 00 | | |
| <i>County of Inverness.</i> | | | | |
| Josiah Embree..... | Aid to ferry from Port Hawksbury to Port Mulgrave..... | 40 00 | | |
| Edward Forrestall..... | “ Auld's Cove to McMillan's P'nt..... | 80 00 | | |
| Hugh McMillan..... | “ McMillan's P'nt to Auld's Cove..... | 80 00 | | |
| | | 200 00 | | |
| <i>County of Lunenburg.</i> | | | | |
| Charles R. Purnett | Aid to ferry at LaHave | 50 00 | | |
| Joseph Purnett | “ “ “ | 50 00 | | |
| | | 100 00 | | |
| <i>County of Pictou.</i> | | | | |
| Hon. B. Wier..... | Aid to Packet from Pictou to Mag- dalen Islands..... | | 400 00 | |
| George Burgess..... | “ ferry at Pictou Harbor..... | | 30 00 | |
| | | | 430 00 | |
| <i>County of Queen's.</i> | | | | |
| William McDonald | Aid to ferry at Port LeHerbert... .. | 40 00 | | |
| <i>County of Richmond.</i> | | | | |
| Hugh Campbell..... | Aid to ferry at Grandique River.. .. | 60 00 | | |
| Peter and David Fraser.. | “ “ “ | 60 00 | | |
| J. McPherson..... | “ from McPherson's to Carter's landing | 40 00 | | |
| | | 160 00 | | |
| <i>Carried forward</i> | | 4736 00 | 4116 67 | 1129903 41 |

STATEMENT OF WARRANTS—CONTINUED.

| To whom paid. | Service. | Drawn on account of Services. | | |
|---------------------------------------|--|-------------------------------|-----------|---------------|
| | | Previous to 1863. | For 1863. | Total Amount. |
| <i>Brought forward</i> | | 4736 00 | 4116 67 | 1129903 41 |
| <i>STEAMBOATS, &c.—Continued.</i> | | | | |
| <i>County of Shelburne.</i> | | | | |
| W. Cunningham and L. Knowles | Aid to ferry from C. S. Island to the Main..... | 80 00 | | |
| Cornelius Craig..... | “ at Sable River..... | 40 00 | | |
| W. Nickerson..... | “ Jordan River..... | 20 00 | | |
| J. R. Morrison..... | “ Jordan River..... | 20 00 | | |
| John McDonald..... | “ Port Le Herbert..... | 40 00 | | |
| | | 200 00 | | |
| <i>County of Victoria.</i> | | | | |
| Donald Ross..... | Aid to ferry at Big Harbor..... | 70 00 | | |
| Kenneth Matheson..... | “ “ “..... | 70 00 | | |
| Donald McLean..... | “ St. Ann’s..... | 30 00 | | |
| James Hines..... | “ Southern Bay..... | 30 00 | | |
| Roderick McLeod..... | “ Big Bras d’Or..... | 30 00 | | |
| John McNeil..... | “ “..... | 30 00 | | |
| Alex. Ross..... | “ Little Narrows..... | 10 00 | | |
| John S. McNeil..... | “ Grand Narrows..... | 30 00 | | |
| Malcom McLean..... | “ Washabuck to Baddeck..... | 20 00 | | |
| | | 320 00 | | |
| <i>County of Yarmouth.</i> | | | | |
| J. Bouchie & B. Burtong | Aid to ferry at Tusket River..... | | 24 00 | |
| J. F. Bouchie..... | “ “..... | | 24 00 | |
| | | | 24 00 | |
| | | | | 24 00 |
| | | 5280 00 | 4140 67 | 9420 67 |
| TRANSIENT POOR. | | | | |
| Overseers of Poor..... | At Aylesford, grant 1863..... | 62 40 | | |
| “ | Cornwallis..... | 95 77 | | |
| “ | Clare..... | 156 00 | | |
| “ | Digby..... | 41 60 | | |
| “ | Guysborough..... | 15 45 | | |
| “ | Horton..... | 195 20 | | |
| “ | Liverpool..... | 9 00 | | |
| “ | Nine-mile River..... | 199 95 | | |
| “ | Pictou, 1st district..... | 145 00 | | |
| “ | Port La Tour..... | 28 00 | | |
| “ | Truro..... | 88 13 | | |
| “ | Wilmot..... | 72 90 | | |
| “ | Windsor..... | 109 10 | | |
| Cornelius Sullivan..... | Co. Cape Breton..... | 80 20 | | |
| Alfred Grant..... | Colechester..... | 100 00 | | |
| Hugh Cameron..... | Inverness..... | 74 50 | | |
| Angus McEachran..... | “..... | 49 00 | | |
| Dr. Saml. Muir..... | Truro..... | 60 00 | | |
| Dr. Henry Kirkwood..... | Pictou..... | 11 60 | | |
| Dr. Slayter..... | Halifax..... | 181 00 | | |
| Rev. J. C. Cochran..... | Aid to Halifax Visiting Dispensary..... | 200 00 | | |
| Chairman Board of Works | “ Lunatic paupers in Hospital..... | 5000 00 | | |
| | | | 6974 80 | 6974 80 |
| | | | | \$1146298 88 |

ABSTRACT

Of Articles imported into, and manufactured in, this Province, on which duty was collected in the year 1863.

| Articles. | Quantities. | Rate. | Amount. |
|---|--|-------------------|-------------|
| Ale and Porter..... | Gallons 61933 ⁷ / ₁₀ | at 6 cents.... | \$3716 02 |
| do. (here brewed)..... | " 213856 | 2 " | 4277 12 |
| Beef and Pork..... | Barrels 40 | 1.00 " | 40 00 |
| Bacon and Hams..... | Lbs. 119 | 2 " | 2 38 |
| Burning Fluid..... | Galls. 15277 ¹ / ₂ | 10 " | 1527 72 |
| Brandy..... | " 28674 ¹ / ₂ | 90 " | 25806 96 |
| Cordials..... | " 90 ¹ / ₂ | 90 " | 81 72 |
| Cheese..... | Lbs. 8396 | 1 " | 83 96 |
| Candles (Tallow)..... | " 26525 ¹ / ₂ | 3 " | 795 77 |
| do. (other)..... | " 6405 | 8 " | 512 40 |
| Coffee (Green)..... | " 16833 ¹ / ₂ | 4 " | 6733 36 |
| do. (Roasted)..... | " 44989 | 5 " | 2249 15 |
| Chocolate and Cocoa..... | " 826 | 3 " | 24 78 |
| Cinnamon (Ground)..... | " 1512 | 5 " | 75 60 |
| Crackers..... | " 90056 | 1 " | 900 56 |
| Flour..... | Barrels 193 | 25 " | 48 25 |
| Ginger, Pepper, and Pimento..... | Lbs. 10699 | 4 " | 427 96 |
| Geneva..... | Gallons 54964 ¹ / ₂ | 70 " | 38474 94 |
| Leather..... | Lbs. 205152 | 4 " | 8206 08 |
| Molasses..... | Gallons 1029403 ¹ / ₂ | 5 " | 51470 17 |
| Oil, viz.: Rock or Coal Oil..... | " 24093 ¹ / ₂ | 10 " | 2409 35 |
| do. do..... | " 96147 | 7 " | 6730 29 |
| Onions..... | Lbs. 40834 | ½ " | 204 17 |
| Raisins..... | " 283646 | 2 " | 5672 92 |
| Rum..... | Gallons 295136 ¹ / ₂ | 40 " | 118054 72 |
| Spirits or Strong Waters..... | " 190 ¹ / ₂ | 50 " | 95 25 |
| Sugar (Raw)..... | Lbs. 4001455 | 1½ " | 60021 83 |
| do. (Refined)..... | " 506845 | 2 " | 10136 90 |
| Tea (Black)..... | " 1112583 | 6 " | 66754 98 |
| do. (Green)..... | " 18863 | 11 " | 2074 93 |
| Tobacco..... | " 267056 | 5 " | 13352 80 |
| do. (here manufactured)..... | " 395088 | 1 " | 3950 88 |
| Whiskey..... | Gallons 8593 ³ / ₁₀ | 70 " | 6015 31 |
| Wine..... | " 28408 ⁷ / ₁₀ | 40 " | 11363 28 |
| do..... | " 7303 ¹ / ₁₀ | 80 " | 5842 48 |
| do..... | " 1024 ¹ / ₂ | 1.40 " | 1434 30 |
| Value of Goods paying Advalorem Duty..... | \$969052 13 | at 5 per cent.... | 48452 60 |
| do. do..... | 3304726 17 | 10 " | 330472 62 |
| do. do..... | 141410 52 | 12½ " | 17676 32 |
| do. do..... | 29091 40 | 20 " | 5818 28 |
| | | | \$861989 41 |

ISAAC LEVESCONTE,
Financial Sec'y.

Financial Secretary's Office, }
Halifax, N. S., 31st Dec., 1863. }

GENERAL ABSTRACT—(CONTINUED).

| PORTS. | Rum. | | Sugar. | | Tea. | | Wine. | | Value of Goods paying advance duty. | | | | Amount of Duty. | | | | | | | | |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------------------------------|------------|----------------|------------|-----------------|------------------|----|--------|----|-------|----|--------|----|
| | @ct. 7 gal. | 5 p cent. | 10 p cent. | 12 1/2 p cent. | 20 p cent. | | Dolls. currency. | | | | | | | |
| Halifax | 272658 | 138 | 3391093 | 441345 | 890839 | 1907 | 188747 | 77573 | 28033 | 69183 | 1021 | 8685159 | 20 | 2655520 | 60 | 115171 | 04 | 22824 | 10 | 704194 | 39 |
| Advocate Harbor | | | 200 | | 270 | | 25 | | | | | 257 | 00 | 550 | 00 | | | | | 05 | 91 |
| Annapolis | 165 | | 16001 | 420 | 2377 | | 1975 | | | | | 570 | 80 | 25777 | 40 | 2114 | 75 | 55 | 05 | 4509 | 64 |
| Amherst | | | 30646 | 3225 | 8936 | | 6107 | | | | | 1800 | 21 | 85158 | 19 | 1311 | 01 | 214 | 59 | 6179 | 96 |
| Antigonish | 59 | | 8640 | 565 | 1837 | | 1393 | | | | | 2164 | 03 | 17175 | 70 | | | | | 3524 | 40 |
| Archat | | | 2994 | 20 | 6548 | | 10 | 1393 | | | | 13067 | 53 | 19223 | 05 | | | | | 8471 | 82 |
| Barrington | | | 331 | 35 | 3205 | | 1392 | | | | | 339 | 54 | 7359 | 92 | 114 | 30 | 277 | 82 | 1544 | 42 |
| Baddeck | 4516 | | 6883 | 241 | 7648 | | 545 | | | | | 2058 | 21 | 6049 | 80 | 567 | 31 | | | 3665 | 23 |
| Bear River | | | 4229 | | 1427 | | | | | | | 4557 | 48 | 10045 | 64 | 348 | 99 | 2 | 25 | 1615 | 88 |
| Beaver River | | | | | | | | | | | | 1366 | 24 | 2373 | 22 | | | | | 330 | 62 |
| Bridgetown | 142 | | 6443 | 2556 | 4143 | | 1988 | | | | | 546 | 30 | 22131 | 35 | | | | | 3203 | 20 |
| Cape Canso | | | | | | | 1632 | | | | | | | 91 | 45 | | | | | 186 | 75 |
| Cheverie | | | 226 | | | | 5 | | | | | 48 | 00 | 238 | 41 | 20 | 00 | 112 | 82 | 65 | 76 |
| Cornwallis | | | 2966 | 8937 | 6211 | | 3450 | | | | | 6609 | 09 | 15834 | 32 | 1370 | 12 | 60 | 98 | 3477 | 63 |
| Clementsport | | | 919 | | 2043 | | 1163 | | | | | 425 | 17 | 3171 | 18 | 361 | 61 | | | 702 | 09 |
| Canada Creek | | | 50 | | 1585 | | 310 | | | | | 2268 | 05 | 1637 | 52 | | | | | 530 | 98 |
| Cow Bay | | | | | | | | | | | | 179 | 84 | 1707 | 44 | | | | | 226 | 96 |
| Chester | | | | | | | | | | | | 4411 | 80 | 30033 | 85 | 2349 | 12 | 262 | 40 | 5374 | 20 |
| Digby | 403 | | 5972 | 7084 | 5846 | | 4558 | 283 | | | | 63 | 27 | 781 | 37 | 126 | 92 | | | 562 | 09 |
| French Cross | 115 | | 1903 | | 2098 | | 1120 | | | | | 2638 | 00 | 5268 | 08 | | | | | 249 | 38 |
| Five Islands | | | 277 | | 69 | | 2 | | | | | | | 137 | 80 | | | | | 750 | 63 |
| Glace Bay | | | | | 740 | | | | | | | | | 432 | 75 | 517 | 01 | | | 79 | 72 |
| Great Bras d'Or | | | 1298 | | | | 1823 | | | | | 847 | 77 | 4432 | 75 | | | | | 1085 | 27 |
| Harberville | | | 2911 | | 302 | | | | | | | 672 | 00 | 589 | 29 | 12 | 30 | | | 180 | 77 |
| Hantsport | | | 1150 | | | | | | | | | 5 | 19 | 2663 | 09 | 415 | 73 | 117 | 51 | 940 | 19 |
| Horton | | | 3236 | 1002 | 2675 | | 462 | | | | | 7 | 56 | 31 | 00 | | | | | 6 | 08 |
| Harbor au Bouche | | | | | 14 | | | | | | | 3568 | 58 | 1140 | 02 | 2474 | 30 | 17 | 67 | 2550 | 02 |
| Joggins | 260 | | 14125 | | 6768 | | 2785 | | | | | 3 | 60 | 1265 | 83 | | | | | 319 | 86 |
| LaHave | | | 8628 | 2055 | 8779 | | 5838 | 8 | 330 | | | 3096 | 11 | 34881 | 38 | 1117 | 11 | 650 | 52 | 9616 | 50 |
| Liverpool | 2065 | | 9006 | | | | 21 | | | | | 2135 | 75 | 12445 | 43 | 371 | 90 | 102 | 46 | 644 | 14 |
| Luncenburg | | | 1100 | 2000 | 7244 | | 2716 | | | | | | | 202 | 99 | 31 | 85 | | | 2559 | 50 |
| Londonderry | 3 | 25 | | | | | | | | | | | | 2459 | 75 | | | | | 2195 | 78 |
| Louisburg | | | | | 1980 | | 16620 | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | |
|----------------------|--------|-----|---------|--------|---------|-------|--------|------|-------|------|------|---------|----|---------|----|-------|----|-------|----|---------|----|
| Little River | | | | | | | | | | | | 1545 | 40 | 272 | 37 | 20 | 00 | 74 | 09 | 56 | 41 |
| Maitland | | | 3016 | | 19 | | 220 | | | | | | | 2451 | 02 | | | 4 | 55 | 522 | 62 |
| Mahone Bay | | | | | 41 | | | | | | | 273 | 70 | 94 | 87 | 907 | 14 | | 3 | 82 | 49 |
| Margaree | | | 104 | | | | | | | | | 306 | 77 | 6432 | 92 | 254 | 00 | 187 | 00 | 1235 | 45 |
| Margaretsville | 2 | | 460 | 80 | 3420 | | 1937 | | | | | 12198 | 00 | 22501 | 00 | | | | | 5693 | 30 |
| North Sydney | 1548 | | 26584 | 7057 | 1901 | | 183 | | | | | 4854 | 23 | 816 | 26 | 2282 | 28 | | | 814 | 80 |
| Parrsborough | 1 | | 277 | | 1901 | | 183 | | | | | 50840 | 73 | 97717 | 53 | | | | | 22026 | 70 |
| Pictou | 703 | | 5534 | 12559 | 57713 | | 50 | 2664 | 450 | 2253 | | 4160 | 67 | 3274 | 37 | | | | | 1240 | 75 |
| Pugwash | 313 | | 3931 | | 4975 | | 11 | | | | | | | 717 | 00 | | | | | 174 | 17 |
| Pubnico | | | 440 | 50 | 187 | | | | | | | 2019 | 79 | 8646 | 67 | | | | | 1587 | 11 |
| Port Acadia | 290 | | 9179 | | 716 | | 876 | | | | | 5445 | 00 | 5479 | 26 | 16 | 00 | 11 | 00 | 1300 | 77 |
| Port Gilbert | | | 14188 | | 489 | | 276 | | | | | 66 | 50 | 66 | 28 | | | | | 1533 | 19 |
| Port Hood | 3587 | | | | 261 | | 122 | | | | | 4948 | 45 | 1994 | 57 | 517 | 69 | 66 | 96 | 770 | 22 |
| Port Medway | | | 6244 | | | | 110 | | | | | 89 | 20 | 1037 | 30 | 77 | 10 | 68 | 40 | 708 | 24 |
| Port Mulgrave | | | 3121 | 853 | 1207 | | 371 | | 10 | | | | | 72 | 80 | | | | | 188 | 26 |
| Port Williams | | | | | 517 | | 192 | | | | | | | 198 | 29 | 1574 | 87 | 14 | 40 | 1199 | 09 |
| Port Hawkesbury | | | | | | | 308 | | | | | 198 | 29 | 1574 | 87 | 14 | 40 | 68 | 35 | 1199 | 09 |
| Ragged Islands | 4 | | 10485 | | 1857 | | 715 | | | | | 53 | 55 | 2797 | 84 | | | | | 620 | 06 |
| Sydney | 157 | | 1405 | | 1334 | | 1660 | | | | | 1691 | 20 | 3912 | 45 | 200 | 00 | 40 | 80 | 930 | 20 |
| Shoburno | | | 5600 | 50 | 1334 | | | | | | | 69 | 00 | | | | | | | 7 | 95 |
| St. Ann's | | | | | 860 | | | | | | | 1788 | 22 | 407 | 90 | | | | | 187 | 80 |
| St. Mary's River | | | 7500 | | 679 | | 800 | | | | | 3803 | 29 | 1285 | 20 | | | | | 574 | 94 |
| Sandy Cove | | | 150 | | 2633 | | 20 | | | | | 15197 | 78 | 1636 | 12 | | | | | 1424 | 46 |
| Tatamagouche | 305 | | 145 | | 421 | | 433 | | | | | | | 4310 | 67 | 33 | 44 | 22 | 93 | 789 | 98 |
| Truro | | | | | | | 2763 | | | | | | | 73 | 00 | | | | | 146 | 12 |
| Tangier | | | | | 1264 | | 1050 | | | | | 6147 | 72 | 2585 | 45 | | | | | 761 | 34 |
| Tusket | | | | | 195 | | 82 | | | | | 773 | 25 | 844 | 93 | | | | | 184 | 34 |
| Thorne's Cove | | | 450 | | 3196 | | 818 | | | | | 14739 | 98 | 20104 | 71 | 243 | 08 | 265 | 80 | 3386 | 98 |
| Windsor | | | 1050 | | 2393 | | 501 | | | | | 159 | 00 | 5961 | 40 | | | | | 945 | 03 |
| Wilnot | 109 | | 811 | | 604 | | 359 | | | | | 156 | 10 | 2048 | 84 | 91 | 19 | 7 | 48 | 336 | 45 |
| Westport | | | 242 | | 604 | | | | | | | 9227 | 84 | 29782 | 63 | 1382 | 65 | 208 | 46 | 4738 | 19 |
| Weymouth | 157 | | 10368 | 949 | 2837 | | 276 | 1567 | 30 | | | | | 46 | 00 | | | | | 11 | 10 |
| Wilton | | | 200 | | | | | | | | | 2021 | 50 | 215 | 00 | | | | | 122 | 58 |
| Wallace | | | | | 22762 | | 2169 | | | | | 82219 | 95 | 141274 | 67 | 6466 | 12 | 1731 | 73 | 84514 | 31 |
| Yarmouth | 672 | 8 | 290532 | 25632 | 22762 | | | | | | | | | | | | | | | 8228 | 00 |
| Ale & Tobacco, manf. | | | | | | | | | | | | | | | | | | | | | |
| Totals | 295136 | 190 | 4001455 | 506845 | 1112563 | 18863 | 267656 | 8593 | 28408 | 7303 | 1024 | 3469652 | 13 | 3304722 | 17 | 14140 | 52 | 24031 | 40 | 8861989 | 41 |

ISAAC LEVESCONTE,
Financial Sec'y.

Financial Secretary's Office,
Halifax, N. S., 31st Dec., 1893.

COMPARATIVE STATEMENT

Of the amount of Excise Duties collected on articles imported into, and manufactured in this Province, for the years 1862 and 1863.

| Articles. | 1862. | 1863. | Increase. | Decrease. | Total Increase. |
|------------------------------------|------------|-----------|-----------|-----------|-----------------|
| Ale and Porter..... | 2416 11 | 3716 02 | 1299 91 | | |
| “ | 2410 80 | 4277 12 | 1866 32 | | |
| Beef and Pork..... | 5 00 | 40 00 | 34 00 | | |
| Bacon and Hams | | 2 38 | 2 38 | | |
| Burning Fluid..... | 2097 00 | 1527 72 | | 569 28 | |
| Butter and Lard..... | 8 17 | | | 8 17 | |
| Brandy..... | 22033 10 | 25806 96 | 3773 86 | | |
| Cordials..... | 141 74 | 81 72 | | 60 02 | |
| Cheese..... | 56 30 | 83 96 | 27 66 | | |
| Candles, Tallow..... | 815 97 | 795 77 | | 20 20 | |
| “ other..... | 978 08 | 512 40 | | 465 68 | |
| Coffee, Green..... | 6654 39 | 6733 36 | 78 97 | | |
| “ Roasted..... | 1706 97 | 2249 45 | 542 48 | | |
| Chocolate and Cocoa..... | 12 21 | 24 78 | 12 57 | | |
| Cinnamon, ground..... | 47 02 | 75 60 | 28 58 | | |
| Crackers..... | 767 94 | 900 56 | 132 62 | | |
| Flour..... | 10 75 | 48 25 | 37 50 | | |
| Ginger, Pepper, and Pimento..... | 238 26 | 427 96 | 189 70 | | |
| Geneva..... | 35707 83 | 38474 94 | 2767 11 | | |
| Leather..... | 9248 35 | 8206 08 | | 1042 27 | |
| Molasses..... | 54450 77 | 51470 17 | | 2980 60 | |
| Oil, viz.: Rock or Coal Oil..... | 4156 50 | 9139 64 | 4983 14 | | |
| Onions..... | 303 94 | 204 17 | | 99 77 | |
| Raisins..... | 2820 76 | 5672 92 | 2852 16 | | |
| Rum..... | 105922 90 | 118054 72 | 12131 82 | | |
| Spirits or Strong Waters..... | 104 00 | 95 25 | | 8 75 | |
| Sugar, Raw..... | 60612 58 | 60021 83 | | 590 75 | |
| “ Refined..... | 10228 36 | 10136 90 | | 91 46 | |
| Tea, Black..... | 65934 53 | 66754 98 | 820 45 | | |
| “ Green..... | 89 45 | 2074 93 | 1985 48 | | |
| Tobacco..... | 12128 72 | 13352 80 | 1224 08 | | |
| “ | 2449 34 | 3950 88 | 1501 54 | | |
| Whiskey..... | 6074 90 | 6015 31 | | 59 59 | |
| Wine..... | 10464 22 | 11363 28 | 899 06 | | |
| “ | 7744 40 | 5842 48 | | 1901 92 | |
| “ | 2065 09 | 1434 30 | | 630 79 | |
| Value of Goods paying adv. duty .. | 36286 72 | 48452 60 | 12165 88 | | |
| “ .. | 357780 60 | 348148 94 | | 9631 66 | |
| “ .. | 5151 80 | 5818 28 | 666 48 | | |
| | 8830126 57 | 861989 41 | 50023 75 | 18160 91 | 31862 84 |

ISAAC LEVESCONTE,
Financial Sec'y.

Financial Secretary's Office,)
Halifax, 31st December, 1863.)

COMPARATIVE STATEMENT

Of the Quantities of Articles subject to Duty, imported into, and manufactured in, this Province, for the years 1862 and 1863.

| Articles. | Imported 1862. | Imported 1863. | Increase. | Decrease. |
|--|-------------------------------------|-------------------------------------|------------------------------------|-----------------------------------|
| Ale and Porter Gallons | 40268 ³ / ₄ | 61933 ⁷ / ₁₀ | 21665 ¹ / ₁₀ | |
| “ “ | 120540 | 213856 | 93316 | |
| Beef and Pork Barrels | 6 | 40 | 34 | |
| Bacon and Hams Lbs. | | 119 | 119 | |
| Butter and Lard “ | 467 | | | 467 |
| Burning Fluid Gallons | 20970 | 15277 ¹ / ₄ | | 5692 ³ / ₄ |
| Brandy “ | 25525 ¹ / ₄ | 28674 ³ / ₄ | 3148 ² / ₁₀ | |
| Cordials “ | 158 ³ / ₄ | 90 ¹ / ₄ | | 67 ³ / ₄ |
| Cheese Lbs. | 5630 | 8396 | 2766 | |
| Candles, Tallow “ | 27199 | 26525 ³ / ₄ | | 673 ³ / ₄ |
| “ other “ | 12226 | 6405 | | 5821 |
| Coffee, Green “ | 197375 | 168334 | | 29041 |
| “ Roasted “ | 34139 ¹ / ₄ | 44989 | 10849 ¹ / ₄ | |
| Chocolate and Cocoa “ | 407 | 826 | 419 | |
| Cinnamon, Ground “ | 940 ¹ / ₄ | 1512 | 571 ¹ / ₄ | |
| Crackers “ | 7679 ¹ / ₄ | 90056 | 13262 | |
| Flour Barrels | 43 | 193 | 150 | |
| Ginger, Pepper and Pimento. Lbs. | 5956 ¹ / ₄ | 10699 | 4742 ¹ / ₄ | |
| Geneva Gallons | 54505 ³ / ₄ | 54964 ¹ / ₄ | 458 ² / ₁₀ | |
| Leather Lbs. | 250254 ³ / ₄ | 205152 | | 45102 ³ / ₄ |
| Molasses Gallons | 1089015 ¹ / ₄ | 1029403 ¹ / ₄ | | 59612 |
| Oil, viz.: Rock and Coal. “ | 41565 | 120240 ¹ / ₄ | 78675 ¹ / ₄ | |
| Onions Lbs. | 60789 | 40834 | | 19955 |
| Raisins “ | 141038 | 283646 | 42608 | |
| Rum Gallons | 275545 | 295136 ¹ / ₄ | 19591 ¹ / ₄ | |
| Spirits or Strong Waters. “ | 208 | 190 ¹ / ₄ | | 17 ¹ / ₄ |
| Sugar, Raw Lbs. | 4040839 | 4001455 | | 39374 |
| “ Refined “ | 511418 | 506345 | | 4573 |
| Tea, Black “ | 1149114 ¹ / ₄ | 1112583 | | 36531 ¹ / ₄ |
| “ Green “ | 844 | 18863 | 18019 | |
| Tobacco “ | 275315 ¹ / ₄ | 267056 | | 8259 ¹ / ₄ |
| “ “ | 244934 | 395088 | 150154 | |
| Whiskey “ | 9091 | 8593 ³ / ₁₀ | | 497 ¹ / ₁₀ |
| Wine “ | 25062 | 28408 ³ / ₁₀ | 3346 ² / ₁₀ | |
| “ “ | 9106 | 7303 ¹ / ₁₀ | | 1802 ² / ₁₀ |
| “ “ | 1533 | 1024 ¹ / ₄ | | 508 ¹ / ₄ |
| Value of Goods paying adval'm duty | | | | |
| at 5 per cent. | \$725734 44 | \$969052 13 | \$243317 69 | |
| 10 per cent. | 250553 02 | 3304726 17 | 3054173 15 | |
| 12 ¹ / ₄ per cent. | 2661802 45 | 141410 52 | | \$2520391 93 |
| 20 per cent. | 25759 02 | 29091 40 | 3332 38 | |

ISAAC LEVESCONTE,
Financial Sec'y.

Financial Secretary's Office, }
Halifax, 31st December, 1863. }

COMPARATIVE STATEMENT of the gross amount of Light Duty collected at the different Ports of this Province, for the years 1862 and 1863.

| PORTS. | 1862. | | 1863. | | Increase. | Decrease. | Total Increase. |
|---------------------|---------|---------|--------|--|-----------|-----------|-----------------|
| | | | | | | | |
| Halifax | 9191 70 | 9299 20 | 107 50 | | | | |
| Advocate Harbour | 41 80 | 38 40 | | | | 3 40 | |
| Annapolis | 201 80 | 224 90 | 23 10 | | | | |
| Amherst | 99 70 | 125 80 | 26 10 | | | | |
| Antigonish | 87 20 | 51 25 | | | | 32 95 | |
| Arichat | 1272 90 | 1454 60 | 181 70 | | | | |
| Barrington | 197 20 | 109 00 | | | | 88 20 | |
| Baddeck | 5 40 | 19 90 | 14 50 | | | | |
| Bear River | 109 00 | 116 50 | 7 50 | | | | |
| Beaver River | 90 10 | 1 40 | | | | 88 70 | |
| Bridgetown | 50 90 | 35 40 | | | | 15 50 | |
| Cheverie | 122 30 | 85 30 | | | | 37 00 | |
| Cape Causo (Norris) | 17 10 | 15 60 | | | | 1 50 | |
| “ (Bigelow) | 1283 80 | 768 10 | | | | 515 70 | |
| Cow Bay | 291 10 | 446 90 | 155 80 | | | | |
| Corwallis | 265 70 | 98 90 | | | | 166 80 | |
| Clementsport | 69 10 | 53 30 | | | | 15 80 | |
| Canada Creek | 65 95 | 55 55 | | | | 10 40 | |
| Chester | 5 00 | 44 60 | 39 60 | | | | |
| Digby | 54 10 | 61 00 | 6 90 | | | | |
| French Cross | 21 70 | 24 80 | 3 10 | | | | |
| Five Islands | 73 60 | 60 00 | | | | 13 60 | |
| Guyshorough | 60 30 | 48 50 | | | | 11 80 | |
| Glacc Bay | 9 20 | 796 00 | 786 80 | | | | |
| Great Bras d'Or | 68 00 | 21 10 | | | | 46 90 | |
| Harbourville | 58 10 | 76 00 | 17 90 | | | | |
| Hantsport | 180 25 | 188 55 | 8 30 | | | | |
| Horton | 52 90 | 47 30 | | | | 5 60 | |
| Harbour au Bouche | 41 30 | 52 70 | 11 40 | | | | |
| Isaac's Harbour | 1 90 | 25 10 | 23 20 | | | | |
| Joggins | 450 10 | 404 70 | | | | 45 40 | |
| Lingan | 870 60 | 1161 60 | 291 00 | | | | |
| La Have | 120 85 | 102 70 | | | | 18 15 | |
| Liverpool | 939 25 | 663 05 | | | | 276 20 | |
| Lunenburg | 143 00 | 121 40 | | | | 21 60 | |
| Londonderry | 81 40 | 23 50 | | | | 57 90 | |
| Louisburg | 139 25 | 114 10 | | | | 25 15 | |
| Little River | 65 70 | 48 50 | | | | 17 20 | |

| | | | | | | | |
|-----------------|----------|---------|--------|--|--|---------|---------|
| Maitland | 234 10 | 58 00 | | | | 176 10 | |
| Mahone Bay | 27 90 | 24 90 | | | | 3 00 | |
| Margaree | 42 30 | 46 85 | 4 05 | | | | |
| Main a Dieu | 54 30 | 14 20 | | | | 5 20 | |
| Margaretsville | 2946 20 | 49 10 | | | | | |
| North Sydney | 91 20 | 8440 00 | 493 80 | | | | |
| Parrsborough | 1563 20 | 181 60 | 90 40 | | | | |
| Pictou | 536 50 | 1947 55 | 354 35 | | | | |
| Pugwash | 154 30 | 465 90 | | | | 70 60 | |
| “ Pubnico | 23 10 | 156 10 | 1 80 | | | | |
| “ “ | 70 50 | 84 60 | 61 50 | | | | |
| Port Acadia | 10 60 | 98 20 | 27 70 | | | | |
| Port Gilbert | 274 80 | 84 00 | | | | 4 80 | |
| Port Hood | 69 10 | 5 80 | | | | 8 10 | |
| Port Medway | 88 50 | 266 70 | | | | | |
| Port Mulgrave | 57 90 | 101 70 | 32 60 | | | | |
| Port Williams | 156 10 | 22 50 | | | | 16 00 | |
| Port Hawkesbury | 70 55 | 56 00 | | | | 1 90 | |
| Ragged Islands | 248 40 | 149 85 | | | | 6 25 | |
| Sydney, O. B. | 151 00 | 38 30 | | | | 32 25 | |
| Shelburne | 5022 90 | 30 00 | | | | 217 80 | |
| “ Harbour | 31 40 | 40 10 | | | | 110 90 | |
| Strait of Causo | 128 70 | 5877 50 | 854 60 | | | | |
| St. Ann's | 47 20 | 16 40 | | | | 15 00 | |
| St. Mary's | 16 30 | 64 80 | | | | 68 90 | |
| Sandy Cove | 191 05 | 94 90 | | | | | |
| Tangier | 193 25 | 48 10 | | | | 100 05 | |
| Tatamagouche | 9 20 | 24 20 | | | | | |
| Truro | 103 20 | 92 70 | | | | 181 55 | |
| Tusket | 588 80 | 59 50 | | | | | |
| Thorue's Cove | 7 40 | 108 00 | 5 40 | | | | |
| Windsor | 181 05 | 322 40 | | | | 265 90 | |
| Wilmot | 130 25 | 22 00 | | | | | |
| Westport | 78 95 | 14 60 | | | | | |
| Weymouth | 43 20 | 85 25 | | | | | |
| Wolton | 29 60 | 65 85 | | | | 13 10 | |
| Wallace | 29 60 | 23 60 | | | | 19 60 | |
| White Haven | 767 75 | 9 00 | | | | 20 00 | |
| Yarmouth | 3164 50 | 712 20 | | | | 55 55 | |
| Totals | 32943 80 | 3976 90 | | | | 2827 60 | 1149 30 |

ISAAO LEVESCONTE,
Financial Sec'y.

Financial Secretary's Office,
Halifax, N. S., 31st Dec., 1863.

RECEIVER GENERAL'S

DR. *The Province of Nova Scotia in Account Current with the*

| | | | | |
|--------------|---|----------------|---------|----|
| To cash paid | Advances..... | (per Abstract) | \$18994 | 21 |
| do. | Agriculture | do. | 5671 | 71 |
| do. | Board of Works..... | do. | 84867 | 62 |
| do. | Cape Race Light Duty | do. | 27 | 19 |
| do. | Copy Right..... | do. | 58 | 83 |
| do. | Coroners' Inquests..... | do. | 1330 | 00 |
| do. | Criminal Prosecutions..... | do. | 2432 | 75 |
| do. | Crown Land Department | do. | 14400 | 00 |
| do. | Distressed Seamen..... | do. | 2161 | 36 |
| do. | Drawback of Duties | do. | 24009 | 88 |
| do. | Education..... | do. | 66607 | 78 |
| do. | Indians | do. | 1547 | 72 |
| do. | Interest..... | do. | 21988 | 32 |
| do. | Judiciary Expenses..... | do. | 1418 | 66 |
| do. | Legislative Expenses..... | do. | 37789 | 21 |
| do. | Militia Expenses..... | do. | 29444 | 00 |
| do. | Miscellaneous Expenses | do. | 24427 | 41 |
| do. | Navigation Securities..... | do. | 3850 | 47 |
| do. | Poors' Asylum..... | do. | 8100 | 00 |
| do. | Post Communication..... | do. | 59929 | 03 |
| do. | Public Printing..... | do. | 12439 | 49 |
| do. | Railway Construction..... | do. | 4500 | 00 |
| do. | do. Extension Line..... | do. | 2500 | 00 |
| do. | Railway Interest..... | do. | 244767 | 92 |
| do. | Railway Expenses..... | do. | 127000 | 00 |
| do. | Rations to Troops | do. | 148 | 20 |
| do. | Revenue Expenses..... | do. | 55853 | 73 |
| do. | Salaries to Officers of Government..... | do. | 59704 | 51 |
| do. | Signal Station..... | do. | 1250 | 00 |
| do. | Steamboats, Packets, and Ferries | do. | 9420 | 67 |
| do. | Transient Poor..... | do. | 6974 | 80 |
| do. | Railway Damages, Colchester..... | do. | 5 | 03 |
| do. | do. Hants | do. | 2053 | 50 |
| do. | Gold Fields..... | do. | 25250 | 00 |
| do. | New Copper Coin | do. | 4170 | 16 |
| do. | Indian Reserves..... | do. | 461 | 25 |
| do. | Immigration..... | do. | 2444 | 80 |
| do. | Hare's Lot | do. | 39644 | 30 |
| do. | Escheat..... | do. | 38 | 25 |
| do. | Richmond Suspence Account | do. | 3562 | 85 |

ROAD SERVICE.

| | | | |
|------------------|------------------------|---------|----|
| To cash paid for | Road Advances..... | \$12314 | 18 |
| do. | Road Compensation..... | 346 | 85 |
| do. | Old Road Votes..... | 1797 | 09 |
| do. | Annapolis | 6223 | 37 |
| do. | Antigonish..... | 5398 | 94 |
| do. | Cape Breton..... | 7530 | 70 |
| do. | Colchester..... | 8386 | 60 |
| do. | Cumberland | 5738 | 50 |
| do. | Digby | 5755 | 12 |
| do. | Guysborough..... | 5942 | 86 |
| do. | Halifax | 8826 | 07 |
| do. | Hants | 6513 | 47 |
| do. | Inverness | 7792 | 10 |
| do. | King's..... | 6909 | 94 |
| do. | Lunenburg..... | 9391 | 55 |
| do. | Pictou..... | 7391 | 37 |
| do. | Queen's..... | 6924 | 30 |
| do. | Richmond..... | 5446 | 63 |
| do. | Shelburne..... | 5897 | 72 |
| do. | Victoria..... | 5910 | 63 |
| do. | Yarmouth..... | 6663 | 81 |
| | Carried forward..... | 137111 | 80 |
| | | 1148357 | 41 |

ACCOUNT FOR 1863.

Receiver General, from the 1st January to 31st December, 1863.

Cr.

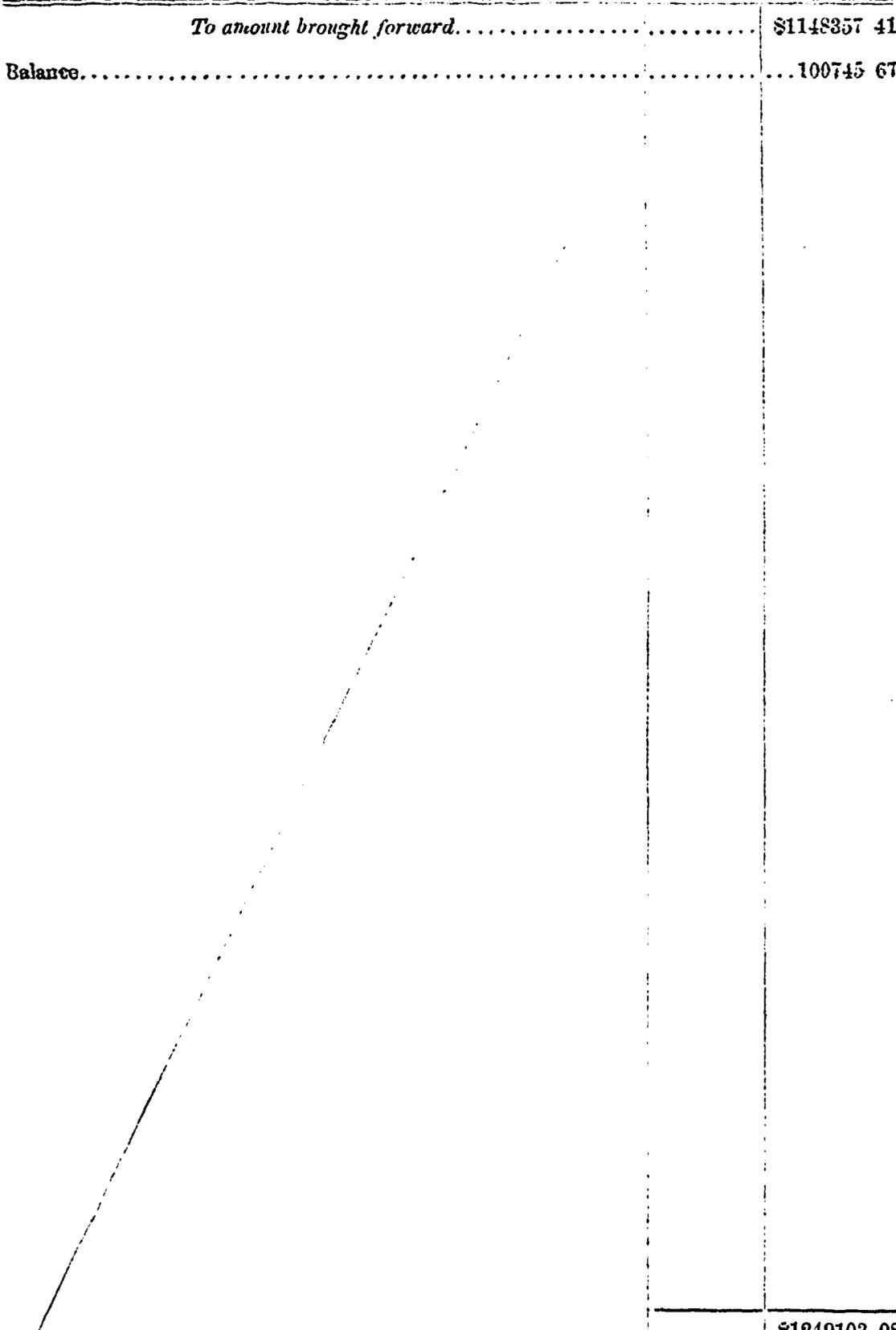
| | | |
|--|-------------|--------------------------|
| <i>By balance at this date</i> | | \$12883 46 |
| Cash received for Colonial Duties, viz.: | | |
| From Halifax..... | \$701200 00 | |
| Advocate Harbor..... | 155 82 | |
| Amherst..... | 5408 73 | |
| Annapolis..... | 4318 95 | |
| Antigonish..... | 3408 32 | |
| Aricbat..... | 4625 32 | |
| Baddeck..... | 2155 30 | |
| Barrington..... | 1615 43 | |
| Bear River..... | 1650 40 | |
| Beaver River..... | 289 52 | |
| Bridgetown..... | 3196 02 | |
| Canada Creek..... | 584 79 | |
| Cape Canso..... | 95 69 | |
| Chester..... | 212 19 | |
| Cheverie..... | 155 00 | |
| Clementsport..... | 875 09 | |
| Cornwallis..... | 3842 12 | |
| Digby..... | 5241 04 | |
| Five Islands..... | 409 07 | |
| French Cross..... | 482 71 | |
| Glace Bay and Union Mines..... | 1489 46 | |
| Great Bras d'Or..... | 55 58 | |
| Guysborough..... | 52 20 | |
| Hantsport..... | 220 00 | |
| Harbor au Bouche..... | 76 64 | |
| Harborville..... | 1218 42 | |
| Horton..... | 1128 13 | |
| Isaac's Harbor..... | 83 99 | |
| Joggins..... | 2816 79 | |
| La Have..... | 437 51 | |
| Lingan..... | 1080 00 | |
| Little River..... | 251 61 | |
| Liverpool..... | 10668 13 | |
| Londonderry..... | 1885 37 | |
| Louisburg..... | 2293 98 | |
| Lunenburg..... | 500 59 | |
| Mahone Bay..... | 47 70 | |
| Main a Dieu..... | 8 00 | |
| Maitland..... | 570 12 | |
| Margaretsville..... | 1039 35 | |
| Margarec..... | 71 60 | |
| North Sydney..... | 9223 97 | |
| Parrsborough..... | 630 61 | |
| Pictou..... | 23667 03 | |
| Port Acadia..... | 1267 16 | |
| Port Gilbert..... | 1067 15 | |
| Port Hawkesbury..... | 151 20 | |
| Port Hood..... | 1318 26 | |
| Port Mulgrave..... | 640 57 | |
| Port Medway..... | 1460 94 | |
| Port Williams..... | 142 00 | |
| Pubnico..... | 328 10 | |
| Pugwash..... | 1972 40 | |
| Ragged Islands..... | 1569 52 | |
| Sandy Cove..... | 685 21 | |
| Shelburne..... | 847 62 | |
| St. Mary's River..... | 229 49 | |
| St. Ann's..... | 21 75 | |
| Sydney, C. B..... | 1003 23 | |
| Tangier..... | 397 83 | |
| Tatamagouche..... | 1356 36 | |
| Thorne's Cove..... | 288 97 | |
| Truro..... | 1472 60 | |
| Tusket..... | 1199 33 | |
| Wallace..... | 140 82 | |
| Walton..... | 80 31 | |
| <i>Carried forward</i> | | \$817169 11...\$12883 46 |

RECEIVER GENERAL'S

DR.

The Province of Nova Scotia in Account Current with the

| | |
|---------------------------------------|--------------|
| <i>To amount brought forward.....</i> | \$1148357 41 |
| <i>Balance.....</i> | ...100745 67 |



..... \$1249103 08

*Receiver General's Office, }
Halifax, 31st December, 1863. }*

ACCOUNT FOR 1863.

Receiver General, from the 1st January to 31st December, 1863 — Continued.

Cr.

| | | |
|--|-----------|--------------|
| <i>Brought forward</i> | | \$12883 46 |
| Cash received for Colonial Duties, continued,..... | 817169 11 | |
| From Westport..... | \$508 10 | |
| Weymouth..... | 4289 65 | |
| Wilmot..... | 900 87 | |
| Windsor..... | 3708 45 | |
| Yarmouth..... | 35093 76 | |
| | | 861669 94 |
| Light Duty: | | |
| From Halifax..... | 9299 65 | |
| Canso Cape..... | 717 56 | |
| Canso Strait..... | 4734 73 | |
| Pubnico..... | 0 70 | |
| Shelburne..... | 40 10 | |
| Whitehaven..... | 25 00 | |
| | | 14817 74 |
| By cash received from Advances..... | | 9383 97 |
| do. Board of Works..... | | 2797 91 |
| do. Casual Revenue, viz.: | | |
| Fines and Forfeitures..... | | 1480 00 |
| Licenses to search and work Mines..... | | 2690 00 |
| Provincial Secretary's Office, for Fees..... | | 4894 93 |
| Royalty on Coal..... | | 34031 80 |
| do. Crown Land Department, for Land sold..... | | 19377 12 |
| do. Copy Right..... | | 58 83 |
| do. Cape Race Light Duty..... | | 7 17 |
| do. Distressed Seamen..... | | 1981 02 |
| do. Brewers and Manufacturers, for Excise | | |
| Duties,..... | | 7477 65 |
| do. Gold Fields..... | | 19247 05 |
| do. Light House Service, viz.: | | |
| From Canada..... | | 2562 26 |
| do. Lord of the Treasury, towards support of | | |
| Sable Island..... | | 2013 33 |
| do. Miscellaneous..... | | 943 30 |
| do. Savings' Bank..... | | 36000 00 |
| do. Sable Island..... | | 1884 92 |
| do. Signal Station..... | | 716 30 |
| do. Wreck Money..... | | 231 90 |
| do. Railway Damages, Colchester..... | | 400 00 |
| do. do. Hants..... | | 3674 85 |
| do. Agriculture..... | | 677 50 |
| do. Hospital for Insane..... | | 20290 91 |
| do. New Copper Coin..... | | 4061 65 |
| do. Post Communication..... | | 33932 00 |
| do. Railway Revenue..... | | 144247 05 |
| do. Education..... | | 25 90 |
| do. Indian Reserves..... | | 713 60 |
| do. Road Service, Cape Breton..... | | 2000 00 |
| do. do. Victoria..... | | 1200 00 |
| do. Trespasses..... | | 166 17 |
| do. Richmond Supence Account..... | | 562 85 |
| | | \$1249103 08 |
| By balance brought down..... | | \$100745 67 |

JAMES McNAB,
Receiver General.Examined—
ISAAC LEVESCONTE,
Financial Secretary.

UNDRAWN ROAD MONIES, 31st DECEMBER, 1863.

COUNTY OF ANNAPOLIS.

| | | | |
|---------|---|---------|--------|
| No. 10. | Alfred Stoddart..... | \$00 90 | |
| 24. | John Brenton..... | 20 00 | |
| 33. | Dimock Gates..... | 20 00 | |
| 56. | Unappropriated, for East Annapolis..... | 225 95 | |
| 58. | do. for Granville..... | 12 70 | |
| 64. | Daniel Bohaker..... | 40 00 | |
| 69. | James Sloan, junr..... | 20 00 | |
| 72. | William Haliday..... | 20 00 | |
| 91. | Jacob Dukeshire..... | 00 23 | |
| 102. | S. L. Morse..... | 70 00 | |
| 103. | Abner Bath..... | 80 00 | |
| 125. | John H. Harris..... | 8 00 | |
| 130. | Robert Porter..... | 30 00 | |
| 132. | James Harris..... | 30 00 | |
| 144. | Simon Riley..... | 20 00 | |
| 178a. | Unappropriated for Clements..... | 27 00 | |
| | | | 624 78 |

COUNTY OF ANTIGONISH.

| | | | |
|------|---------------------------------|--------|--------|
| 1. | Alexander McKinnon..... | 0 80 | |
| 2. | John McIntyre..... | 1 00 | |
| 4. | Donald Chisholm..... | 0 01 | |
| 9. | John Cameron..... | 2 00 | |
| 23. | Adam McKenzie..... | 239 30 | |
| 32. | Duncan Grant..... | 11 00 | |
| 71. | Donald McNeil..... | 20 00 | |
| 74. | James Grant..... | 12 00 | |
| 85. | A. McIsaac and D. McMillan..... | 00 25 | |
| 103. | D. Cameron and A. McDonald..... | 00 12 | |
| 105. | D. McMillan..... | 00 24 | |
| 118. | William Dulahanty..... | 20 00 | |
| 120. | John Brain..... | 40 00 | |
| 125. | L. Doirant and A. Landry..... | 00 94 | |
| 132. | William Boyle..... | 20 00 | |
| 133. | Peter Benoit..... | 20 00 | |
| 158. | Unappropriated..... | 108 04 | |
| | | | 495 70 |

COUNTY OF CAPE BRETON.

| | | | |
|------|------------------------------|-------|---------|
| 18. | Donald McMillan..... | 0 10 | |
| 21. | Dennis Whalen..... | 3 00 | |
| 24. | James Gibbs..... | 0 51 | |
| 25. | John McPhee..... | 27 10 | |
| 35. | James Kelly..... | 20 00 | |
| 36. | John McKinnon..... | 2 00 | |
| 60. | Roderick McNeil..... | 0 10 | |
| 65. | Neil McNeil..... | 0 89 | |
| 118. | James Gibbs..... | 0 10 | |
| 160. | W. Wilson..... | 20 00 | |
| 166. | Donald Ross..... | 40 00 | |
| 171. | Unappropriated..... | 2 08 | |
| | | | 115 88 |
| | <i>Carried forward</i> | | 1236 36 |

Brought forward.....

COUNTY OF COLCHESTER.

1236 36

| | | |
|-------|----------------------------------|-------|
| 6. | C. H. Marsh..... | 10 00 |
| 19. | Abner Fisher..... | 5 00 |
| 23. | James Youill..... | 0 75 |
| 24. | Robert Crow..... | 8 00 |
| 37. | John Hoar..... | 6 00 |
| 38. | John Johnston..... | 5 00 |
| 41a. | ..... | 6 00 |
| 43. | John A. McLean..... | 10 00 |
| 44. | William Lynds..... | 8 00 |
| 44. | David McCurdy and Jas. Hoar..... | 1 25 |
| 48. | E. B. Dickey..... | 0 20 |
| 66. | William Dunlap..... | 0 08 |
| 82. | Alexander McKay..... | 20 00 |
| 83. | William Murray..... | 5 00 |
| 85. | Donald Murray..... | 3 00 |
| 89. | ..... | 10 00 |
| 104. | George Langill..... | 0 75 |
| 106. | John McKay..... | 20 00 |
| 107. | ..... | 18 00 |
| 109. | George Langille..... | 8 00 |
| 110. | —— Bailie..... | 6 00 |
| 110b. | Unappropriated..... | 27 39 |
| 112. | ..... | 12 52 |
| 157. | John Cribb..... | 00 10 |
| 159. | T. B. Chisholm..... | 00 24 |
| 160. | John Carter..... | 00 70 |
| 161. | Daniel Cummings..... | 00 10 |
| 163. | W. Staples..... | 00 20 |
| 166. | D. Hamilton..... | 00 04 |
| 181. | C. Flemming..... | 00 20 |
| 186. | F. M. Veith..... | 00 20 |
| 217. | John M. Blackie..... | 4 50 |

197 22

COUNTY OF CUMBERLAND.

| | | |
|------|---------------------------------------|---------|
| 25. | C. C. Oxley..... | 00 10 |
| 36. | ..... | 40 00 |
| 39. | ..... | 20 00 |
| 41. | Unappropriated, Central district..... | 2 00 |
| 46. | George Newcomb..... | 12 00 |
| 47. | Samuel Adams..... | 30 00 |
| 53. | Robert Harrison..... | 30 00 |
| 68. | E. Davison..... | 30 00 |
| 88. | W. Blinkhorne..... | 60 00 |
| 90. | N. P. Hughes..... | 00 45 |
| 91. | Unappropriated, Western district..... | 43 80 |
| 93. | Samuel Simpson..... | 15 00 |
| 104. | ..... | 30 00 |
| 108. | W. Waugh..... | 00 37 |
| 111. | A. Macfarlane..... | 30 00 |
| 121. | David Teed..... | 20 00 |
| 123. | W. E. Angevine..... | 20 00 |
| 126. | Unappropriated, Eastern district..... | 976 14 |
| 127. | Special grant..... | 1000 00 |

2494 86

Carried forward.....

3928 44

Brought forward..... \$3028 44

COUNTY OF DIGBY.

| | | |
|------|---------------------------|--------|
| 38. | William Nichols | 24 00 |
| 40. | ..... | 24 00 |
| 41. | ..... | 28 00 |
| 44. | Abner L. Gavel | 32 00 |
| 51. | Harvey Eldridge | 28 00 |
| 67. | Robert Foster..... | 32 00 |
| 69. | Alfred Rice | 32 00 |
| 73. | D. Bailey..... | 15 00 |
| 93. | Jesse Zeigler | 1 50 |
| 97. | Edmund Harris. | 4 20 |
| 105. | ..... | 40 00 |
| 154. | Mark Comeau..... | 20 00 |
| 182. | John P. Melanson..... | 34 00 |
| 183. | Frederick Belleview | 16 00 |
| 194. | Quintimas Robichau..... | 200 00 |
| 195. | Unappropriated | 33 25 |

563 95

COUNTY OF GUYSBOROUGH.

| | | |
|-----|-----------------------------|--------|
| 12. | ..... | 100 32 |
| 13. | ..... | 1 50 |
| 19. | Levi Bowden | 0 20 |
| 23. | ..... | 133 00 |
| 25. | Joseph Meagher..... | 7 10 |
| 28. | ..... | 4 46 |
| 33. | ..... | 1 00 |
| 60. | William McKenzie | 1 20 |
| 61. | W. Torey and G. Peart | 5 00 |
| 63. | Unappropriated..... | 0 82 |

254 60

COUNTY OF HALIFAX.

| | | |
|------|---|-------|
| 2. | John Inglis..... | 0 70 |
| 29. | John Gaul | 20 00 |
| 27. | James Handrigan | 0 10 |
| 47. | Philip Doyle..... | 30 00 |
| 48. | do. | 30 00 |
| 53. | James Handrigan | 0 10 |
| 54. | Unappropriated, for Western district..... | 7 57 |
| 69. | C. C. Hamilton | 0 60 |
| 118. | Conrad Romkey | 2 50 |
| 124. | Unappropriated, for Eastern district..... | 2 65 |
| 134. | David Murphy..... | 15 00 |
| 136. | John Ammand..... | 00 25 |
| 138. | Philip Doyle..... | 20 00 |

129 47

COUNTY OF HANTS.

| | | |
|------|------------------------|--------|
| 61. | George Smith | 00 10 |
| 63. | Nicholas Blois | 00 10 |
| 74. | .. .. . | 200 00 |
| 99. | John Davidson | 24 00 |
| 101. | R. A. McHefley | 22 00 |
| 162. | Elisha Bishop | 25 73 |

271 93

Carried forward

5148 39

| | | |
|------------------------------|-------------------------------------|-----------|
| <i>Brought forward</i> | | \$5148 39 |
| COUNTY ON INVERNESS. | | |
| 3. | John McDonald..... | 0 10 |
| 31. | ..... | 30 00 |
| 35. | Alexander McEachran | 1 40 |
| 97. | H. Campbell | 1 00 |
| 100. | Captain A. McDonald..... | 40 00 |
| 108. | Mowat White..... | 00 24 |
| 117. | E O'Quin..... | 40 00 |
| 131. | Malm. McNeil | 40 00 |
| 138. | ..... | 16 00 |
| 148. | W. Campbell | 20 00 |
| 149. | ..... | 20 00 |
| 151. | — McIntyre..... | 20 00 |
| 153. | John McKay | 20 00 |
| 156. | ..... | 80 00 |
| 157. | G. C. Lawrence..... | 160 00 |
| 161. | do. | 250 00 |
| 164. | D. Hennessey..... | 40 00 |
| 166. | ..... | 0 20 |
| 176. | John Carroll | 0 50 |
| 181. | Donald Melsaac..... | 16 00 |
| 183. | James Doyle | 2 10 |
| 184. | W. McKay..... | 20 00 |
| | Unappropriated from grant 1862..... | 1 00 |
| | | 818 54 |
| COUNTY OF KINGS. | | |
| 8. | .. .. . | 8 00 |
| 22. | George Harvey | 150 00 |
| 38. | Robt. Knowlan | 0 85 |
| 66. | Jas. Duncanson.. .. . | 3 50 |
| 67. | Kinsman Fuller | 300 00 |
| 79. | Banks Winsby | 0 50 |
| 90. | Rufus Wood | 0 02 |
| 114. | Leander Rand | 0 25 |
| 115. | B. North | 0 20 |
| 129. | Caleb Robinson | 0 55 |
| 133. | James Wood | 0 90 |
| 140. | George Porter | 0 40 |
| 142. | Henry Skinner | 0 25 |
| 149. | Alex. McConnell | 20 00 |
| 153. | William West | 0 50 |
| 156. | Jeremiah Hutt | 20 00 |
| 175. | Asahel Rockwell | 0 30 |
| 188. | .. .. . | 40 00 |
| 192 & 89. | Unappropriated | 35 06 |
| | | 581 28 |
| COUNTY OF LUNENBURG. | | |
| 2. | Edward Morgan | 4 00 |
| 7. | Daniel Hertle | 0 61 |
| 32. | Casper Knickle | 30 00 |
| 35. | Isaiah Kotch | 0 57 |
| 38. | Christian Semone | 25 00 |
| 39. | Jacob Semone | 10 00 |
| 43. | Ephraim Tomkins | 0 65 |
| 48. | Israel Chesley | 0 35 |
| 111. | John Silver | 0 05 |
| 113. | Peter Mason | 0 60 |
| 125. | Conrod Wentzel | 30 00 |
| 128. | Daniel Webber | 60 00 |
| 130. | David Vaughan | 40 00 |
| 136. | John Hennigar | 50 00 |
| 155. | Edward O'Neill | 1 55 |
| 171. | Solomon Venot | 80 00 |
| 191. | Christian Vogler | 40 00 |
| 196. | Jacob Romkey | 30 00 |
| 204. | Joseph R. Wyman | 8 20 |
| | | 361 58 |
| | Less over appropriated | 100 00 |
| | | 261 58 |
| | <i>Carried forward</i> | 6809 79 |

| Brought forward | | | | | | | | | \$6809 79 |
|---------------------------|------------------|----|----|----|----|----|----|------------------|-----------|
| COUNTY OF PICTOU. | | | | | | | | | |
| 28. | — McKay | .. | .. | .. | .. | .. | .. | 12 00 | |
| 29. | — Noble | .. | .. | .. | .. | .. | .. | 15 00 | |
| 33. | Israel Stiles | .. | .. | .. | .. | .. | .. | 150 00 | |
| 34. | Hugh McDonald | .. | .. | .. | .. | .. | .. | 20 00 | |
| 35. | Hiram Hyde | .. | .. | .. | .. | .. | .. | 7 00 | |
| 46. | James McRae | .. | .. | .. | .. | .. | .. | 40 00 | |
| 47. | John McKenzie | .. | .. | .. | .. | .. | .. | 0 20 | |
| 71. | James B. Fraser | .. | .. | .. | .. | .. | .. | 20 00 | |
| 83. | Richard Fraser | .. | .. | .. | .. | .. | .. | 30 00 | |
| 87. | Alexander Reid | .. | .. | .. | .. | .. | .. | 40 00 | |
| 94. | Andrew McKenzie | .. | .. | .. | .. | .. | .. | 30 00 | |
| 144. | James McDonald | .. | .. | .. | .. | .. | .. | 10 00 | |
| 170. | C. Arbucks | .. | .. | .. | .. | .. | .. | 10 00 | |
| 173. | James Stewart | .. | .. | .. | .. | .. | .. | 8 00 | |
| 216. | A. McDonald | .. | .. | .. | .. | .. | .. | 12 00 | |
| 224. | Unappropriated | .. | .. | .. | .. | .. | .. | 0 06 | |
| | | | | | | | | 404 26 | |
| COUNTY OF QUEEN'S COUNTY. | | | | | | | | | |
| 44. | George Fisher | .. | .. | .. | .. | .. | .. | 60 00 | |
| 45. | J. N. Freeman | .. | .. | .. | .. | .. | .. | 40 00 | |
| 53. | Henry Waggoner | .. | .. | .. | .. | .. | .. | 0 70 | |
| 55. | Michael McDonald | .. | .. | .. | .. | .. | .. | 30 00 | |
| 63. | Ephraim Hutman | .. | .. | .. | .. | .. | .. | 20 00 | |
| 66. | John D. Mack | .. | .. | .. | .. | .. | .. | 0 86 | |
| 113. | .. .. . | .. | .. | .. | .. | .. | .. | 1 25 | |
| 114. | .. .. . | .. | .. | .. | .. | .. | .. | 1 20 | |
| 115. | .. .. . | .. | .. | .. | .. | .. | .. | 2 00 | |
| | | | | | | | | 156 01 | |
| COUNTY OF RICHMOND. | | | | | | | | | |
| 21. | John Morrison | .. | .. | .. | .. | .. | .. | 1 50 | |
| 38. | Angus McDonald | .. | .. | .. | .. | .. | .. | 3 80 | |
| 39. | John McDonald | .. | .. | .. | .. | .. | .. | 1 00 | |
| 40. | Donald McAskill | .. | .. | .. | .. | .. | .. | 1 45 | |
| 41. | James Ballam | .. | .. | .. | .. | .. | .. | 14 30 | |
| 117. | Malcom McAskill | .. | .. | .. | .. | .. | .. | 0 70 | |
| 141. | Peter Bosdet | .. | .. | .. | .. | .. | .. | 20 00 | |
| 160. | Unappropriated | .. | .. | .. | .. | .. | .. | 37 54 | |
| | | | | | | | | 80 39 | |
| COUNTY OF SHELBURNE. | | | | | | | | | |
| 9. | Jesse Dexter | .. | .. | .. | .. | .. | .. | 0 12 | |
| 30. | Daniel Griffiths | .. | .. | .. | .. | .. | .. | 16 00 | |
| 69. | Duncan McMillan | .. | .. | .. | .. | .. | .. | 0 28 | |
| 98. | S. Nickerson | .. | .. | .. | .. | .. | .. | 20 00 | |
| 108. | Parker Smith | .. | .. | .. | .. | .. | .. | 20 00 | |
| 109. | Isaac Kenney | .. | .. | .. | .. | .. | .. | 40 00 | |
| 111. | J. McCummshey | .. | .. | .. | .. | .. | .. | 70 00 | |
| 112. | James Nickerson | .. | .. | .. | .. | .. | .. | 20 00 | |
| 113. | Heman Crowell | .. | .. | .. | .. | .. | .. | 16 00 | |
| 125. | James McKay | .. | .. | .. | .. | .. | .. | 1 70 | |
| | | | | | | | | 204 10 | |
| COUNTY OF VICTORIA. | | | | | | | | | |
| 15. | Donald Ross | .. | .. | .. | .. | .. | .. | 0 05 | |
| 31. | do. | .. | .. | .. | .. | .. | .. | 71 80 | |
| 40. | David McKay | .. | .. | .. | .. | .. | .. | 240 00 | |
| 56. | Donald Ross | .. | .. | .. | .. | .. | .. | 20 00 | |
| 69. | do. | .. | .. | .. | .. | .. | .. | 40 00 | |
| 95. | do. | .. | .. | .. | .. | .. | .. | 28 00 | |
| 96. | do. | .. | .. | .. | .. | .. | .. | 21 74 | |
| | | | | | | | | 421 59 | |
| COUNTY OF YARMOUTH. | | | | | | | | | |
| 14. | John Durkee | .. | .. | .. | .. | .. | .. | 0 15 | |
| 69. | J. H. Hamilton | .. | .. | .. | .. | .. | .. | 6 00 | |
| 73. | R. Crosby | .. | .. | .. | .. | .. | .. | 5 89 | |
| 96. | John Gavel | .. | .. | .. | .. | .. | .. | 30 00 | |
| 23. | Jas. L. Hatfield | .. | .. | .. | .. | .. | .. | 4 67 | |
| | | | | | | | | 46 71 | |
| | | | | | | | | <u>\$8122 85</u> | |

APPENDIX No. 4.

IMMIGRANT AGENT'S REPORT.

Halifax, 13th February, 1864.

SIR,—

I beg to submit the following report of the business transacted in the Immigration Office, for the information of his Excellency the Administrator of the Government and the Members of the Legislature; to which I crave permission to add a few remarks and suggestions for their consideration.

On assuming office, in August last, the only intimation of operations or progress I received was in a book containing a list of sixteen persons wishing to hire servants, three of whom had been supplied; with three letters to be replied to, viz.: one from the Board of Emigration, London; one from the Colonial Emigration Society; and one from James Campbell, of Glasgow, on the subject of Emigration; all of which I answered.

I can give no report of the immigrants who arrived in the early part of last year, having received none from my predecessor, who, indeed, was not appointed until a later date.

No immigrants requiring my aid have arrived direct from Great Britain since July last, but a few have come by way of the States and New Brunswick; and I have had several applications from immigrants who arrived in the Spring of last year by the Cunard steamers from Liverpool. Some of these appeared to be people of indolent disposition, and without any energy of character; others were well-disposed, but not qualified, from their former occupations, to make themselves generally useful in a colony like Nova Scotia; and some were able and industrious, and are now doing well.

The number of applicants, in all, for assistance and employment, amount to twenty-five. I found employment for ten of these, and gave pecuniary aid to six. From three of these I took receipts in promise of repayment for money advanced. In one case the assistance being for the purchase of carpenters' tools, and the two others in forwarding the parties to Cape Breton.

Some of the immigrants of last Spring are doing so well, that they have written to their friends inviting them to come to this Province; but I have heard of too many who, allured by the reports of high wages, have been induced to leave the Province for the Northern States.

A few immigrants of a better class are now in the Province, looking round for farms to purchase. To these I have had much pleasure in giving all the information I had or could procure.

I have had applications for grants of land, under the Immigration Act, to twenty-six individuals. Seven of these from immigrants, and nineteen from natives of the Province. All applications, committed to writing, I have handed over to the Crown Land Commissioner. In all instances the applicants have reported a good tract suitable for settlement in the vicinity. The first, an Englishman, has obtained his lot of 100 acres, on a tract recently marked out by the County Surveyor, near the head of Tangier River.

I issued circulars in October intimating that the Immigration Office was open; enquiring as to the number of immigrants recently arrived in each county; whether they had all found suitable employment; what prospects there were in the several counties for employment of agricultural labourers, male and female, for mechanics, and for boys and girls. Also requesting information of any tracts of vacant land suitable for settlement. These I addressed to the Sheriff and Custos of each county, to each member of the Legislative Council

and House of Assembly, to the Collectors at all the outports, and to several other persons besides.

From the answers which I have received it appears that no immigrants have arrived direct to any county last year, with the exception of six or seven individuals to the county of Annapolis, and four or five families to the county of Hants. All of whom are represented as being in comfortable and thriving circumstances.

To my other enquiries, the answers supply the following information :

HANTS COUNTY.—A number of agricultural labourers are wanted ; also boys and girls for domestic service and outdoor work. There is a good prospect for a limited number of mechanics—particularly blacksmiths, carpenters, and shoemakers. For ship carpenters there is a great demand at present.

Of *Crown Lands*, not much left suitable for settlement, except one tract on the west side of Noel road, and on the north of Kennetcook River. The soil good, but run over by fire several years ago. If opened up with roads it would be suitable for settlement.

KING'S COUNTY.—There is plenty of employment for agricultural labourers—from a hundred to a hundred and fifty would be readily engaged ; also for boys and girls over fifteen years of age, particularly the latter. Female domestic servants are much wanted. For mechanics there is a demand in several classes—carpenters, shoemakers, and blacksmiths. Fifty of the first, fifty of the second, and twenty-five of the last would find ready employment. Also a few saddle and harness makers, as journeymen. Ship carpenters in great demand.

Of *Crown Lands* there are plenty of good quality, principally in the southern parts, adjoining the county of Lunenburg ; the only obstacle to their occupation is the want of good roads. A good deal of land, partly cleared, in the back settlement, could be purchased cheaply.

ANNAPOLIS COUNTY.—There is a good prospect of demand for agricultural labourers and domestic servants. From a hundred to a hundred and fifty or two hundred would find ready employment. Boys and girls are in great demand amongst farmers, and about two hundred could be readily disposed of. Servant girls are much wanted, and quite a number would be engaged at once. Mechanics there is less encouragement for ; a limited number of blacksmiths, shoemakers, and carpenters, would find good employment.

Crown Lands amount to about 90,000 acres in this county, but there is no estimate of how much may be available. Government would have to clear some, and erect buildings, before settlers could maintain themselves. There are large available tracts along the southern range of the county ; also much in Maitland, running up to the division line between this and Queen's County ; and portions along the road connecting the towns of Liverpool and Annapolis Royal ; besides a tract south of Canaan Mountains, adjoining King's County.

DIGBY COUNTY holds out little inducement for agricultural labourers, there being many poor people in the county who go out to service. In seed time and harvest there is always demand for labour, but it is not constant throughout the year. Boys and girls for domestic and out-door service would always find employment. Domestic female servants would always be readily engaged ; and lumberers are often wanted. Mechanics—there is a fair opening for blacksmiths, joiners, wheelrights, and a few shoemakers. There is an increasing demand for ship carpenters. Tanners and fishermen, if of steady habits, can make a living at any time. Men that can turn their hands to different work, always find employment. There are few cases of want unless from indolence.

Crown Lands—There are many tracts of excellent quality, with extensive meadows within ten or fifteen miles of a seaport or market for all agricultural products. There is a large portion in rear of the township of Clements, between that and the line of Division from Queen's county ; also a large tract between the township of Dalhousie and the county line.

QUEEN'S COUNTY holds out a fair prospect for field labourers, especially if good axemen. £35 is given as yearly wages, with board and washing, to such. Boys and girls, particularly girls, are much wanted; and there is always regular employment for domestic servants. Mechanics are all fully employed, especially ship carpenters. There is room for a few blacksmiths, joiners, and shoemakers.

Crown Lands have mostly all been taken up for many miles interior, for the sake of the timber; but still there are several good tracts left. There is a large tract on the main post road to Annapolis.

YARMOUTH COUNTY.—Agricultural labourers find employment during summer time; but only then. The farmers think it will not pay them to hire by the year. A few boys and girls might be engaged; but none but domestic female servants can rely on constant employment. Mechanics—there is no encouragement for any except ship carpenters, and those connected with ship building.

Crown Lands—There are none in the county suitable for settlement.

SHELburne COUNTY.—There is but a limited demand for labourers. Female domestic servants are more in request. Mechanics—there is no opening for any; but all who have been accidentally brought to the county have, with ordinary industry, succeeded well.

Crown Lands—There are none to be had suitable for agriculture.

LUNENBURG COUNTY.—During summer there is a considerable demand for labourers, also for domestic service; but there is no prospect of regular employment for either males or females at all seasons. The same may be said regarding boys and girls. Mechanics—there is little encouragement for any, except a few tailors, shoemakers, and blacksmiths. The county is most favorably provided with water-power for all kinds of manufactories.

Crown Lands—There are many valuable tracts of land suitable for cultivation, but remote from the seaboard and public roads. Recommended that a district should be laid out, and roads made through it. Many improved lands, conveniently situated, could be readily purchased by people of means at comparatively moderate prices.

COLCHESTER COUNTY.—Agricultural labourers, both male and female, can at all times find employment; and domestic servants very readily. Mechanics—a few would find encouragement; such as tailors, shoemakers, carpenters, and blacksmiths, the most likely.

Crown Lands—There is a large available tract on the south-west of New Annan; also other small tracts in different parts of the county. Good land for tillage could be purchased cheaply in the back settlements.

CUMBERLAND COUNTY.—A number of labourers, both male and female, could find sure employment if acquainted with agricultural or farm work; also boys and girls for various employments. Domestic servants in much demand. Mechanics—a limited number would find employment; blacksmiths, shoemakers, and carpenters particularly; with a few tailors.

Crown Lands—There are large tracts suitable for settlement in the county. The county surveyor has been instructed to lay out several lots.

ANTIGONISH COUNTY gives no encouragement for either labourers or mechanics. There are many poor people in the county who are always looking out for employment.

Crown Lands there is no report of.

CAPE BRETON COUNTY offers no inducement for labourers except at the mines, the farmers being very poor. From two to three hundred labourers are employed at the new outpost mines for surface work. They are young men residing on farms, who are compelled to leave their work, at certain seasons, to attend to their crops. Steady labouring men would be preferred. Wages

four shillings per day, paid in cash. No additional domestic servants could find employment. Mechanics—there should be an opening for a few at the coal mines; particularly for blacksmiths and carpenters.

Crown Lands—The tract surrounding the celebrated mineral springs is recommended as suitable. It is situated at the East Bay of the Bras d'Or Lake, commencing about two miles in the rear of the main post road, and running to the southward—the land heavily timbered and fit for cultivation. Another tract of a similar description is mentioned as situated between Loch Lomond and the head of Salmon River.

VICTORIA COUNTY, C. B.—There is no regular demand for labourers of any kind, unless the gold mines find employment for them. Farm servants are paid at the rate of £25 yearly, with board; but payments are generally made in produce at cash prices. Mechanics—a few good shoemakers and blacksmiths might find employment, and there is room for industrious fishermen.

Crown Lands—All on rivers or near the coast, occupied by squatting farmers or fishermen. There is a tract of good land on the rear of middle river; and another on the rear of Big Baddeck and St. Ann's—the main post road to Margaree passes near. Surveyors never go in these directions, and have no idea of the lands, which only require cultivation. Clearings on rivers and the coast could be purchased for small sums.

RICHMOND COUNTY, C. B.—There is no demand for labourers, unless at the coal mines. Mechanics—no present prospect for.

Crown Lands—None reported as available for settlement, although the country is yet but thinly settled.

GUYSBOROUGH, PICTOU, and INVERNESS COUNTIES, I have no replies from.

HALIFAX COUNTY.—The only reply I have from this county is in the information of a valuable and fertile tract of *Crown Land*, covered with wood, in rear of granted lands from Ship Harbour to Ecum Secum, suitable for settlement. If laid off in lots, with convenient roads through them, they would prove of mutual advantage to the settlers and to the fishermen along shore.

Since the first of August I have only had seven applications from the country for servants, but had none suitable for the purposes required, to supply these demands. I apprehend that the objects of this office are not generally known, notwithstanding the advertisements, and would suggest that the Custos of each county should be requested to bring the subject before the Justices when they meet at Sessions. If they would act as correspondents, in regard to the employment of immigrants, it would be of great advantage.

In the report from Annapolis county, it is stated that "Government would have to clear some of the Crown Lands and erect buildings before settlers could maintain themselves." I find that this system is recommended by the Immigration Agent for New Brunswick, in his report of February, 1863. He says, "If the Legislature would cause lots of the Crown Lands, of one hundred acres each, to be surveyed and laid off in the different sections of the Province, and have a small clearing, say of one acre, made, and log-houses, of cheap construction, erected thereon, in order that the immigrant should have a shelter for himself and family immediately on landing on our shores," great advantages would result. "While the country evidently and unmistakeably asks for an accession to its population, it should be remembered that the persons who are most likely to come to this country, with the intention of making it their home, are of that class who earn their bread by the sweat of their brow. It is no easy matter for a man who has a family, with all the industry and prudence he can call to his aid, when wages are low and food dear, to save sufficient to secure a passage across the Atlantic; and it has often occurred, that persons who desired to better their condition by emigrating, have, after laying by for years the small pittance that could be wrung from their labor, found that sickness or accident had required the expenditure of their little hoard."

“The great boon that would be offered to the poor man by having a shelter to take possession of, immediately on arrival, must be very evident. It is true that some expense will be necessary to clear a small piece of land and erect a log-house, and it might be good policy to make a small charge upon the soil, giving the settler all the advantage of credit for a series of years, in which to pay up the outlay thus incurred by the government. This would help to smooth the way for the settler and his family, who have much to learn in a new country, and some trials to endure, before they can hew out for themselves a comfortable home. Another great advantage accruing from this plan, would be highly favorable to those already located as farmers, by furnishing them with labour, which under other circumstances they could not command.”

The same report states, “A register of farms for sale, with prices, locality, and other particulars, is likewise open for inspection, and has proved of benefit to persons who desired to purchase farms with buildings already erected, or obtain partially cleared lands.”

There are hundreds, perhaps thousands, of such farms in Nova Scotia, which the owners would be willing to sell at moderate prices; and I would respectfully suggest that a book of registry, of all properties for sale, should be opened at the immigration office, and that the owners of properties registering should pay a small fee for each registration. This I conceive would be a great advantage to those who wish to sell, and it would certainly be very accommodating to strangers, who come to the country with a view to purchase and settle.

Information can be readily obtained in Great Britain of every British colony, except Nova Scotia, by means of cheap and concise pamphlets and small publications. Many of the colonies have, besides, resident agents in England; and all have some person, connected with them, who gives more or less attention to their interests in the matter of emigration. Unless means are taken to bring forward the advantages which Nova Scotia possesses, she can only expect an inferior class of immigrants—persons induced to emigrate by destitution, who will almost go to any country to which their passage is paid. There are thousands of mechanics and small farmers possessing several hundred pounds who might be induced to come to us, if they only knew something precise and reliable of Nova Scotia, its climate, and resources. These are the people most desirable for us;—people who will both work themselves and employ others;—people who have been brought up to industrious habits, and who will in like manner bring up and train their children;—who are sure to advance their interests by a material improvement of their condition in a very short time, and prove a valuable acquisition to the country.

Mr. Alexander Campbell, to whose letter I alluded at the commencement of this report, proposes to act as emigrant agent, for Nova Scotia, in Glasgow. He is connected with the press, and says, “A competent person should be appointed as an agent for the colony here, who should be supplied with all requisite information as to climate, soil, productions, minerals and manufactures. Also the locations where land is to be had; its quantity, quality, price, &c. I offered to undertake such an agency here; and were the appointment made, I have no doubt of making Nova Scotia as well known and as popular for the resort of a good class of emigrants from Scotland, as any of the British colonies. Such information would be given through the medium of the press, by public lectures, and other means, all within my reach.” He has mentioned no terms of remuneration, but, of course, would expect some. In my reply to his letter I said, in reference to his proposal, “I cannot say whether our government may be induced to appoint an agent in any part of Great Britain, but nothing can be done towards such a measure until the Legislature meets again in February.” I have heard nothing from him since.

Another great obstacle to emigration to Nova Scotia exists in the very high rate of passage money by steamers. While steerage passage can be had from Liverpool and the Clyde to New York and Canada, by steam vessels, at £6 stg. for each adult (children in proportion), the lowest rate by the Cunard steamers (our only line) is £16 in the second cabin. An arrangement might be made with one of the companies, whose steamers run between England and the United States, to touch at Halifax with passengers, whenever a sufficient number

are collected, to compensate for the small charges and short detention incurred by so doing.

In conclusion, the propriety of dispatching an agent annually from Halifax, by whom such and other arrangements might be made, may be worthy of the consideration of the government. He should leave in the months of January or February, or March at latest, and should be an active and experienced man of business, possessing an intimate knowledge of the views of the government and people of this Province on the subject of immigration. His attention should be strictly confined to this particular object *alone*, and not distracted by any others whatever; and he should keep a regular daily journal of all his movements and proceedings, with an exact account of all expenses incurred. He should carry with him, in a printed form, details concerning the advantages emigrants may have by settling in Nova Scotia, and be able to shew the time and expense to be incurred from their first move to their settlement in the Province. He could traverse portions of the Mother Country, and by his personal representations and suggestions to individuals, to societies, and to bodies of men desirous to emigrate, might induce valuable settlers to turn their attention to Nova Scotia, in preference to Australia or the United States. He could facilitate arrangements for the transit of passengers, and in some cases for the purchase of lands in this Province; and, by his visits, might probably arouse many parties in the Mother Country, who may wish well to the Province, to take actual interest in it, or in emigration to it. From the beginning to the end of the mission three months should be sufficient; during which time his services would be of more actual benefit than those of any resident agent in a year.

I have the honor to be,

Sir,

Your most obedient servant,

H. G. PINEO.

The Hon. the Provincial Secretary.

CORRESPONDENCE RELATIVE TO IMMIGRATION.

(COPY.)

(Circular.—Nova Scotia.)

Downing Street, 11th April, 1863.

SIR,—

The distress which still prevails among the manufacturing population of the Northern counties, and the apparent probability of its continuance, make it necessary for Her Majesty's government carefully to consider the several schemes which have been proposed for rescuing the people from their present condition, and for enabling them again to earn an independent livelihood. Among those schemes, as you are no doubt aware, emigration occupies a prominent place. If the people in question had been accustomed to out-door labor, and their numbers were less excessive, there would be no room to doubt that emigration would afford to them, as it has to others, an immediate escape, and that their transfer to other portions of the empire would be as beneficial to the Colonies as to the people themselves; but these people are differently circumstanced. A large majority of them have been accustomed to in-door work only, and would probably be incapable at first of performing any considerable amount of hard labor out of doors. Others have been employed in out-door, though not absolutely agricultural labor, and these might be expected to be at once useful; but the numbers of the whole class are so great, and comprise so large a proportion of women and children, that some doubt must be felt as to the possibility of their ready absorption by the Colonies, even irrespective of their previous employments.

If, however, it should be decided to encourage or assist the emigration of any portion of those people, it would be of great importance to Her Majesty's Government to know accurately to which of her Majesty's Colonial possessions there emigration might be directed with the best prospect of advantage to the people themselves and to the Colony. The information at present at my command does not enable me to answer this question with confidence. I think it better, therefore, to refer at once to you, and to request you to furnish me with the best information in your power upon the subject. You will understand that the people are destitute, and that they must therefore earn their living by working for wages, not by occupying or cultivating land on their own account. It is obvious that land is of no use to men who have not the means of living till they can raise a crop. In reporting on the subject, I would request you to state what is the opening in the Colony for each class of the persons to whom I have referred; that is, for married men with families who have been accustomed to out-door, though not agricultural labor; for the same class who have been employed in in-door labour only; for single men of average health and strength who have been employed in out-door and in-door labor respectively; and for young women of good character who have been employed in the mills, but who may have had some experience of domestic service, or might seem capable of understanding it.

You will, of course, however, not restrict yourself to the above points, if there are any other matters connected with the subject which it appears to you important that Her Majesty's government should know.

I need hardly add, in conclusion, that I should be anxious to receive your answer to this despatch at your earliest convenience.

I have, &c.,

(Signed) NEWCASTLE.

The Right Hon. the EARL OF MULGRAVE

(COPY.)

(No. 61.—Miscellaneous.)

*Government House, Halifax, N. S.,
25th June, 1863.*

MY LORD DUKE,—

Referring to the circular despatch from your department, 11th April, 1863, on the subject of emigration from the distressed districts in the north of England, I regret much that I am unable as yet to furnish the information required.

The despatch arrived on the eve of a general election, at which time the different members of my Council were absent in the country, and the subsequent change of government, together with the departmental elections which are now going on, consequent on the acceptance of office by my new government, has rendered it impossible for me to obtain any report upon the subject; and in a matter of this kind I think that it would not be desirable for me to give any final answer without first obtaining their views.

I can, however, assure your Grace, that as soon as my Council return to Halifax, I will lose no time in referring the matter to their consideration.

In order, however, as far as possible, to prevent any inconvenience arising from the delay, I may state to your Grace that, although undoubtedly a limited number of young men and young women of good character might find profitable employment as domestic servants, or that strong men accustomed to hard labor might obtain a living at the gold fields, I do not think that this Colony would be capable of absorbing any considerable number of emigrants of the class described in your Grace's circular. Wages in Nova Scotia are undoubtedly high; but the period during which there is any great demand for unskilled labour is short, and during the winter months it would be difficult to obtain employment for persons dependent upon their daily wages for their support.

Were they persons with some little capital who could be located upon the waste lands of the Province, the case would be different; but under the circumstances I do not think that I can hold out any prospect to your Grace of this Province being able to take any large number of emigrants from the distressed districts in the north of England.

I will not fail, however, to address your Grace again upon the subject as soon as I have been able to obtain the opinion of my Council, whose greater local knowledge may suggest some means of employment which I have overlooked.

I have, &c.,

(Signed) MULGRAVE.

His Grace the DUKE OF NEWCASTLE.

(COPY.)

(Miscella.—No. 67.)

*Government House, Halifax, N. S.,
22nd July, 1863.*

MY LORD DUKE,—

Referring to your Grace's circular, dated 11th April, 1863, on the subject of emigration from the distressed districts in the North of England, I have the honor to enclose, for your Grace's information, a memorandum of my Executive Council, embodying their views on the subject.

I regret much that so great a delay has taken place in replying to your Grace's despatch. I was unwilling, on a subject of this kind, to reply without having first consulted my Government, and it so happened that your Grace's despatch arrived at a time when the members of my former Government were absent in the country, preparatory to the general election. The subsequent change of Government has prevented my being able to obtain this opinion at an earlier date.

In the sentiments expressed in the enclosed paper, I entirely concur; for while I believe that a constant and steady stream of emigration is the thing most required to secure the prosperity and advancement of this province, there are many reasons which would render Nova Scotia peculiarly ill-fitted for any large and sudden influx of emigrants of the class described by your Grace.

These persons being destitute of capital, would be incapable of sustaining themselves upon waste lands of the province, which would be the ordinary way in which emigrants would be provided for in this country; and being entirely dependent upon their employment as day laborers, it is evident that any very large number being thrown into the country at one time must, in a small community like this, have the effect of either over-stocking the labor market to such an extent as to cause very considerable distress, especially when the winter came on, when the demand for labor in the country is very small.

Already about 300 persons have arrived during the present year, whose passages were provided by Miss Burdet Coutts, all of whom were readily furnished with situations; and I have no doubt that a limited number of the three classes described in the memorandum of my Executive Council might still find a profitable employment; but their number would be so small as to be of little use in alleviating the distress in the manufacturing districts.

It should, however, be remembered that if any emigrants are sent out it would be advisable that they should arrive with as little delay as possible, so as to obtain employment before the summer season closes.

I have, &c.,

(Signed)

MULGRAVE.

His Grace the DUKE OF NEWCASTLE, K. G.

(COPY.)

Halifax, N. S., July 22, 1863.

The undersigned members of the Executive Council having carefully considered the contents of the despatch referred to them by your Excellency from His Grace the Duke of Newcastle, dated 11th April, 1863, enquiring whether, and to what extent, encouragement may be afforded to the emigration of distressed operatives from the mother country to this colony, have embodied in the following memorandum their views on the subject of His Grace's enquiry:—

The people thrown out of employment in the manufacturing districts of the North of England are unfortunately, as a class, the least suitable for immigration to Nova Scotia. Whatever skill they might have acquired by their former employment, would in most instances be useless to them here where our manufactures are few, comparatively unimportant, and, for the most part, limited to articles of a coarse description, consequently the immigrant from a manufacturing district, supposing him to obtain employment immediately on his arrival here, would frequently labor under the disadvantage of having to learn a new handicraft, and of being employed upon work to which he had been previously wholly unaccustomed. To young and healthy single men and women, the temporary disadvantage would be no very serious impediment to comfort and success; but to heads of families, having helpless children dependent upon their daily wages, the disadvantage would be much more serious.

The class of immigrants most required in this colony, and most likely to succeed here about the present time, may be brought under the following heads:

First—Able-bodied farm laborers; secondly, domestic servants, male and female; thirdly, such mechanics as masons, bricklayers, plasterers, carpenters, joiners, and others employed in building operations.

There seems to be no reason why the second of these wants could not be supplied by young men and women from among the operatives thrown out of employment in England. Doubtless, too, many robust and active young men, although wholly inexperienced as farm laborers, could obtain employment and eventually succeed as such, although some years would almost necessarily elapse before they could hope to receive the highest rate of wages paid to laborers of their class in this country.

Although, then, immigrants from the agricultural districts of England, and such mechanics as those already named, are the class most required, and most likely to succeed in Nova Scotia, we feel warranted in stating that there is a field here for a limited number of the unemployed operatives of the Northern counties.

The only classes which we should feel justified in recommending to be sent out here are those described by His Grace as "single men of average health and strength, who have been employed in out-door labor," and "young women of good character, who may have had some experience of domestic service, or might seem capable of understanding it." With these classes of single men and single women we would include healthy and active boys and girls of not less than 14 years of age, and "married men accustomed to out-door labor," whose families are so far grown up as that all, or nearly all, of their members come under this class, might also come with their families. This young class of employees is rather in demand. When put out to domestic service, or apprenticed to farmers or tradesmen, they, if of average abilities, earn a comfortable living from the outset, acquire a knowledge of their new occupation more readily than their elders, and by the time they become adult men and women are well fitted to make their way in colonial life comfortably and independently.

Although we have said that we considered there was a field here for a limited number of these operatives, we fear that at the present time the limit must be so small that Nova Scotia will not be able to afford a large share of relief to the distress of the manufacturing districts. There, of course, it is not prospective but immediate relief that is in demand.

Until within the last few months, the Legislature of this province has never given any attention to the subject of emmigration. Quite recently steps have been taken to induce, and, if possible, steadily maintain a healthy stream of immigration to the colony; but the arrangements of the department with this end are as yet scarcely matured. The people of Nova Scotia have never been accustomed to look to immigration as a source to supply labor. Consequently, were a large number of these operatives to be brought at once, and very soon, into the province, there would, it is to be feared, be delay in getting employment for all. Could they come in small bodies, with short intervals between, employers would gradually become accustomed, and would prepare themselves to procure laborers from this source; the latter would probably be employed, with little or no delay, after their arrival; and a large number of immigrants could thus become gradually absorbed by this colony—although not so rapidly, we fear, as would materially aid in relieving the distressed districts of England.

All which is respectfully submitted.

Certified,

(Signed)

JAMES H. THORNE,
C. E. C.

APPENDIX No. 5.

“CHESAPEAKE.”

(COPY.)

(Nova Scotia.—No. 6.)

Downing Street, 22nd February, 1864.

SIR,—

With reference to the correspondence which has passed on the case of the “Chesapeake,” I have the honor to inform you that, on the subject of the violation of British Territorial Jurisdiction by the officers of the United States Steamer “Ella and Annie” in their pursuit of the persons who had seized the “Chesapeake,” the United States Government have made a full and unqualified apology, which Her Majesty’s Government have accepted in the same friendly spirit in which it has been offered, and with a feeling of satisfaction that the matter has been settled in a manner honorable to both parties, and calculated to improve the good relations between the two Governments.

I have the honor to be, Sir,

Your obedient servant,

(Signed) NEWCASTLE.

The Officer Administering the Government }
of Nova Scotia. }

(COPY.)

Washington, February 29th, 1864.

SIR,—

I had, on the 22nd inst., the honor to receive your Excellency’s despatches of the 16th and 18th instant, relative to the case of the “Chesapeake.”

I have the honor to transmit to your Excellency herewith, a copy of a despatch which has been addressed by the Secretary of State of the United States to the United States Consul at Halifax, and which will make your Excellency acquainted with the view taken by this Government of the case as it now stands.

A copy of this despatch was given to me by Mr. Seward the day before yesterday. With his permission I send copies to your Excellency and to Earl Russell to-day.

I have, &c.,

(Signed) LYONS.

His Excellency MAJOR GENERAL DOYLE.

(COPY.)

Washington, February 24th, 1864.

SIR,—

Your despatch of February 17th, No. 23, has been received. I learn from it that the Court of Vice Admiralty has decreed that the “Chesapeake” and her cargo shall be delivered to her owners on the condition of their payment of costs.

Under the President's direction, I shall make this proceeding the subject of a communication to Her Majesty's Government. In the meantime, I think it not improper to inform you that this Government, while it adheres to the opinion that the delivery of the "Chesapeake" ought to have been made promptly and unconditionally by executive authority, is nevertheless gratified with the just and friendly proceedings of His Excellency the Governor of Nova Scotia in the premises, and appreciates the enlightened and impartial spirit by which the Vice Admiralty Court has been guided in a case attended with some embarrassment and much local excitement.

The Secretary of the Navy will be informed of your views in regard to the necessity for a convoy of the "Chesapeake."

Yours, &c.,

(Signed) W. H. SEWARD.

(COPY.)

(Nova Scotia.—No. 10.)

Downing Street, 12th March, 1864.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 18, of the 18th of February, transmitting papers by which it appears that the Judge of the Vice Admiralty Court at Halifax has decreed the restoration of the "Chesapeake" and her cargo to the owners. The affair being thus brought to a conclusion, I am happy to take the opportunity of conveying to you an entire approval of your proceedings throughout this difficult case. Your conduct is considered by Her Majesty's Government to have been altogether becoming and proper, and to have adequately vindicated the honor and dignity of Her Majesty's Crown, without neglecting anything which was due to the Government of the United States.

I have, &c.,

(Signed) NEWCASTLE.

MAJOR GENERAL DOYLE.

APPENDIX No. 6.

TENURE OF OFFICE.

(COPY—No. 82. Miscellaneous.)

Government House, Halifax, N. S., 17th September, 1863.

MY LORD DUKE,—

I have the honor to enclose for your Grace's information, the copy of a memorandum which I have caused to be entered among the minutes of Council before my departure from this Province.

I have been induced to take this step in consequence of the determination evinced by the present government to make sweeping changes in the subordinate officers under government for political and party reasons.

There has for some time been a tendency in this province to introduce this most pernicious system, and I have at all times opposed it to the utmost of my power. Undoubtedly occasions have not unfrequently occurred in this country when the conduct of the officers themselves fully justified their dismissal, as while it is undeniable that the efficiency of the public service requires that subordinate officers should be protected in the tenure of their offices, it is equally evident that it is their duty to abstain from any active political opposition to the government they are serving.

In the present instance, however, the government justify their dismissals, not on account of the conduct of the individual officers concerned, but because, as they state, officers having been dismissed by the late government on account of their political opinions, they consider that the system of dismissing non-political officers on account of their political opinions, has been inaugurated, and that they are therefore justified in carrying it out to any extent they may think proper.

"I have, &c.,

(Signed) NORMANBY.

His Grace the Duke of Newcastle, K. G., &c. &c. &c.

Government House, Halifax, N. S., 17th September, 1863.

SIR,—

I desire that the accompanying memorandum be inserted among the Minutes of Council of this Province.

I am, Sir, yours,

(Signed) NORMANBY.

The Deputy Provincial Secretary.

Memorandum of the Lieut. Governor's, to be placed among the Minutes of Council.

The Lieut. Governor feels that he should not be performing his duty, either to the Province or himself, were he to quit the Colony without placing on record his most unqualified disapproval of the system growing up in Nova Scotia, of dismissing subordinate officers under government, upon political and party grounds, without any charge of misconduct, having previously been proved against them.

The system is one which is unjust, ungenerous, and entirely at variance with the practice pursued in England.

The character of the subordinate officers under government, must greatly depend upon the fixity of tenure on which they hold their offices, as few men of ability and respectability will be found willing to relinquish their private business and to accept non-political offices, when it is known that the tenure of those offices depends upon the chances of party strife.

It is undoubtedly the duty of subordinate officers to abstain from any open and active hostility to the government under which they are serving, as such opposition would justly deprive them of that immunity from dismissal which the not political character of their office should secure for them.

The Lieut. Governor admits that a dismissal or retention of a subordinate officer, is a matter of local rather than imperial interest, and as such, responsible government must mainly be left to the discretion of the government of the day, who are responsible to the Legislature and the country for their acts, but when a government inaugurate their assumption of office by a sweeping dismissal of non-political officers, solely on the ground of their political opinions, it becomes the duty of the Lieutenant Governor to call upon the government seriously to consider the system they are introducing, and the evils which it must entail upon the public service.

In the present instance, the Lieutenant Governor expressed verbally in Council, on the 29th July, 1863, his opinion of the sweeping changes proposed by them, but as it has since come to his knowledge that several dismissals from minor offices have taken place, and he feels confident that, in many cases at any rate, the conduct of the officers in question has not been such as in his opinion to justify their dismissal, he feels bound before quitting the Colony, to enter upon the Minutes of Council, his protest against the introduction of such a system. In the United States, the only country in which such a practice prevails, the effect on the public service has been only too apparent, and the Lieut. Governor regrets that it should find favor with any party in a British Colony.

(Signed)

NORMANBY.

Government House, Halifax, N. S., 15th September, 1863.

(Nova Scotia. No. 59.)

Downing Street, 6th October, 1863.

SIR,—

I have the honor to acknowledge the receipt of the Marquis of Normanby's despatch, No. 82, of the 17th ultimo, enclosing a memorandum which his Lordship had placed on record, relative to the practice of dismissing subordinate government officers upon entirely political and party grounds.

I entirely concur in the views entertained by Lord Normanby on this subject, and I should wish you to use all the influence you possess to impress them upon your ministers. If integrity, intelligence, and knowledge of public business, are necessary for the proper conduct of the public service, it is plain that capable persons must be invited into that service, and retained there either by the hope of distinction or by the hope of competence.

The former is not accessible to the larger mass of public officers, and all prospect of the latter is destroyed by rendering the tenure of ordinary appointments dependent on political changes.

Under such a system it is neither possible that fit men should be attracted into the service, nor that they should learn their business when they are there.

These frequent changes, moreover, have the social disadvantage of stimulating and extending the animosities of party, by giving to large numbers of persons a personal interest in changes of ministry, and what is perhaps still worse, they tend to lower the motives of public men by enabling them to procure extended support through promises of public appointments instead of by a successful management of the public interests.

I cannot refrain from pointing out that the actual results of the system where it has been tried, are quite as mischievous as those which a considerate person would anticipate. And I cannot but hope that the experience of other countries will have its weight in deterring your government from a course of policy, which though it may seem to secure a transitory advantage to their party, is, I am sure, fraught with the worst consequences to the well-being of the Colony.

I have the honor to be,

Sir,

Your most obedient humble servant,

NEWCASTLE

The Officer Administering the Government of Nova Scotia.

(No. 100. Miscellaneous.)

Government House, Halifax, N. S., 26th November, 1863.

MY LORD DUKE,—

I have the honor herewith to transmit to your Grace, a copy of a Minute of the Executive Council of this Province. This minute has been framed by them in consequence of the receipt of a despatch from your Lordship, No. 59, 6th October, relative to the removal of subordinate officers from public offices in this Province, on party grounds, and expresses the views of the Council upon the subject.

“ I have, &c.,

(Signed)

HASTINGS DOYLE.

His Grace the Duke of Newcastle, K. G., &c. &c. &c.

The Executive Council having had their attention invited by his Honor the Administrator of the government, to a despatch from his Grace the Duke of Newcastle, dated 6th October, 1863, and also to Lord Normanby's memorandum dated the 15th September, 1863, alluded to in that despatch, feel called upon to record the following observations thereon.

The Council cannot but question the propriety of a Lieutenant Governor, on the eve of leaving the Colony, directing the clerk of the Executive Council to place on the minutes of that body, a memorandum, such as Lord Normanby's, without it having been submitted to his constitutional advisers.

Lord Normanby in alluding to the present government, has hazarded the following assertion :—

“ When a government inaugurate their assumption of office by a sweeping dismissal of non-political officers, solely on the ground of their political opinions, it becomes the duty of the Lieutenant Governor to call upon the government seriously to consider the system they are introducing, and the evils which it must entail upon the public service.”

The Executive Council are compelled to say that the imputation which Lord Normanby has thus attempted to cast upon them is without foundation. The Executive Council did not inaugurate their assumption of office by sweeping dismissals of non-political officers, solely on the ground of their political opinions, nor have they subsequently pursued that policy. But had they done so, they would not have introduced the system, as Lord Normanby has ventured to assert; they would simply have pursued a policy introduced by the party now in opposition, when in power, and which was acted upon by the late government for three years, with the especial sanction and encouragement of the Marquis of Normanby. The public archives of this Province teem with the evidences of the earnest efforts of the leader of the present government, to maintain the

fixity in office of non-political subordinates, while they equally abound with the proofs of the determined policy of the leaders of the party now in opposition, to render those officers subservient to their own political views.

In confirmation of this statement, it will only be requisite to cite the despatch obtained by that party from the Colonial Minister, Earl Grey, dated 15th November, 1848, of which the following are extracts:—

“With respect to the claims urged by the Executive Council, that the existing Administration has to encounter the active or concealed hostility of many persons holding official employments, and that one head of a department at least, voted against the return of the Attorney General and Provincial Secretary to the Assembly, I have no remedy against what is termed the ‘concealed hostility,’ of persons holding permanent offices to an Administration opposed to that to which they may have been indebted for their appointment. It is impossible but that such persons should, like all others, have their personal political feelings, and it is not unnatural that they should desire the advancement of the party power, to whom they are thus indebted; but these persons must be aware that the condition upon which they will be suffered to enjoy exemption from dismissal for any other cause but that of positive misconduct, will be that they should abstain from taking any active part in political contests; such indeed is the well understood rule which prevails in our country, and I am of opinion that a similar rule should be enforced in Nova Scotia.

“In the smaller society of a Colony, it is not unreasonable to expect that party disputes should run higher than in the larger and more settled society of this country; and it becomes the more necessary, therefore, that in the Colonies neutrality in party contests should be observed on the part of holders of office not regarded as political.

“I should think it by no means unreasonable to make it known to such persons, that they would be expected to abstain from the exercise of their right of voting at elections, against any member of the existing Administration, for the time being, inasmuch as they could not give such vote without forfeiting that neutral position in politics, which is the condition of the permanent tenure of their respective offices.

“Perhaps it might not be unattended with advantage to enforce this rule by legislation, and to impose upon the holders of subordinate situations in the public service in Nova Scotia, the same disqualification from taking any part in elections, to which all persons employed by the collection of the revenue are subjected by the law of this country. It must of course be also required of them that they should honestly and faithfully discharge the duties of their offices, and afford all the assistance in their power to the actual existing Administration, and deference to any possible difference from their political opinions.”

Having obtained this decision from the British government, that party, under its authority, expelled from office public servants for voting against the government.

With the principle of dismissing non-political office-holders for opposition to the government, thus made a part of the Constitution of the Colony, by the efforts of their opponents, and with ample precedents for the application of that rule before them, under which their friends had frequently suffered, Lord Normanby knows that during the three years that the party now in power were represented at his Council board, not a single man was evicted from office upon political or party grounds—not a man was dismissed without his full concurrence, and approbation of the ground of removal,—nay, more, that a large number of office-holders were retained undisturbed, who had taken an open and active part against the departmental officers of the government, at their ministerial elections. The views of the party in power were authentically set forth in 1859, in the address of the Hon. Mr. Johnston, the leader of the present government, published to his constituents on the eve of a General Election, as follows:—

“Allied to this subject is another which demands consideration, from the

“earnestness with which it is viewed by the people—that is, the dismissal of office-holders whose political sentiments are opposed to the government.

“I have formerly resisted the introduction of this principle, and since my accession to office in 1857, have felt myself bound to act upon the opinions I avowed in opposition, and which I sincerely entertained. It is well known that by this course I have given dissatisfaction to many warm and valued friends in the County and elsewhere, who perhaps were not in a position to estimate as much as was necessary the obligations of a public man in a particular like this.

“The doctrines on this subject which the late government, while in power, propounded as their policy and largely acted upon, have, however, taken a strong hold on the people on both sides in politics; and in so many instances and in such distinct forms, has this fact been forced on the notice of the government, that it has been impossible not to perceive the tendency which exists to force this principle of Administration into a settled policy. The feeling on this subject has been aggravated by the improper and indecorous conduct of office-holders themselves, who, not rightly estimating the generous forbearance of the government, have not hesitated to insult its friends by indecent contumely directed against the government or individual members of it, and by attributing their own retention in office to fear or other unworthy motives. In view of this state of public sentiment, and in reference to office-holders themselves, it is proper for me to say—on the eve of a General Election, the constitutional occasion when public opinion is made known, and when the policy of the government ought to be understood—that such known hostility to the government, or such open disrespect to its members on the part of the incumbents of office under the government, as must necessarily tend to destroy the confidence of the people in the impartial discharge of their official duties, or disturb the harmonious relations which the public service requires to exist between the government and its subordinate officers—will compel the application of the principle alluded to, and which the government has hitherto endeavored to avoid.”

Lord Normanby has charged the present government with introducing a sweeping dismissal of non-political officers solely on the grounds of their political opinions. The evidence shall now be submitted to prove that the responsibility of introducing that practice, rests not upon the present Administration, but upon their predecessors, and that it was not only acquiesced in by Lord Normanby, but found in his Lordship a warm and effective advocate. On the day that the party now in opposition obtained power in consequence of having carried a vote of no confidence, by a majority of two, and with the evidence before his Lordship that they shrank from the usual appeals to the people on assuming office, Lord Normanby, upon their advice, expelled the hon. James McNab from the office of Chairman of the Railway Board, and conferred that office upon a member of his Executive Council, although the office had been created by the Legislature upon a pledge that it should be considered non-political, and Mr. Howe had resigned his seat in the Executive Council in order to accept it. When the change of government took place in 1857, upon Mr. Howe's voluntary resignation, Mr. McNab, his former colleague and a member of the defeated Administration, was appointed in his place. One of the most valuable subordinate offices in the Province, created upon a pledge to the Legislature that it should be non-political—was thus wrested from its possessor to provide a salary for one of Lord Normanby's Executive Councillors, and his Lordship personally approved and defended the act. Without an hour's notice, Mr. P. S. Hamilton, the Registrar of Deeds for the county of Halifax, a gentleman unconnected with the Legislature, (four days afterwards) was evicted from his office to make room for an active and determined partizan of the government. The principle of expelling office-holders was here carried a step further than Lord Grey's despatch would warrant, as Mr. Hamilton had not opposed the government, which had only been formed four days before, but was dismissed for the support which he had previously given to a former government who had appointed him. Yet, this act received the most cordial sanction and energetic approval of Lord Normanby, whose despatch upon the subject will in all

future time be quoted in defence of the dismissal of office-holders, "solely on the ground of their political opinions."

Mr. Hamilton, in reply to a respectful letter to his Excellency, enquiring the grounds upon which he had been thus summarily dismissed from the public service, received the following answer:—

"Provincial Secretary's Office, Halifax, 21st February, 1860.

"SIR,—

"I have it in command from his Excellency the Lieutenant Governor, to acknowledge the receipt of your letter of the 17th inst., and to inform you that the members of the Administration, upon whose advice the change of which you complain has been made, will be prepared to explain and defend their policy should it be questioned on the re-assembling of Parliament.

"I have the honor to be,

Sir,

Your obedient servant,

(Signed)

JOSEPH HOWE."

Lord Normanby has here placed his opinion upon record, that in this Colony the Queen's Representative has nothing to do with such cases, and can take no cognizance of any dismissal which the Administration are prepared to defend in Parliament. Evidently determined to forever set at rest any doubt as to the propriety of dismissing office-holders, who had ever opposed the party in power, Lord Normanby thus embodied his views in a despatch to the Colonial Secretary, dated May 20th, 1860, containing the following extracts:—

"MY LORD DUKE,—

"I have the honor to enclose a memorial from Mr. Peter Hamilton, complaining to your Lordship of my conduct in sanctioning his removal from the office of Registrar of Deeds.

"I also enclose a copy of a Minute of Council drawn up by my government, setting forth their reasons for advising Mr. Hamilton's removal, and I trust that it, together with the explanation I intend submitting on my own part, will convince your Lordship that no injustice has been done to Mr. Hamilton—that his removal was in full accordance with the spirit of Lord Grey's despatch No. 130, 15th Nov. 1848—that an exactly parallel case took place under the administration of my predecessor at the time when my late government came into power, and that it was caused by the violent and unmitigated opposition and defamation indulged in by Mr. Hamilton towards my government, and the party to which they belong. After the meeting of Parliament, as your Lordship is aware, my then government were defeated, and my present advisers pointed out the necessity of removing Mr. Hamilton, in consequence of the violent opposition which he had offered to them, and which, as they conceived, justly deprived him of that immunity from removal from office which usually attaches to non-political appointments; and being perfectly aware of the length to which Mr. Hamilton had carried his opposition, I consented to his removal.

* * * * *

"The duty of a county Registrar is simply that of copying conveyances of real estate, for which he is paid by the parties, and as is the case with nearly all similar offices in this Colony, it is by the terms of the commission held during pleasure, and had Mr. Hamilton referred to Lord Grey's despatch, No. 130, 15th Nov. 1848, which points out very clearly in the sixth paragraph, that persons holding permanent offices 'must be aware of the condition upon which they will be suffered to enjoy exemption from dismissal for any other cause but that of misconduct, will be that they shall abstain from taking any active part in political contests'—it seems to me that he must have foreseen that the same course which was pursued on a former occasion towards Mr. McDonald, the Registrar at Pictou, was inevitable as regards himself. * * * * *

“No one can be more opposed than I am to the system of depriving persons of subordinate offices simply on account of their political feelings, but at the same time, I feel that it would be impossible for responsible government to exist, if persons holding these offices are permitted to become open and violent partizans, and still to retain their offices in opposition to the party in power. * * * * *

“I cannot conclude this despatch without remarking the error which Mr. Hamilton has fallen into in treating his removal as a wrong personally inflicted by myself. It seems also to me that did he feel himself agrieved, he should first have brought his case under the consideration of his own representatives in the Provincial Parliament; for though I would not for a moment suggest that it is not open to any British subject at once to appeal to the Imperial government for redress against the act of any subordinate officer, no matter what his position may be, still I think it is obvious that if a colonist living under representative institutions, is to pass by the local Legislature and appeal directly to the Colonial Secretary, against an act of the local government, by which such colonist is removed from a mere county office, and for which act the members of the government are responsible to the Provincial Parliament, and ultimately to the people, constitutional government becomes impossible.”

Lord Normanby in this despatch endorses the views of Earl Grey with his hearty approval and declares that Mr Hamilton's removal was authorized by the “spirit” of that despatch, although strong as it is, it certainly did not authorize the dismissal of an officer for supporting a former government, which was Mr. Hamilton's case. His Lordship declares that “*no injustice is done*” when an officer is expelled before he has ever exhibited the slightest hostility to the Administration after their advent to power, but that for views previously expressed in favor of a former Government, a public officer “*is justly deprived of that immunity from removal from office which usually attaches to non-political appointments.*” To make all this still more emphatic, and decisively settle the question of the tenure of office in this Colony, Lord Normanby quotes the despatch of Earl Grey, which he says points out very clearly “that persons holding permanent offices must be aware of the condition upon which they will be suffered to enjoy exemption from dismissal for any other cause but that of misconduct, will be that they shall abstain from taking any active part in political contests.”

So earnest apparently was Lord Normanby to establish the principle of dismissals on the ground of political opinions, that he carefully omitted any mention of that portion of Earl Grey's despatch which qualified the quotations given by limiting dismissals to those officers who voted against members of the existing government. The assertion made by Lord Normanby, that “an exactly parallel case took place under his predecessor, at the time when the late government came into power,” and again reiterated by saying that “the same course was pursued on a former occasion towards Mr. McDonald,” is at variance with the fact. Mr. McDonald was not dismissed when the government “came into power” for previously supporting their predecessors from whom he had received his office (which was Mr. Hamilton's case), but some time afterwards, for publishing in a paper of which he was the editor and proprietor, the most insulting abuse of the government under whom he was then holding office.— Lord Normanby goes on to declare his conviction, “that it would be impossible for responsible government to exist, if persons holding their offices are permitted to become open and violent partizans, and still to retain their offices in opposition to the party in power,” and concludes his despatch by expressing his opinion that if dismissals from office are brought under the notice of the British government, instead of being submitted to the local Legislature, “constitutional government becomes impossible.”

It would not have been necessary to notice Lord Normanby's despatch at such length, but for the following very important reply which it elicited from his Grace the Duke of Newcastle:—

“Downing Street, July 5, 1860.

“Mr Lord,—

“I have had under my consideration your Lordship’s despatch No. 58, of the 25th of May, accompanied by a memorial from Mr. Peter S. Hamilton, complaining of your conduct in sanctioning his removal from the office of Registrar of Deeds.

“I agree with you that Mr. Hamilton errs in treating his removal as your personal act: it is an act of the Provincial Government.

“I must also say, that, as described by you, the act was no more than consonant with generally received principles of Administration. It would be manifestly unreasonable that any one should expect to be in active opposition to the government, and at the same time to remain a public servant. For this reason it has been adopted as a general rule, that no officer holding a permanent appointment should be a writer in, or editor or proprietor of, a political journal. It is competent to any man to choose between political life, and official life, but not to attempt to combine in himself two incompatible conditions.

“The manner of removal is a question of discretion. I do not wish to express an opinion of the special case, which I do not consider to fall within my direct cognizance, and in which I may, very possibly, be ignorant of particulars material to the formation of a judgment.

“As a general rule all will probably agree that a short previous notice of removal from office, with some intimation of the cause, is desirable.

“I have, &c.,

(Signed) NEWCASTLE.”

“P. S.—You are at liberty to make this despatch public, together with your own, to which it is an answer.”

This state document, containing the declaration, that, “It is competent to any man to choose between political life and official life, but not to attempt to combine in himself two incompatible conditions,” was published in the organ of Lord Normanby’s government, where, after treating Mr. Hamilton’s right to any explanation from the Lieutenant Governor with great contempt, Lord Normanby’s despatch was quoted with these comments:

“In due time the Duke’s reply was received, and it will be seen that though as brief as such a document well should be, it is such a reply as not only effectually answers Mr. Hamilton’s complaint, but must in all time to come serve as a guide and law to non-political office-holders, and will effectually silence those patriotic gentlemen who desire to enjoy the double luxury of slandering the government and living by its bounty. This document is so plain and explicit in its language that comment upon it is needless.”

The despatch of His Grace the Duke of Newcastle was then given with the following remarks:

“The opinion expressed here by the Duke respecting the incompatibility of ‘political life and official life’ is precisely similar to the views of Earl Grey, as conveyed in his despatch of 15th November, 1848. As this despatch has not been much noticed by the public, we here give the principal portion of it.”

The foregoing excerpts of Earl Grey’s despatch were then given with this commentary:—

“With these documents before the public, we may now regard the question of tenure of office as pretty well settled in Nova Scotia. It is scarcely necessary to adopt the hint of Earl Grey by passing an act of parliament; for these despatches give the executive all the authority to act that could be desired from a legal statute, and the principles will now be as fully recognized as if a dozen laws were enacted. Indeed it is better that the question should thus be

“set at rest by a despatch from the Colonial Office; for while it establishes the rule, it at the same time leaves in the hands of the Executive a discretionary power of clemency which they might not possess under an act of Parliament.”

The Marquis of Normanby thus consented to the eviction, for the first time in this Province, of the incumbent from a non-political office, avowedly for political sentiments expressed in support of the government from whom he had received his appointment, and without his having given the slightest offence to their successors to office.

Lord Normanby, as has been shown, followed up this unprecedented act by a despatch in which he misled the Colonial Secretary by the following serious misstatements, that “an exactly parallel case took place under the administration of his predecessor, at the time when (his) late government came into power, and that it (the removal of Mr. Hamilton) was caused by the violent and unmitigated opposition and defamation indulged in by Mr. Hamilton towards his government and the party to which they belonged.” The fact being that no similar case had ever occurred; that the dismissal referred to did not take place when the former government came into power,—and that Mr. Hamilton had never given the least opposition to the government.

A despatch was thus elicited from the Secretary of State for the Colonies in which it is broadly stated, that “it is competent for any man to choose between political life and official life, but not to attempt to combine in himself two incompatible conditions.”

These despatches were duly paraded before the public in the organ of Lord Normanby's government, as the constitution of this Colony, where the declaration was emphatically and authoritatively made, that the tenure of office was thus decisively settled for all time to come, and Mr. Hamilton, a member of a learned profession, and a gentleman of unblemished private character, was in the most insulting language, denied the right to approach the Queen's Representative with any enquiry touching his summary expulsion from office.

Lord Normanby saw all this, yet no word of remonstrance, no memorandum opposing the dismissal of office-holders on “purely political and party grounds,” records his Lordship's dissent.

The principle of dismissals on purely political and party grounds thus “introduced” and “inaugurated” by Lord Normanby, was exercised while his late government retained power, without compunction. They spared neither age, sex, nor condition; whenever and wherever an office was wanted with which to reward a violent partizan, it was wrested from its occupant without an hour's notice, or the slightest explanation. Mr. Thorne, who had resigned his seat in the Legislature to accept the office of Chairman of the Board of Works, an act having subsequently passed the Legislature disqualifying that officer from sitting in either branch of the Legislature, and who had never after his acceptance of the office taken any part in politics, was expelled by Lord Normanby from his office to make a place for a partizan who shortly afterwards obtained leave of absence from his Lordship, and spent several weeks in an active canvass during an election.

The principle of removing prominent departmental officers upon a change of government, was thus established by the clearest precedent.

In the Post Office department during 1860 and 1861, a large number of Post Masters and Way Office keepers, and one Post Mistress, with salaries varying from three hundred and sixty dollars to ten dollars a year, were swept out of office by Lord Normanby's late government, and their places filled by their own political partizans. In the Counties of Cumberland, Hants, Shelburne, Pictou, and Victoria, the Crown Land Surveyors were superseded by the direction of Lord Normanby's government, and their offices bestowed upon political partizans, without even an intimation having been given to the head of the department whose officers they were, as to the cause of their removal.

In the Excise Department, a number of officials were expelled without any intimation of the cause of their removal, by order of Lord Normanby's late government, and several Light House keepers on the coast of Nova Scotia, were compelled to make room for partizans of the government. These dismiss-

sals do not include a large number of changes in the Railway Department, and of other officials in different branches of the public service. Under these circumstances, the party now in power had no alternative but to acquiesce, and it was admitted by them in Parliament, that henceforth the principle which had thus been authoritatively settled must prevail, as no party could maintain any influence with the country who uniformly sustained in office those opposed to them, while a different policy was practiced by their opponents.

It does seem incredible that with these facts standing out in bold relief on the Public Records of the country, Lord Normanby could attempt to fasten upon the present government the imputation of "introducing" the system of dismissals on political grounds.

The fact has been alluded to that the government at whose instance these "sweeping dismissals" of non-political officers were made, obtained power in consequence of a vote of no confidence having been passed by a majority of two, and it may not be amiss to state that the present administration were called upon to form a government after the recent General Election had proved that Lord Normanby's government were able to return but thirteen out of fifty-five members, whilst forty were returned pledged to oppose them, and two independent. Notwithstanding the overwhelming verdict which the country had thus given in favor of the present government, the provocation which their friends had borne from the former administration, and the latitude afforded by the principles which had been forced upon the country through the instrumentality of Lord Normanby, the Council meet his Lordship's assertion that the present government "inaugurated their assumption of office by a sweeping dismissal of non-political officers solely on the ground of their political opinions," with a distinct and unqualified contradiction.

The mode in which Lord Normanby administered the government of this Colony since 1859, and the precedents which he has established, have rendered it impossible for any party to govern this country upon the principles avowed and the practice maintained up to that period by the party then and now in power; yet at this moment there are numerous office-holders in the Province, who have taken the most active part against the party now in power, when they held office under them, even voting against members during Ministerial Elections.

How unfounded was the charge, that sweeping changes had been made on assumption of office by the present government, will be best elucidated by a statement of the condition now of two of the principal Counties, King's and Pictou: In King's County, the offices of Sheriff, Judge of Probate, Registrar of Probate, Prothonotary and Clerk of the Crown; Collectors of Customs at Harborville, Canada Creek, French Cross, and Wolfville; Seizing Officers at Port Williams, and Canada Creek; Post Master at Aylesford and Lower Horton; the Surveyor of Crown Lands, and the Light House keeper at Horton Bluff, are now held by opponents of the government, and who are mostly active and determined partizans, voting against the party now in power on all occasions, even opposing them when they held the government.

On the other hand, the principal offices held by the friends of the party in power, are, the Registrar of Deeds, and the Post Masters at Kentville and Canning, neither of whom have voted for twelve years, and the Post Master at Wolfville. Yet but two removals have been made in that county, and in both instances, for the purpose of restoring those evicted from office by the late government.

In the County of Pictou, the Post Masters at Pictou, River John, and Durham; the Judge of Probate, the Registrar of Probate, the Collector of Customs, the Warehouse keeper and the Prothonotary, are at this moment strongly opposed to the present government, and with one or two exceptions, voted against the Solicitor General at his Departmental Election, when the party now in power held the government in 1857, and on all subsequent occasions.

Such is the existing condition of two of the Counties in which the party now in power have carried triumphantly every seat at the recent General Election.

The evictions from office since the advent of the present government to power, have been mainly caused by the displacement of active political partzans from

offices, from which the friends of the present government were expelled to make places for them.

No sweeping changes were proposed by the government on the 29th of July last; all that were advised were made by Lord Normanby, who was told by the Council, that they were quite prepared to give him written reasons for the changes then made, but which reasons were not insisted on after it was hinted that they might involve some references to the past that would not be very agreeable to his Lordship.

Lord Normanby's statement "that it has since then come to (his) knowledge that several dismissals from minor offices have taken place, and he feels confident that in many cases, at any rate, the conduct of the officials in question, has not been such as in his opinion to justify their dismissal," clearly exhibits the unconstitutional manner in which he administered the government; as it shews that he allowed himself to be imposed upon by irresponsible advisers, and formed his opinions upon their *ex parte* statements, without submitting them to the members of his Executive Council, who obtained their first intimation on the subject from the memorandum prepared when he was leaving the Colony.

The subject which the Executive Council has felt called upon to examine, is of deep practical importance, imposing responsibilities, in which are often painfully contrasted considerations of a public and personal nature, affecting as well political supporters as opponents. In this relation the Executive Council find in the sentiments expressed in the Duke of Newcastle's despatch, nothing in which they may not cordially concur, and they have the satisfaction to know that, as yet, they have not extended their policy as far as the principle laid down by his Grace will warrant, by drawing a line as determinate between the claims of official and political life, as that despatch indicates.

The policy pursued by the Marquis of Normanby, has, however, unhappily augmented and aggravated the difficulties in which the subject is involved.—Sustaining a government whose title, in the opinion of a large proportion of the people, was more than questionable, and which was engaged in a constant struggle to maintain a feeble existence, and standing as his Lordship did between that government and an appeal to the people, urgently demanded, and, on his Lordship's own shewing, justly required, he possessed a controlling influence over the administration of public affairs, which the interest of the country forbid ever to be enjoyed by any Lieutenant Governor; but which enhances his responsibility for having exercised that influence in extending and aggravating the rigors of partizan policy, while the feeling impressed upon large bodies of the people, that the exercise of the government functions by the late government was an unwarrantable assumption of power, diminished the respect in which official appointments should be held, and has increased the earnestness and confidence with which changes are demanded.

In conclusion, the Executive Council regret that Lord Normanby, allowing his feelings to become identified with the party lately in power, should then have lost sight of the considerations which he now asserts, when viewing the subject through the medium of proclivities of an opposite nature.

Halifax, 25th November, 1863.

J. W. JOHNSTON,
CHARLES TUPPER,
W. A. HENRY,
JAMES McNAB,
ISAAC LEVESCONTE,
JOHN MCKINNON,
ALEX. MACFARLANE,
JOHN CREIGHTON,
S. L. SHANNON.

(Nova Scotia No. 79.)

Downing Street, 31st December, 1863.

SIR,—

I have the honor to acknowledge the receipt of your despatch No. 100, of the 26th ultimo, transmitting a copy of a Minute of the Executive Council of Nova Scotia, with reference to my despatch No. 59, of the 26th of October, on the subject of the dismissal of officers on political grounds.

I have, &c.,

(Signed)

NEWCASTLE

The Officer Administering the Government of Nova Scotia.

APPENDIX No. 7.

MILITIA.

ADJUTANT-GENERAL'S REPORT FOR THE YEAR 1863.

*Office of Adjutant-General of Militia,
Halifax, Dec. 31st, 1863.*

SIR,—

I have the honor to submit the enclosed Report, together with the following explanatory remarks :

The old Militia Law of Nova Scotia, on which her present defensive institutions are founded, seems to have been based on the anterior Military necessities of the earlier settlers who were constantly in arms to defend themselves against predatory attacks ; but the law in its present state appears to be singularly appropriate, not only to the circumstances of Nova Scotia but to those of the rest of the British possessions in America, where, on account of the great extent of frontier, the system of defence must be continental instead of insular, as in England ; in this as in the other Provinces, the people, to be safe in case of aggression, must have a good organization and a competent knowledge of Military training, which should form a part of their early education.

The original Military spirit of Nova Scotia, whose sons may be said to have descended from loyalist soldier settlers, has since the early settlement of the Province been occasionally revived during the few wars of later periods ; from the few records which are accessible, it is manifest that in the last American war this Province possessed a very effective Militia Force ; orders seem to have been issued and obeyed with the promptitude and alacrity of regular troops.

In the long subsequent peace this military spirit became dormant, so much so, that it was very generally supposed to have expired altogether ; the officers, once thoroughly effective, energetic, and zealous, became superannuated and unused to service of any kind, but they never became indifferent. The service eventually sank into obscurity from neglect, and even almost into contempt, for which the unpaid and unemployed officers and men were not responsible ; on the contrary, the old officers never lost their characteristic esprit, and on the requisition to reorganize which was made in 1860, under the most unpromising and discouraging conditions, such of them as survived promptly responded to the call to duty by collecting the scattered, sparse, and utterly dispiriting remnants of the old organization, which often included the deaf, and even the blind and the lame, and framing them into the best returns which they were able to make out.

When it is considered that this tedious and unpromising labor must have been performed against the hope of success, and with all the personal experience of years of apathy and indifference, added to the certainty that the returns, if acted on at all, would lead to the appointment of other and younger men, the prompt and disinterested action of these veteran officers claims particular notice ; this subject was alluded to in my last annual report, and it is just that it should be recorded that these gentlemen to the last performed their duty when called on, in many instances with an energy beyond their years, and under the most discouraging and apparently hopeless circumstances. It will be gratifying to them to be assured that their exertions in showing the exact or approximate states of their Regiments were ultimately of incalculable value to the service ;

disheartening as the returns must have been to most of them, they nevertheless conveyed all the information required, and formed the base of all that has subsequently been done.

The original Military spirit of the Nova Scotians is, however, very far from being extinct, and the events of the last year unquestionably show that it is now renescent, and as it is well or indifferently directed, the result will be successful or the contrary in framing a permanent organization, yet, without the stimulant of war, when all would rush to arms, it is as well for all to be conscious that there will always be the danger of a relapse into the old condition, or a gradual decline into it.

An attempt to make the British American Colonists an impregnable Military people like the Swiss, with every man competently trained to arms and Military exercises, without any Standing Forces but such contingent as Great Britain can afford, is a magnificent conception, but by no means impossible in execution, provided that it is unanimously supported by all classes of the people themselves. The traditions and hereditary proclivities of the Nova Scotians and their present manifestation of spirit, certainly would favor the project in this Province, and the results of the last year plainly indicate that the temper of the original settlers remains still sufficiently keen, and that their descendants have all the attributes of their ancestors. Long peace indeed led to the neglect and decadence of the Militia, but the attempt to resuscitate that force has been initiated with a success which has surprised many who anticipated nothing short of a total failure; this success is mainly attributable to the exertions of the officers and the manly and military disposition of the people, but it is repeated that it is as well to be on our guard against reverses: unless war should occur to bind the organization, without perseverance and constancy on the part of all concerned, the service will be apt to deteriorate, and the whole work of the last four years may be lost to the Province.

Without desiring to draw any particular notice to the labors of the Inspecting Officers, the Staff, or the Militia Department at Head Quarters, it is my duty to allude to the magnitude of the business taken in hand and the means provided; with four professional Military Officers, and sixteen to twenty Non-commissioned Staff we are to train and organize a number of men equivalent to a large army.

Taking half the British Army the numbers will be illustrative although the Forces are so very different in kind.

Supposing fifty Regiments of the line to consist of an approximate of 40,000 men, this force already disciplined, trained and in perfect order would employ about 1,500 Company Officers on full pay, and calculating 700 men to a Regiment and say eight Companies only to each, there would be about 4,000 Non-commissioned Officers. We have as large a Force which has nearly everything yet to learn—nothing but the persistent and determined character of the officers and men can be relied on to carry out what is left to complete the organization.

A very heavy responsibility is acutely felt by all concerned; a stronger Non-commissioned Staff is most urgently required.

The principal defect of the former Militia establishment was the entire deficiency of minor details; an official, called the clerk, was the principal medium of all Regimental business; to call the men actually together for a Battalion muster seems to have been relied on chiefly as the mode of keeping up a so-called organization; here as well as in Canada, this "system" (if it be worthy of the name,) signally failed in the end; in point of fact this was no organization at all, organization cannot exist without *organism* more than machinery can exist without mechanism, both equally imply a structure whose motive power and utility rely on the precise action of their minor but all important parts; deprive either of any of these, and the whole becomes useless.

In the "former Militia Establishment" above alluded to, the Company Officers and Non-commissioned Officers were ignored, except on actual parade, and they did not participate in the enrolments or other Regimental duties, in which they consequently felt no interest; they were only reminded that they belonged to the Force about once a year, they could have had little if any interest in or

influence over their men, and the disintegration of the Force is not surprising, it is only surprising that the outer shell of such an assumed "organization" could be held together at all!

It can not be too strongly and reiteratedly inculcated that good Non-commissioned Officers, capable of conducting all details under their Company Officers, must be "the backbone of the service," and that without them neither the Militia nor any other Military organization can continue to have a sound existence, and notwithstanding the apparently prosperous and rising condition of our Militia service, it will soon languish and relapse, unless it is worked and supported by its own subordinate ranks; the exertions of the Commanding Officers and their Staff may produce the men occasionally on the Regimental parade, but the component parts of an operative Military body in permanent working order will be wanting unless the Officers vigorously turn their minds to the apparently inconsequential, but really most indispensable details of the service; should they do so their labor will decrease as they succeed, and their Regiments will have the advantage of system and the distinguished reputation which perfect order and regularity can only attain, and will thus become justly and truly entitled to the unqualified approval of the highest authority of the Realm.

It is unusual to deprecate in Military despatches, nor do I intend to do so when I adjoin that the language of Military duty is not to be mistaken by those who may not be much accustomed to it for the language of indiscriminate censure, and it is not to be assumed that because I have found it necessary in the enclosed report to speak of the condition of the service decidedly and without reserve, that I have been actuated by a desire of seeking occasions for finding fault. I am influenced only by a determination to perform duty under orders received, and by a justifiable solicitude for the future welfare of the service in which I have the honor to be engaged. The tone of the report which I feel it my duty to submit may occasionally be somewhat emphatic, but a responsibility of no ordinary kind has been imposed on all concerned in the organization of the Militia, and in an intricate and difficult business, decided and unequivocal statements and expressions are preferable, being more easily understood, and more likely to produce the desired impressions.

It may be observed that there is a good deal of inelegant repetition in the report. This would have been carefully avoided had style been any object; it will pass not only into the hands of gentlemen of scholastic education but into the hands of those whose time and opportunities have not allowed them to cultivate the critical tastes of literary people, and this public report is not intended for any other purpose than to give the great body of the Militiamen an idea of what is required to enable them to help to form their own service and place it on a respectable footing. In executing this duty to the best of my ability I have deliberately sacrificed both composition and an over-fastidious refinement, in order better to gain the principal object aimed at. By placing the more important topics in different points of view and putting them in different forms, and connecting them with the various subjects which centre in them, there is far more chance of having them understood and appreciated than there would be in merely writing them out in strict consecutive order, with the professional postulate that "they are the regulations which the service requires."

I have the honor to be

Your Excellency's

Most humble and most obedient servant,

R. BLIGH SINCLAIR,

Colonel and Adjutant-General Militia.

To His Excellency

Major-General Charles Hastings Doyle,

ADMINISTRATOR OF THE GOVERNMENT, &c. &c. &c.

Commanding-in-Chief N. S. M.

REPORT ON THE LOCAL FORCES OF THE PROVINCE OF NOVA SCOTIA AND DEPENDENCIES.

This may be considered the first year of attempting to get the machinery of the Militia organization into motion; it is still not perfect; the Commanding and other Officers have had much to contend with, but the energy and zeal which they have manifested have had a corresponding result, and it is my duty to add that it is greatly owing to their exertions that I am enabled to submit a favorable report, the details of which will, I trust, prove not unsatisfactory.

The Commanding Officers, to most of whom the business is new, are already becoming generally impressed with the cogent necessity of promptitude, accuracy, and precision, in order to enable themselves and the authorities at Head Quarters to deal successfully with an extensive organization embracing very large numbers; as experience continues to be gained in the system which is now fairly established, so far as regulations for guidance are concerned, progressive and speedy improvement in all that pertains to every department of the management of the Local Forces may be counted on as certain, and with such material as the service already possesses, little doubt can be entertained of its ultimate efficacy and permanency.

The organization of the Militia was thrown into the hands of the Commanding Officers who have performed the duty well and successfully, although some of them have been behind hand and some have not yet completed their arrangements, but this is easily accounted for by the different condition in which each Regiment was found, and the unequal amount of help which each Colonel was able to command. The Schedules Appendix is referred to for information on this particular.

There were individual instances of dissatisfaction, as might be expected, on account of the absolute impossibility of meeting the wishes of every applicant and appointee who conceived himself entitled to the higher grades on which others had conflicting claims, but an invariable principle, corresponding with the Queen's Regulations, has been adhered to at Head Quarters where no partial patronage whatever has been exerted.

The pains which the Commanding Officers have taken in the performance of their difficult and delicate duties, together with their impartial exercise of judgment, consideration and equity in a matter in which they were too frequently invidiously responsible, have given satisfaction in almost every instance, appeals and complaints to Head Quarters being unexpectedly few and exceptional, whilst many creditable instances of officers of all ranks preferring the general good of the service to their own wishes and their extraneous interests and prejudices have been brought to notice.

The regulations of the army being the ground work of the organization and the only means by which it can hereafter be satisfactorily cemented, a knowledge of them and an adherence to them must be the future guide and rule of the service, and as its members of all ranks acquire a practical experience of these regulations, will the carrying on of the duties be facilitated and advanced. The application of proper Military precedent in all material respects is not at all incompatible with the Militia Statute Law.

Without adducing particular instances it is my duty here to advert most pointedly to the vastly increased labor and trouble which invariably accrue to all parties in the end by any primary departure from or non-compliance with regulations, or inattention to general orders.

Invariably whenever a case of non-conformity to published regulations occurs, the certain result is to introduce all the perplexing difficulties and evils which the regulations themselves were intended to anticipate and prevent, and in a way much more embarrassing than if regulations had never been laid down at all; and such difficulties accumulate, increase, and become more inextricable

the longer the aberration from regulations continues undetected, until it is usually impracticable to mend matters by reverting to the letter of the regulations which should have been observed at first, and where personal advancement or considerations are sometimes unavoidably involved those concerned are too apt to find fault with regulations which are perfectly intelligible and to the purpose, instead of turning to the true source of the evil which by no means unfrequently emanates from their own original neglect or procrastination.

Although the complications, here incidentally alluded to with a desire to preclude their recurrence, have been really less in number than might have been reasonably expected, it is an obligation to point out the cause of them in language which cannot be misunderstood, in order to set forth clearly the only means by which similar consequences can be avoided with certainty, i. e.—*Timely and constant attentive undeviating adherence to all orders and regulations published or received.*

It would perhaps be too much to expect that every Militia Officer should be thoroughly conversant with all the rules and regulations of Her Majesty's Infantry, although some study of them is earnestly recommended. But certainly Militia Officers should not be ignorant of those abridged extracts which are made and adapted to their particular use and for the guidance of our Local Forces, as, without some attention and vigilance on their part, it must be incontrovertibly manifest that so large a force can never be regulated by the Commander-in-Chief and his subordinate officials at Head Quarters, irrespective of the immeasurable increase of correspondence which must always be caused by Officers not being acquainted with, and not acting on, the rules which have been framed for them.

The Province is answerable to the Imperial Government for rifles to the amount of \$86025. This is a great responsibility, and every effort has been made to ensure their preservation and good condition; Commanding Officers were called upon to make a monthly inspection of arms and to certify that they had seen every rifle, and they were even furnished with a number of printed certificates which had only to be dated and signed after the performance of the duty by them or by any Officer or Officers delegated by their orders and signing a like certificate; this cannot be considered as an arduous or vexatious requisition.

The rifles are in a tolerably good state but the reports of the Field Officers show that there might be some improvement in their care and condition at some of the stations. I had on one occasion to detach one of the non-commissioned Staff to clean arms which had been twice reported, and the non-commissioned Staff have orders to attend to their condition at any post where they happen to be stationed, and to report on them instantly on their arrival, and again on their departure.

At this stage of the organization of the Local Forces it is peremptorily imperative uncompromisingly to inculcate, dwell upon, and insist on the all-important importance of Officers attending undeviatingly and punctually to making the required periodical returns; the service cannot possibly proceed without their assiduous aid in this respect.

The subjoined table will amply absolve me from any charge of professional pedantry on this head.

The printed Circular certificates above alluded to were sent to the Officers Commanding 57 Volunteer Companies, a copy is annexed.

| | | | |
|-----------------------|----|--------------|--|
| In February | 30 | were sent in | |
| “ March | 20 | “ “ “ | |
| “ April | 15 | “ “ “ | |
| “ May | 15 | “ “ “ | |
| “ June | 11 | “ “ “ | |
| “ July | 11 | “ “ “ | |
| “ August | 6 | “ “ “ | |
| “ Sept. | 9 | “ “ “ | 3 companies reported for “dirty arms.” |
| “ October | 7 | “ “ “ | |

The arms being well looked to by the Inspecting Officers and the Staff, the expense of "Circular" remonstrance was avoided, and the above tabular statement is really more instructive than if the Officers had been more regularly held to their duty by reiterated correspondence; not more than three or four of them have given any reasons for not sending in these returns which only required a simple inspection, a date and a signature. As to any alleged difficulty or impracticability of compliance, I have only to submit the question as to how far any Military organization whatever can be effective or good where the arms cannot be occasionally inspected?

The Officers might at any rate have reported any exceptions considered by them to be unavoidable, together with the reasons of the omission; as it is, it can only be inferred that the duty has hardly been attended to at all, in too many instances, and that at several stations the armoury regulations are but indifferently carried out.

It would be a dereliction of duty on my part not to bring this subject and the following to the attention of the Officer Commanding the Local Forces.

It is very difficult to arrive at official certainty, and inexpedient to act on anything but official report, but I have unquestionable grounds furnished both by official report and by other information which cannot be contradicted, for concluding that the Imperial rifles which were issued for exclusively Military purposes, are occasionally, though I trust rarely, used for other ends than practice at the Target, to which they are strictly confined by our own regulations and orders. The armoury and other regulations have placed ample power in the hands of Commanding Officers to protect the rifles from this kind of treatment, which is the first step towards loading them with shot and thus obliterating the grooves. I could mention particular instances of a proper attention to duty on the part of individual officers in this respect, but refrain from doing so publicly, for I do not believe that the gentlemen would like to be brought prominently forward in this report.

It is by no means a pleasant duty to have to indicate the defects of any service, and it is a relief to be conscious that that duty is now performed. I am sensible that much may be said in favor of a new force with little experience of the obligations undertaken by it; in the foregoing remarks I am not so much actuated by a spirit of finding fault as by a desire to impress on the officers of a service which bids very fair to be a credit to this country, Her Majesty, and Her dominions, with a sense of their responsibilities, and the importance of fulfilling their obligations when incurred. These remarks are purposely made general so that no one need apply them unless it is felt that the observations are particularly applicable when the statements will be calculated to have the best effects.

The tabular statements appended to the Militia report of 1863 on collation with similar returns hereto annexed will afford comparative information of the state of the Local Forces. I reserve the report on the Volunteers until the returns are all in: Circulars have been sent out to call them in, so as to ensure their being in time.

The Militia Staff which it has been found necessary to maintain for the more effectually carrying on the training and organization of the whole of the Local Forces consists of

- 1 Adjutant-General.
- 3 Inspecting Officers.
- 17 Non-commissioned Staff, present strength.

The Adjutant-General also participating in the Inspecting Officer's duty.

Colonel Laurie's duties have been most actively and zealously performed, and his services have materially conduced to the organization and training of the Militia of a considerable part of the Province. The same remarks apply to the other Inspecting Officers, Lieut. Col. Milson and Lieut. Col. Read, whose professional knowledge and unremitting exertions have, although employed for a shorter period, contributed greatly to the encouraging success of the militia organization during the past year. Lieutenant Colonel Read has acted hitherto without pay.

The necessarily small non-commissioned staff have satisfactorily performed the very heavy duties demanded of them; and their general deportment and attention to duty have been exemplary, according to the signed and accredited reports from time to time received; the few defaulters discharged are numerically noted in the financial pay list.

These men merit particular consideration; chiefly on account of the deficient strength at which our means oblige us to keep them, they are sadly overworked and knocked about; and in the winter time especially they have to encounter much discomfort, often amounting to hardship. I have every reason to believe that the corroborative reports of frequent bad fare and high prices, which I have received from different quarters at the same time, and which on enquiry have been circumstantiated, are perfectly true; yet the discipline and sense of duty of the men have held the non-commissioned staff together in spite of great discouragements. I shall probably have to revert to this subject again.

Considering the large extent of country included in these operations, and the numerical importance of the force concerned, it will be manifest that the staff of all ranks have had their powers and endeavors taxed to the utmost, and I feel justified in respectfully submitting their successful exertions for consideration and approval.

I repeat that acknowledgements are also most justly due to the zeal and perseverance of the respective Officers in command of Regiments and the Commissioned and Acting Officers of all ranks, and to the loyal, ready, and even anxious manner in which the men have universally responded to the call to an unaccustomed but congenial duty; there has been no instance of any serious interruption of Militia duty on Parade, and the deportment and behavior of the men, who may be considered to have been assembled for the first time, have been characterized by a cheerfulness and sober regularity which reflects the highest credit on them and the Province.

No doubt this favorable result has been in a great measure secured by the men finding that the trained Officers and Staff were capable of instructing and handling them with effect. The advantageous result of training the Officers in the first instance, and if possible the non-commissioned Officers, will by no means cease here; these gentlemen from the experience gained in the first year must now be fully aware of the importance of being able to meet their men with the confidence which a competent knowledge of their practical duties in the field will always inspire, and which will inevitably ensure prompt obedience, subordination, and respect; matters of as much or more moment than training itself.

So far from there having been any difficulty in mustering and training the Militia, I have the honor to state that the Officers and Men are so generally anxious for Military instruction that it is impossible, with the perhaps necessarily limited means at disposal, to meet the numerous and pressing requisitions on the Staff; Regiments which had to be postponed on account of the difficult, intricate, but indispensable detail of the Instructors, which could not be altered to suit particular requirements or convenience, far from congratulating themselves on the prospect of escaping duty for the year, complained of the assumed neglect of their districts, and many companies of Militia Regiments, on the conclusion of their annual training, signified their desire to attend additional voluntary drill under their own Officers, or the Staff, if Instructors could be afforded. If such men with such a spirit are not organized, it will be only for the want of good Officers to lead them and competent Instructors to teach them.

In fact, whilst this spirit and zeal exists there can be no question that the organization of the Local Forces will proceed in its development with certainty and effect, which will be only limited by the means which it may be considered expedient to apply for the purpose.

The men of Nova Scotia have manifested an aptitude for defensive organization which only requires the aid of a very moderate and reasonable support from the better class, which can afford the Officers and Non-commissioned Officers of the force, and should the present attempt to resuscitate that force fail, the onus of failure will rest on the want of energy of those who should

support the institution, but from the zeal already shown, and the energy displayed by the influential gentlemen of the country, no such failure can be even remotely anticipated.

That this part of my Report is not prematurely nor inconsiderately eulogistic, the practical work done on the parade ground and recorded on the diaries and parade states can show; the testimony of the Inspecting Officers and the Officers Commanding Regiments, the office records and the abstract details hereto annexed, will amply support and justify these observations, and the last annual report will demonstrate that due caution was used not to indulge in any gratuitous and fallacious anticipations of results which were then felt to be certain, but were reserved as a matter of prudence.

As already premised, the Volunteer Comparative States will be the subject of subsequent statistical tables and remarks, but irrespective of these, I have the honor to observe that the Volunteer Organization and Training has been very valuable in aid of the Militia. The numerous Officers of the former force, who have actively supported the Militia service by their strenuous exertions and assistance, merit special approval; the Volunteer Officers and members of Volunteer Corps holding Militia Commissions have brought their knowledge most effectively into the field, and they have in many instances done double duty, and that with a practical and decided result which has conferred unquestionable and manifest benefit on the sister service, and has had a great and undeniable influence on that approach to success which I am now in a position to report. Much will hereafter depend on the Militia and Volunteers working harmoniously together; should they cordially co-operate, much mutual benefit will ensue, but should any local or prejudicial jealousies of a nature foreign to the common good of the general local services interpose, the worst results will follow; whatever line of demarcation between the two services be necessarily drawn, it must be clearly understood that their duty and its performance is in all respects identical, and that when called upon either for training or any other service of a Military nature, they should act in concert and with unhesitating mutual support, and I am glad to be able to report that the indications of the year's training appear to be most favorable to this desirable consummation.

The next step to be taken is to attempt to secure the training of the Non-commissioned Officers of Militia as well as their instruction in the very few Regimental and Company Details which will be requisite in time of peace, before any genuine organization can really be claimed. Every Sergeant should subordinately have a small squad district and a certain number of men under his supervision; Officers warning men for any kind of duty need then only cause the Sergeants to be warned in writing, instead of having to search out every individual of their companies, and then naturally enough complaining both of expense and overwork; nothing can be more fatal to the service than throwing an unfair amount of labor on any person.

In an unpaid service, where both Officers and Men are engaged in making their living by other pursuits, it is above all things requisite that the little time which they can spare for Militia duty should be economised to the utmost by good management, and should not be squandered in racing about the country every year to make arrangements which can easily be made to operate without taking any man from his work until the moment of duty; the present is so momentous a crisis of our Militia affairs that I am induced to put this in every conceivable light, without any regard to what might otherwise be considered the unreasonable length of this report. Having closely observed the progress of the organization from its very commencement until now, under orders received, it is natural to suppose that I should to some extent have performed my duty in making myself well acquainted with its requirements, and the continuation of that duty now demands that I should submit these requirements according to the commands of the Commander-in-Chief, in order that the public service may have the full advantage of any useful experience which may have been gained in this Department, and the occasion is so exceptional and critical, that an affected brevity, which would only have the effect of saving a little trouble, would be reprehensible under the circumstances of the case and the responsibility attached.

No Officer, however high in command and whatever his experience might be, could possibly supervise, control, conduct, or in any way manage the innumerable details of a large force without the aid of capable and reliable subordinates; if this and other remarks which are interspersed through this report were intended for professional military men, they might be considered too trifling, as being so very obvious, but it may not be altogether useless to remind the Officers and Men of a service not engaged hitherto in any Regimental routine, that there is a vast amount of work with a great diversity of detail between the first duties of the cook's orderly and the garrison parade. The Militia work at present in hand does not indeed include all the duties of the regular service, but it includes quite enough to make the remark at the head of this paragraph particularly applicable; the duties intermediate between the correct enrolment of the men and their appearance on company or regimental parade, and their preparation for available action whenever required can only be successfully accomplished by individual effort moulded into harmonious action, and at this period of the energetic efforts which our Militiamen of all ranks are making to get into more perfect organization and order, it is impossible to lay too much stress on this, the chief condition of all, even at the risk of indulging in repetition; it is only from the want of this condition that the Militia can now stagnate or hereafter decay, without it all authority would be paralyzed. Inspecting Officers and Staff may labor with constant perseverance and assiduity; the best and most judicious orders, regulations, and other details may be given and arranged, but without any appreciable effect, unless all ranks cordially co-operate and every individual be pervaded, not with a transient zeal and enthusiasm, but with a permanent and abiding sense of duty, which, in the case of a disembodied Militia force of any reputation comprising substantially the whole of a community, should become the lasting character of the people; the germ of this spirit already exists, and it should be fostered and encouraged by the Officers and Non-commissioned Officers, until it becomes a point of emulation amongst the men.

Returning to the proposed training of the Non-commissioned Officers.

It is repeated that on the efficiency and exertions of these sub-officers the further development and improvement of the service now almost entirely depends, the Officers cannot even continue to conduct enrolments properly without their assistance, nor without them can the squad system be established, which is so requisite for the proper subdivision of duties which cannot be carried on by any other means without entailing far too much labor and responsibility on the Company Officers.

Company and Squad Books have been placed in the hands of Commanding Officers which explain the details of system which it is proposed to adopt.

There will be upwards of one hundred Militia Regiments and were they to have their full complements they would have about two thousand five hundred Commissioned Company Officers and about eight thousand Sergeants and Corporals, not including the Staff of either rank; this is no small force in itself, and when it is considered that they, if well qualified, would ultimately become the main instructors of the Province, the importance of encouraging their appointment and good training can hardly be over estimated; I am allowing one Sergeant and one Corporal to every twenty men.

A reasonable and more liberal support of rifle practice and annual contests affords the least expensive and best expedient for exciting a wholesome competitive rivalry; by the distribution of honorary rewards instead of regular pay, every county and corps would feel an interest in the success of its delegates, and the law would be thus backed by public Military sentiments, which would render its administration certain and effective.

The competitors at these meetings could be tested as heretofore in Military exercises before being allowed to fire, to ensure that no part of the funds granted be expended on any but legitimate purposes connected with the Local Forces.

By continuing to confine these competitors to uniformed marksmen who understand their drill, great stimulus will be given to providing Regimentals by those who are desirous of taking part in them, which would extend to their

comrades, who would have also to fire in uniform at the preliminary county competitions which should be held to ascertain the best shots for the general competitions.

Supposing each Regiment to return one competitor per Company, with one fourth off for absentees, there would then be an approximate average of six hundred competitors.

If the inducements were sufficient to bring all these men together, without establishing a regular camp, it would be difficult to point out any practice ground in the neighborhood of which they could be accommodated.

I can only suggest the following scheme for consideration :

First—The Regimental competitions, with the regulation allowance of ammunition, and no public prizes, open to all ranks of Militia Regiments and their supernumerary corps of effective Volunteers, as well as the Metropolitan Volunteers, the competitors to be uniformed and accoutred according to regulation, and to be certificated as competent in Company drill and Manual and Platoon exercise according to the book of evolutions.

Second—Either county or district competitions under the same terms and conditions, prizes to be awarded from Head Quarters or the Treasury, the winners to be eligible to compete at the general competition.

Third—The general competition, to be held at the best place which can be selected by the authorities at Head Quarters ; competitors successful at the county or district meetings not to be eligible unless in uniform, and to be subject to practical Military examination on the ground before being admitted to compete.

The more remote principal posts might be appointed as recipients of secondary prizes, with licence to compete at the general competition, but subject to those regulations which confine the competitors within the limits of Military qualifications : this is repeated, as it is a principal point.

It is assumed that before the next annual competition many Regiments will be able to direct their own Target Practice ; if the Regimental practice be conducted and concluded before midsummer at the predetermined ranges, the returns being *punctually* sent in to Head Quarters, duplicates of these returns could be furnished to each Regiment so that competitors might know what chance they would have of gaining prizes.

Propositions have been entertained to hold the general meetings alternately at different points in the more important places in the Province, but this would have a bad effect on the Service at large, with really incommensurate local benefit. Supposing that appropriate ranges and other accommodation could be found at certain remote posts, the attendance would not be so numerous or general ; the above proposition or any modification of it, is calculated to meet a question of much difficulty and intricacy, which if not settled on some equitable grounds is likely to give trouble, but if so settled, with additional inducements, will prove of incalculable advantage to the whole of the Service.

The reason why competitions have not been held near Halifax, is, that there is no suitable range with neighboring shelter in case of bad weather. Windsor and Truro were selected on account of their having these conditions, the latter in a superior degree ; the facility for conveying targets, ammunition, and other stores to the ground was also considered, as well as the facilities of getting musketry aid from the garrison instead of assembling the whole Staff at very great expense with much inconvenience and interruption to training.

As an initiation in Militia musketry, Commanding Officers have been permitted to draw rifles for the Militia Officers, and this privilege will be extended to the trained Non-commissioned Officers and such men as consent to train with them or the Volunteers, but subject to regulations which have as yet limited the issue of imperial arms to uniformed men of all ranks in either service, who have by the instructor's diaries and reports and those of their officers, proved themselves to be competent in Company drill and the Manual and Platoon exercise. The utmost possible vigilance has been exercised in this particular at Head Quarters, the great importance of the subject has been in-

culcated on all commands, and it is no fault of Head Quarters if regulations have not strictly been complied with; an indiscriminate issue of rifles would only be attended with deterioration and loss.

The Volunteers and the trained Officers of Militia having now arms at their disposal, it is time to turn attention to the Non-commissioned Officers of Militia, with a view to encourage musketry, and with the ultimate intention to extend the science and its practice downwards. The privates of the Militia, with only a few day's training, cannot be the fit recipients of these arms, nor would it be right to invite or impose the responsibility of the charge of their rifles on the Commanding Officers of Regiments and Companies, who are destitute of extensive armouries and could not afford to pay competent armourers; until provision is granted to meet these requirements it would be misconsiderate and reckless to make a considerable issue of rifles, the measure could only end in loss or destruction of government property, and complaints on the part of the Imperial Government with demands of restitution at the expense of the Province.

But these objections do not apply to a judicious and gradual arming of the Local Forces as means are provided for the proper care of the arms; Commanding Officers can give their bonds and be responsible for a limited number of rifles, which can be periodically inspected and reported on with a certainty of their condition and safety. Col. Laurie has now the inspection of the rifles, but without the aid of the Provincial Staff, who have special orders to attend to the arms, I fear that his report to the Imperial Government would have been very unfavorable.

This department has been much embarrassed by requisitions for Staff Instructors, which it is absolutely impossible to supply to all of the applicants; the non-commissioned staff requires some augmentation, but I am not prepared to recommend that any idea should be entertained of keeping up permanently such a strength of Staff as would be equal to the whole work of the Province, as this would tend to diminish the confidence and self-reliance of the Militia Officers and Non-commissioned Officers. Although constantly employed, very hard worked, and by no means over paid, the Non-commissioned Staff will probably be considered to be too expensive an establishment to be very considerably increased; their travelling expenses more than double their cost during several months in the year, but by increasing their number and employing the more competent of the Militia and Volunteer Instructors, a considerable part of the travelling expenses of the Staff would be saved at an advantage, and those expenses will be still further reduced as the first class Adjutants become fit for duty; hitherto the detail has been difficult and the duty heavy.

I have to suggest another mode of increasing training with decreased expense, with the further advantage of encouraging some of the Militia Officers to practice and perfect themselves in the field; some Regiments have been very backward in organization, and have not taken advantage of the facilities offered to them to obtain proficiency in drill; these Regiments require the extra services of the Staff, and the better organized Corps have thus to be sacrificed to those less advanced. It seems equitable that Regiments which cannot furnish competent Company Officers should be called upon to provide them elsewhere, and should be liable to pay for them, and that these expenses should be levied by local rates; the Staff cannot be available for the annual training of whole Regiments whose Officers have previously neglected their opportunities of drill, without great disadvantage, and were the Company Officers of contiguous or more remote districts to be available for the training of deficient Corps having their expenses paid by the Regimental districts requiring their services, I believe that very shortly nothing more would be heard about not being able to get proper Officers in certain Regimental districts, which it is unnecessary here particularly to allude to.

Such a proposal may appear at first sight to be questionable, but discretion might be left in the hands of the Commander-in-Chief so as not to oblige him by the enactment of unqualified Statute Law to act without any distinction and oppressively; the apprehension that power exists to overcome contumacy or indifference would go a great way to prevent them; the experience of the

past year supports this view of the case indisputably, as, to repeat a former statement, it has been invariably found that the men, so far from being averse to training, "when they find themselves properly handled" are most anxious to drill, as it is not likely that sufficient Staff will be available during next year, it is right to cast about for the best expedients in good time.

There will always be many absentees from the annual training; a considerable proportion of the population is engaged in the fisheries and the coasting trade; these unavoidable and legitimate absentees would willingly train, were opportunities afforded to suit their convenience, and some hardship appears to have been inflicted on some of them by their detention when ready for sea or sailing with perishable cargoes, after being warned; it would be an indulgence rather than otherwise, to cause transient absentees to make up their drill when called upon.

The last year's detail of training was arranged in order to demonstrate how much could really be done in a very short time with a competent Staff, Officers tolerably well trained, and willing men; in some respects this system may not be the best, but its good results were sufficiently obvious and came under my own observation: some few men in the ranks who seemed by their deportment to think the few day's training a mere piece of annoying nonsense, soon subsided into steadiness, and became as attentive as the rest of their comrades.

But these Battalion displays, although necessary occasionally to show the proficiency of the Officers and Men, should be supported by a due attention to the more frequent training of squads and small bodies which can be successfully effected without much inconvenience, provided the Officers and Non-commissioned Officers undertake the duty; if the men be simply practiced in facings and turning—fours on the halt and on the march, until they execute these from habit, with precision and without mistakes, the Inspecting Officers and Staff Instructors would find the men already "made" and a great deal of work taken off their hands. I am fully aware that the men feel the constant repetition of the same thing tedious, but it is by this that soldiers are made, and habits of precision, regularity, and discipline are formed; and I will venture to add that there are few, if any, recruits in Her Majesty's Regular Forces who would not gladly abbreviate their compulsory course of facings, fours, and some other exercises which are not required from our disembodied Local Forces; with them every thing will depend on the exertions of Commanding Officers and their subordinates and the persevering and willing performance of their men.

It cannot be expected that all the Officers and Non-Commissioned Instructors of the Militia can equal the proficiency of the Staff who are almost daily occupied in the practice of instruction, but by very little exertion they can acquire quite enough to be of incalculable benefit, and crude though the first attempts of many of them may be, by perseverance in learning a little theory and exerting themselves to put it in operation, they will improve rapidly and with certainty; no doubt a novice on stepping out from the ranks and for the first time confronting the men, finding everything reversed, feels rather puzzled and embarrassed between his own right and left, and the right and left of his squad, but this wears off, and the young Instructor gains a confidence which he never entirely loses again.

Commanding Officers should therefore take pains to encourage mutual instruction; the men may not like to undergo the little original blunders of beginners, but they should reflect that the credit of their Corps is concerned, and unless they exercise a little forbearance and patience they never can hope to have instructors of their own; discipline can never be so strict in the disembodied Militia as in the Line; a man cannot be so promptly punished in the former service for wilful inattention in the ranks; the severer discipline of the Army may, however, find a more pleasant and quite as effective a substitute in the good will and cordial co-operation of all ranks, especially of the subordinates, and particularly in the mutual instruction of squads when not under the immediate eye of the Colonel or Captain, and not assembled by order, and under the Militia Law. It would be absurd for the Militia to aspire to the perfect steadiness and regularity of the Line, but if the proposed system be even tolerably carried out, last year's experience indicates that we could soon, nearly if not quite equal the regular troops in celerity of movement.

It is contemplated to include youths from 16 to 18 in the organization, as whenever they can steal into the ranks we cannot keep them away, it is as well to admit them by law, as at that age they are naturally fond of Military instruction, and very impressible.

Military instruction has also been introduced to a considerable extent in many educational establishments and schools, and it is sincerely to be hoped that this will be encouraged, as nothing can more tend to frame the future men of the Province, physically and mentally in habits of discipline, than making Military acquirements a fundamental portion of the early education of youth, and a reasonable amount of training taught when the recipients are young is far less liable to be forgotten than that which is imparted to adults.

This system obtains very successfully in the Island of Jersey which has been from time almost immemorial distinguished for the excellence of its Militia Institutions; and where, by a judicious discipline and the distribution of honorary rewards of no great amount, the young scholars are fit for parade as soon as they leave school; the matter deserves more consideration than can be afforded here, and should not be lost sight of by such gentlemen as feel an interest in it and have the power to lend their aid. - Instructors are always most willingly afforded from this department, when available, on application from the principals of educational establishments.

It is my duty to advert to the numerous exemptees of the City of Halifax; the effective Volunteers who are exempt fail to account for the very meagre returns; a considerable body of firemen comprising the most able and active men of the City, are exempt by law, and yet their services would be urgently required in war; some of them, however, I understand are effective Volunteers, notwithstanding their Militia exemptions, and I have reason to believe that they are by no means averse to taking their share of training, could it be imparted without interfering with their duties as firemen. By certain provisions in Sec. 34, Militia Act, respecting substitutes for certain classes, I cannot see that the firemen are exempt from draft for general service in war, in which the defence of the Metropolis would be an urgent consideration; an understanding might be concluded whereby in consideration of their training under the Militia Act as Artillery for local defence, they might be relieved from draft and general service in the Province. I am aware that the concession would be great, but the advantages would be considerable; the men most wanted would be on the spot ready to take instant post and duty at a place whence they could not well be spared either as Firemen or Militiamen.

I stated that I should have to revert to the subject of the Non-commissioned Staff of the Militia, and I have the honor to submit the subjoined statements respecting their pay, which is as much as the means at command will afford, as will be perceived on inspection of the Annual balance sheet, which is in the hands of the hon. the Financial Secretary:

PAY OF A FIRST CLASS STAFF SERGEANT IN THE ARMY.

| PER DIEM. | Annual pay. | Lodging. | Coals. | Candles. | TOTAL. |
|---------------------|-------------|----------|---------|----------|----------|
| At 3s. 2d. stg..... | \$288 95 | \$98 85 | \$45 00 | \$6 50 | \$439 30 |

COLOR SERGEANT OR SECOND CLASS.

| | | | | | |
|-----------------|--------|-------|-------|------|--------|
| At 3s. stg..... | 273 75 | 81 64 | 45 00 | 3 25 | 403 64 |
|-----------------|--------|-------|-------|------|--------|

And one suit of clothing, with two pairs of boots per annum.

If married, with leave, daily rations of half-a-pound of bread and half-a-pound of meat for wife, and quarter pound of each for every child.

With pension on discharge after 21 years service.

Pay of Provincial Staff Sergeant per annum, at \$32.00 per month, \$384.00

With no rations or allowances, no boots, and having to wear his uniform as long as it will hang together, and no pension for long service.

I have, of course, assumed the above Non-commissioned Officers to be living out of Barracks as our own are.

Nearly all of our Staff are married men with families, some of them large; they have to give up all the economies and comforts of home, as the Province cannot afford to keep them idle, either at Head Quarters or at any other post.

During the actual training of the Militia they get the same marching money as Non-Commissioned Officers of the Line would get under similar circumstances, which is again stopped as soon as they can be kept more than a week stationary, as this enables them to make somewhat better arrangements for board and lodging.

In consequence of the slender strength of the Staff their travelling expenses are greatly increased during the actual turning out of the Regiments; as heretofore stated, for several months, these extra expenses equal more than double their pay; such a trivial increase in strength as might have been ventured on would have made no material difference, and it was thought better to take all the work which we could get out of the men rather than overrun the grant. The time taken up in all this travelling must also be considered; with less travelling there would be more drill performed.

With our present Staff establishment there will be but one Staff Instructor to every six Regiments; this will be quite insufficient; this Staff could not do the duty properly even were unlimited means in other respects placed at the disposal of Head Quarters, the very best detail could not cover the work.

I have satisfactorily ascertained that the men have to pay about four dollars a week, when boarding and lodging by the week, and in rare instances three and-a-half dollars, but when travelling, without being able to make weekly arrangements, their expenses are very little under a dollar a day; this leaves them but little margin for their families.

Of course, under the Commander-in-Chief, it has been my duty to make those funds which the Legislature felt justified in appropriating for the purpose, go as far as possible, and to exact as much duty and service as I could from the Staff, but the detail is very difficult and the labor great, and I fear the men will soon be worn out.

We have a great many thousands of willing but undisciplined men and inexperienced Officers to deal with, and it will be no light task, even with sufficient means; a single Regiment of the Line, about 700 strong, and in a perfect state of discipline, costs the Imperial Government about thirty thousand pounds currency, in pay alone, and has an establishment of eighty or ninety Non-commissioned Officers. The zeal and energy of our Staff Sergeants have certainly accomplished much under difficulties, but unless their strength is increased, the training which is now so much required, cannot proceed with much despatch and success; and if the means of the Province will allow, they should be paid as the first class Staff of the Army.

It does not require a very experienced eye to detect the very great difference between the training of the Regiments, which have had a due share of the services of the Staff, and those which have not, and the Officers and Men are invariably anxious to have them; but the pressure on the Department in this respect is very great, we are sometimes quite at a loss for expedients, although we have had much assistance from the Line.

I understand that the Militia law is to receive the attention of the Legislature with a view to render it more intelligible by a revisal and rearrangement. This is greatly required, as it appears to have been compiled by additions made from time to time without sufficient regard to context, sections on one subject being so interspersed with sections on other subjects that it is often difficult to make a satisfactory reference without reading the act all through, and it is very difficult to decide sometimes whether certain parts of the act apply to peace or to war time. Battalion, company and squad musters or drill, are not specified or are confounded, and a great many other particulars of the act are obscure and inexplicit.

Under your Excellency's orders it has been my duty to make a careful revisal of the General Regulations for the Local Forces; these are compiled or abridged from general orders and regulations of past date, many of which were hastily written during press of business, and to suit the service had to be very explanatory; many repetitions and explanations have been cancelled, thus abbreviating the work and rendering it more concise.

I have also carefully gone through Her Majesty's Regulations for the Army, making abstracts of everything which can be applicable to the Local Forces of the Province; the whole will be a compendium which I think will not hereafter require many additions or much alteration.

Now that the issue of rifles to the Officers Commanding Militia Regiments has commenced, the regulations concerning arms will require revision; this subject is under consideration.

The Army List of the Provincial Forces is in a forward state of preparation; in fact it would have been published ere this, had not one or two Regiments shown symptoms of dissatisfaction at the arrangements made by their commanding officers with respect to the appointment of Field Officers, and it is of course expedient that the organization of corps should not be confirmed by authority until disaffection be provided against.

Under the directions of Lieut. Col. Tremain, a Brigade of Militia Artillery is in course of formation, which will be available for the more immediate defence of the metropolis, and it is anticipated that this force will form a very valuable contingent for manning the works in and about Halifax in case of need.

On application to the Home authorities for the issue of new accoutrements, the Province to be responsible in full, was refused, with an intimation that the old ones issued after the date of the reply were to be paid for.

A Board of Officers assessed the old accoutrements to be valued at four shillings and sixpence sterling.

A new Drill Building and Armoury have been erected at Halifax, on the site of the old Building which was destroyed by a gale.

The Drill Room measures 60 feet x 109, and the Armoury 60 feet x 40, and below the armoury are spacious and commodious offices, a staff-sergeant's quarters, and cellars, which are sufficiently dry for stores.

The armoury is capable of containing all the rifles which are likely to be required by the city, but the roof is so contrived that if necessary it can easily be raised at any future time.

The whole was designed by Mr. Brookfield, C. E. and the work was contracted for and executed most creditably by Mr. Hugh Brown, of this city, at a total cost of \$5084.00.

I have the honor to refer to schedular statistics hereto annexed, which contain a numerical comparison of the Volunteer Force for this and the last year. I have also to revert to the first paragraphs of "notes to appendix," page 12, in my annual report of 1862, and particularly to paragraph 2nd. Although the rest of this report is dated Dec. 31st, 1863, this part of it has been retarded in order not to exclude late returns.

It is to be hoped that officers who have been heretofore reminded of their periodical duties in making returns required by standing regulations, will hereafter be more attentive in consideration of the vast increase of trouble and anxiety caused at Head Quarters by the neglect and delay of individuals.

The periodical returns called for by the Home Government are in arrear on account of incomplete provincial returns.

There could not be a more proper time nor a better opportunity than the present to call the attention of the Officers of the Local Forces of Nova Scotia, to the great increase of reputation which it is in their power to acquire and maintain in the consideration of the Imperial authorities, and the Commander-in-Chief of the Province, by punctual and prompt habits in performing all periodical duties prescribed by legislative enactment and standing orders. All returns are made purposely as simple and as few in number as possible.

Whilst an extensive organization can not be satisfactorily carried on unless returns are systematically made, a condition of regularity in all that pertains to documentary detail, is a certain indication of a sound state and of an effective subordinate administration, calculated to reflect the very highest credit on the service at large as well as on the officers and men respectively. Great anxiety for the future welfare and high character of the Local Forces of this Province, induces me here to reiterate this most important point.

It is a fact no means remarkable, that Volunteer Corps distinguished by regularity in returns, are invariably superior in all other respects, and there is no doubt, whatever, that the same will obtain with respect to Militia Corps also.

ABSTRACTS OF SCHEDULE A.

In 1862 there were 54 Volunteer Corps, and 2,357 Effective Volunteers.

Three Corps were disbanded in 1863, with aggregate of 42 effectives.

In 1863, 56 Volunteer Corps are returned, with 2,364 effectives, 5 new Corps 249 effectives included.

Average of men to Companies.

1862—54 Corps, = 43 $\frac{2}{3}$ per Company.

1863—56 " = 42 $\frac{1}{2}$ "

January, 1864, 20 Companies are below regulation strength.

Total increase of returned effectives in 1863..... 7

Referring to the information contained in the Schedule return marked A, it is my duty to recommend that Volunteer Corps be disbanded, which cannot return 45 effective members present, by diary, when at drill, as well as those which cannot show an aggregate of 45 effectives, having attended 28 drills at the end of the year 1864.

This strength is the very lowest which can constitute a Corps worthy of being denominated a Company.

Corroborative correspondence and circumstances render it my duty to recommend that in the country no future Corps of Volunteers be authorised to form without the consent of the Officer commanding the Militia Regiment of the district, and that in Halifax and Dartmouth, the companies be limited to their present number.

I have to draw attention to the tabular column headed "Trained by the Militia Staff."

The country Corps marked "no diary," have had no Staff-Instruction, on account of the pressure of Militia duty on the Militia Staff-Sergeants.

With the exception of the new Corps, the Companies which have not had Staff Instruction this year, previously had a large share of the Instructor's time and attention, and should be able to conduct their training under their officers, without calculating on the certainty of continued Staff Instruction; both Militia Officers and Volunteers should understand that although the permanent Staff are a valuable and necessary auxiliary, they are not designed to supersede Regimental and Company Officers in the performance of executive training; besides the inexpediency of thus abrogating the officers' authority and position, the Militia Staff must always be numerically incompetent to undertake the whole of this duty, and the future maintenance of the Staff by the Province, will be nugatory, unless during their absence, Officers zealously exert themselves to improve in training, or at any rate to retain all that has been taught.

Volunteer Corps not having arms are not included in these official returns. Captains of those Companies which have been only partly trained, can, according to regulations, return Volunteers effective, who have attended training as far as it has proceeded, provided they are uniformed.

28 Companies have trained under their own Officers; these Corps merit your Excellency's special attention and approbation.

27 Companies, not including Head Quarters, have been under Staff training this year.

11 companies having had no Staff training, trained under their own officers.

Not including Head Quarters, and 5 new corps trained by the Staff for the first year, 13 companies have given no reply or return concerning training under their own officers, in answer to circulars.

On reference to the columns of the Schedule under consideration, it is manifest that nearly all the officers making returns, have done their duty conscientiously and well; yet without some explanation, it is obvious that several Volunteers must have been returned effective, who have not completed the training which they would have been subject to under the Militia Law. Unless this can be explained it merits serious notice.

If the men in question made up their complement of training under their own officers, the returns called for, (and entered as sent in) under the head of "Corps having trained under their own Officers," should have been better attended to by Commanding Officers of some of the Volunteer Companies; no negative answers were given by them to the requisition, but several Corps are noticeable in the Schedules as not having given any answer at all.

Possibly some of the blanks and discrepancies which appear on the face of the Schedule may be thus accounted for. Under your Excellency's orders the wanting returns will be required, and necessary explanations of particulars will be exacted.

The Metropolitan Volunteers of the Halifax Battalion, are Regimentally under the command of Capt. Chearnley, their able Commandant, an experienced professional Officer of long service, and superior military attainments. Capt. Chearnley has served in the line longer than myself, consequently, I feel reluctance and delicacy in thus alluding to his qualifications and services. I may venture, however, to notice that his supervision has been incalculably valuable in maintaining the esprit de corps, and efficacious training of the Metropolitan Battalion of Volunteers under his command.

It is, however, hardly fair that the Commandant of the Volunteer Battalion should be called upon to sacrifice his time in attending to all the minor details of Company and Recruits drill; he may not unreasonably expect that when the Companies meet in Battalion under his command, the Captains, Officers, and Men have done all the preliminary work; and that none but bonâ-fide effectives are placed under his Regimental command, and that no Volunteer who has neglected to attend a certain amount of annual drill be allowed to fall in and vitiate manœuvres; and recruits should on no account be allowed to join the ranks, either in Battalion or Company, until they are trained quite up to the standard of the original members of Corps.

The very best Staff Instruction is constantly available at Head Quarters, two Drill Instructors being always on this duty after or before office hours. The details of the office are sufficient to employ these men, yet their services are attainable for Drill Instruction, at all times on requisition.

The Metropolitan Companies, by the reports which are delivered in by the Head Quarter Staff, appear to be rather neglecting recruits' and squad drill, and those minor details of exercise which are so necessary in order to keep up the precision which is so requisite in military movements.

The Officers of some of the Companies do not assume command and position at the minor drills with the frequency which is desirable.

I have the honor to revert to my last annual report, and to the foregoing pages of this report, respecting the self reliance of the component parts of Military Organization.

The Staff Sergeant Major participates in supervision of the Head Quarter Training, and he reports that there will be great difficulty in keeping diaries unless the Company Officers and Non-commissioned Officers of several Volunteer Corps give systematic assistance.

Metropolitan diaries have not hitherto been insisted on, but unless they are kept I do not see how Officers can check their effective Rolls. Possibly the Companies may keep their own diaries, but none are returned to this office.

There was no convenience for evening drill this year on account of the destruction of the old drill building; it was chiefly on this account, and in consideration of the great amount of training that the Metropolitan Volunteers performed previously, that diaries were not called for, the Volunteer Battalion being only called on this year to train for five days; the same as the Militia.

I think, however, that the Captain Commandant will coincide with me in the opinion that if the Battalion would preserve its prestige, some of the Companies, if not all of them, should go through a regular course of drill this spring.

Each Company should have a roll of its Officers and Members kept in the armoury or drill room, and the attendance should be checked by an Officer or Non-commissioned Officer of the respective Corps, which, to save time, could be done whilst the men are standing at ease during drill, commencing at Part I.

I conceive this to be a proper time for the above remarks, as the reported general numerical attendance of the Metropolitan Volunteers is considerably less than it has been since the formation of the Force.

Your Excellency has on several occasions, remarked on superior appearance and excellent performance of the Halifax Volunteer Battalion on parade, and the above observations are not made censoriously, but with a wish that the Battalion may maintain that high state of training which it has attained; if spring drill is required in the regular service, Volunteers will certainly no less profit by a reasonable course of it.

MILITIA SCHEDULE MARKED B.

In this Statistic sheet the deficiency of Non-commissioned Officers is particularly noticeable.

We have, however, increasing numbers of them under training, and next public returns are likely to show a very marked advance in the progress of the Militia service in this respect.

The few Paymasters still on the lists have been continued from the old organization, when Regiments are not under pay; to make these appointments would be to create sinecures.

Nothing can tend to injure the Militia Service and its administration so much as admitting any evasion of duty, and I do not hesitate to report that notorious instances of escape from service and the alternative penalty are of far greater prejudice than can be conceived. I have incidentally alluded to this in another part of the report; were the discontent thus caused confined to particular regiments the evil would be bad enough, but it is far otherwise; whenever a Militia Officer or man who has performed his duty conscientiously and well hears of a case of successful evasion of law and duty, he naturally feels his patriotic willingness for his next year's work very materially impaired.

Nothing short of a determined public sentiment and the unflinching support of the civil officers and courts will aid the service in this important particular; if odium were attached to disgraceful evasion and cleverness, there would be few or no defaulters, as it is, the public notoriety of a few cases of successful chicanery and immunity ramifies discontent through the whole service. I speak with personal experience of this fact.

I believe it is contemplated to put Boards of Appeal and the evidence before them on oath. This is much required.

The Cordial co-operation of the Magistrates and Law Courts is peculiarly called for by the nature of the Militia Institutions of this Province; prompt mutual action between Court Military and "Civil" (as soldiers call all other Courts excepting Courts Military) is sustained by precedent perfectly applicable to the Local Forces of the Province without any invasion of the rights of the subject. Mutiny Act, Sec. 13, Page 58, concerning contumacious witnesses in Military Courts.

Referring to the Adjutant's columns, there are 22 Adjutants of the first class and 52 of the second class, showing a total of 74 Adjutants of both classes to 104 Regiments; it is on these Officers that the Service will ultimately have chiefly to depend, and the Inspecting Officers have orders not to pass Adjutants into the first class unless they are thoroughly competent men in all respects.

Some of the particulars of Schedule B have been treated of generally in the body of the report.

It is here my duty to draw attention to the columns indicating substantial and acting rank of Officers.

No Officers have been substantiated in rank by new commissions who have not passed strict examinations and proved themselves reasonably competent.

The Officers of the higher ranks have shown themselves most anxious to secure their positions, consequently giving the greatest results.

The Lieutenant-Colonels show a preponderance of substantial over acting rank, also the Majors, in a less degree, the Captains are more nearly equal, the first Lieutenants show a larger proportion of acting Officers than of Officers of substantial rank, and the second Lieutenants a still larger proportion of acting Officers.

The junior ranks are however very anxious for instruction.

Examination on promotion as well as on appointment is insisted on; the admission and establishment of this principle, if impartially carried out by the Inspecting Officers, aided by the Commanding Officers of Regiments, will unquestionably secure the efficacy of the Militia Forces by providing for the appointment and promotion of qualified Officers only, provided that those filling senior positions are competent in other respects, the latter being a question for the discretion and consideration of Commanding Officers, subject to the orders of the Commander-in-Chief.

Subsequent reports on the Militia Service will probably be much shorter; this year is considered to be a turning crisis, which it would be wrong to trifle with by an injudicious brevity. In this I have attempted to give full and precise information on nearly every point of importance connected with the Service, particular details on any subject unavoidably omitted will be supplied at any time on Your Excellency's Command and Requisition, and the tabular records will continue to be kept subject to the modifications required by the progress of the Service and Your Excellency's Orders.

I have the honor to be

Your Excellency's

Most obedient and most humble servant.

R. B. SINCLAIR, A. G. M.

To His Excellency
Major-General Charles Hastings Doyle,
Administrator of the Government,
&c., &c., &c.

Notes,—

Numerical Statistics will be found in the annexed tables.

The accounts were made up to the end of the year and are in the Hon. the Financial Secretary's Office for audit.

There is a sum of money called the arms fund set apart by enactment for the purchase of new arms, if required; this amount was produced by the sale of old arms, before I came into office, and I have no record to shew whether the sale was authorized by the Imperial Government, which, however, must have been the case; some of the money was expended in furnishing the Volunteer Artillery with side arms; it would be expedient, before any more of it is appropriated, to ascertain whether the Imperial government has any claim on it.

The Army List to this date is preparing for the press, and will show a very progressive state of organization.

| Number | CORPS. | EFFECTIVES. | | | | Trained by the Militia Staff. | | Stay of the Instructors. | Companies that have attended drill under their own officers. | Government property in charge. | | | | | | |
|--------|-----------------------------|-------------|----------|----------|----------|---|-------|--------------------------|--|--------------------------------|---------------------|----------------------------|-----|-----|-----------|--|
| | | 1862. | | 1863. | | Explanation of notes: 1-2 signifies one man attended two drills, &c. | Total | | | Rifles | Muskets | Artillery | | | | |
| | | Officers | Privates | Officers | Privates | | | | | | | | | | | |
| 1 | Halifax Artillery and Rifle | 5 | 11 | 67 | 89 | 4 | 7 | 69 | 74 | No diary | 15 Jan. to 28 Mar. | 197 drills. | 60 | 60 | 6-8 pr. | |
| 2 | Pictou | 4 | 6 | 31 | 41 | 4 | 4 | 29 | 37 | 1-2 3-6 33-14 | 15 Jan. to 28 Mar. | 27 " | 40 | 40 | 3-8 pr. | |
| 3 | Sydney | 3 | 6 | 23 | 23 | 4 | 4 | 30 | 38 | No diary | 4 April to 2 May | 12 " | 40 | 40 | 1-2-8 pr. | |
| 4 | Amnapolis | 3 | 6 | 35 | 44 | 3 | 5 | 38 | 46 | 4-4 3-5 10-10 20-17 | 14 Feb. to 8 Mar. | 30 " | 60 | 60 | 2-8 pr. | |
| 5 | Digby | 3 | 4 | 26 | 33 | 2 | 3 | 32 | 37 | 2-3 11-9 24-12 | 1 Sept. to 14 Novr. | 38 " | 40 | 40 | 1 | |
| 6 | Sydney Mines | 3 | 10 | 50 | 63 | 3 | 6 | 51 | 60 | 7-3 15-7 16-12 22-14 | 14 Feb. to 21 Mar. | 60 | 60 | 60 | 2 | |
| 7 | Yarmouth | 3 | 5 | 20 | 28 | 2 | 2 | 15 | 19 | No diary | One week. | 18 " | 60 | 60 | 1 | |
| 8 | 1st batt. Digby Militia | 5 | 4 | 36 | 45 | 4 | 5 | 39 | 45 | 7-3 9-5 17-9 | One week. | 27 " | 60 | 60 | 2 | |
| 9 | Amherst | 3 | 3 | 39 | 45 | 4 | 2 | 29 | 35 | 3-2 7-4 17-6 | 7 March to 9 April | 6 " | 60 | 60 | 2 | |
| 10 | Paradise | 4 | 7 | 39 | 50 | 4 | 2 | 29 | 35 | No diary | 7 March to 9 April | 24 | 50 | 50 | 2 | |
| 11 | 1st Albion Mines | 3 | 4 | 33 | 45 | 2 | 2 | 20 | 24 | 4-1 6-3 7-6 7-9 | 7 March to 9 April | 9 dls. and extra with mil. | 50 | 50 | 2 | |
| 12 | 2d Albion Mines | 2 | 5 | 57 | 64 | 3 | 3 | 79 | 82 | No diary | | 92 | 124 | 124 | 2 | |
| 13 | Mulgrave Arichat | 3 | 4 | 49 | 56 | 6 | 4 | 60 | 70 | | | | 80 | 100 | 2 | |
| 14 | 1st Sydney Mines | 3 | 8 | 48 | 59 | 4 | 4 | 68 | 76 | | | | 80 | 80 | 2 | |
| 15 | 2d Sydney Mines | 7 | 8 | 53 | 68 | 7 | 5 | 52 | 64 | | | | 80 | 80 | 2 | |
| 16 | Scottish | 9 | 8 | 57 | 68 | 2 | 3 | 56 | 61 | | | | 80 | 80 | 0 | |
| 17 | Chouctoc Greys | 5 | 10 | 56 | 71 | 5 | 6 | 55 | 66 | | | | 80 | 80 | 1 | |
| 18 | Mayflower's | 4 | 8 | 42 | 54 | 3 | 4 | 49 | 56 | | | | 80 | 80 | 0 | |
| 19 | Halifax Rifles | 5 | 4 | 39 | 48 | 3 | 3 | 42 | 48 | | | | 80 | 80 | 1 | |
| 20 | Victorian | 5 | 5 | 32 | 42 | 4 | 2 | 29 | 36 | 2-1 11-4 12-9 11-10 | 14 Feb. to 11 April | 50 drills. | 60 | 60 | 2 | |
| 21 | 1st Irish | 3 | 4 | 38 | 45 | 2 | 3 | 26 | 31 | No diary | | 35 " | 60 | 60 | 1 | |
| 22 | 1st Dartmouth | 1 | 1 | 1 | 1 | 3 | 3 | 28 | 34 | | | 8 " | 40 | 40 | 1 | |
| 23 | Granite, Peggy's Cove, | | | | | | | | | | | | | | | |
| 24 | Hawkesbury | | | | | | | | | | | | | | | |
| 25 | 2d Dartmouth | | | | | | | | | | | | | | | |
| 26 | Marg's Bay, Low Ward | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | |
|-------|--------------------------|---|---|----|----|---|---|----|-----|------------------------|--------------------|------|-----|-----|----------------------|------|------|------|------|----|----|
| 27 | Ched. Greys, Guysboro' | 4 | 9 | 34 | 47 | 3 | 4 | 30 | 37 | 0-1 9-2 12-8 10-6 | 9 Jan. to 31 Feby. | 87 | 60 | 60 | 2 | | | | | | |
| 28 | Antigonish | 3 | 8 | 52 | 69 | 3 | 4 | 29 | 36 | 5-1 8-2 0-8 17-10 | 11 April to 9 May | 86 | 80 | 80 | 2 | | | | | | |
| 29 | Wallace Greys | 4 | 3 | 48 | 59 | 3 | 4 | 25 | 30 | 8-1 2-4-0 | One week. | 82 | 40 | 40 | 2 | | | | | | |
| 30 | Clemonsport | 4 | 4 | 20 | 27 | 4 | 4 | 48 | 56 | No diary | | | 60 | 60 | 2 | | | | | | |
| 31 | Westport Guards | 4 | 1 | 56 | 61 | 4 | 4 | 48 | 55 | | | | 60 | 60 | 2 | | | | | | |
| 32 | Little Bras d'Or | 3 | 3 | 51 | 57 | 4 | 3 | 48 | 55 | | | | 60 | 60 | 2 | | | | | | |
| 33 | Pugwash | 3 | 4 | 20 | 27 | 5 | 3 | 38 | 41 | 5-8 6-20 30-24 | 4 April to 30 June | 41 | 60 | 60 | 2 | | | | | | |
| 34 | Welsford, River John, | 3 | 4 | 40 | 47 | 4 | 4 | 45 | 53 | 4-2 9-12 18-30 19-40 | 4 April to 5 July | 50 | 40 | 40 | 2 | | | | | | |
| 35 | Hobron, Yarmouth, | 5 | 8 | 54 | 67 | 5 | 4 | 45 | 54 | No diary | | | 80 | 80 | 2 | | | | | | |
| 36 | Windsor | 4 | 7 | 40 | 51 | 3 | 8 | 34 | 44 | 4-2 11-4 10-6 9-9 | 4 Jan. to 28 Mar. | 40 | 60 | 60 | 2 | | | | | | |
| 37 | Pictou Greys | 1 | 1 | 46 | 47 | 2 | 4 | 38 | 44 | No diary | | | 60 | 60 | 2 | | | | | | |
| 38 | Rogor's Hill, Co. Pictou | 6 | 8 | 51 | 65 | 4 | 4 | 48 | 56 | 3-1 8-3 9-8 36-16 | 8 Feb. to 13 May | 56 | 80 | 80 | 0 | | | | | | |
| 39 | Rothsay, Truro, | 5 | 8 | 52 | 65 | 4 | 4 | 51 | 62 | 3-4 15-5 20-10 24-24 | 18 Jan. to 2 May | 62 | 60 | 60 | 2 | | | | | | |
| 40 | Tatamagouche | 7 | 9 | 68 | 84 | 7 | 4 | 69 | 80 | 4-10 12-12 30-16 34-20 | 17 Jan. to 21 Mar. | 80 | 100 | 100 | 2 | | | | | | |
| 41 | Lunenburg | 6 | 5 | 38 | 49 | 6 | 4 | 39 | 49 | No diary | | | 80 | 80 | 2 | | | | | | |
| 42 | Mahono Bay | 6 | 4 | 37 | 47 | 5 | 4 | 40 | 49 | 9-2 19-4 21-0 | 17 Jan. to 17 Mar. | 49 | 60 | 60 | 2 | | | | | | |
| 43 | Shubenacadie | 5 | 6 | 39 | 50 | 5 | 3 | 41 | 49 | No diary | | | 60 | 60 | 2 | | | | | | |
| 44 | University College | 4 | 6 | 32 | 42 | 4 | 4 | 28 | 36 | 10-18 14-15 22-18 | 27 Jan. to 7 April | 46 | 60 | 60 | 2 | | | | | | |
| 45 | Sherbrooke Guards | 1 | 1 | 45 | 46 | 3 | 3 | 40 | 40 | 7-12 9-14 40-10 | 18 Jan. to 19 May | 56 | 60 | 60 | 0 | | | | | | |
| 46 | Weymouth | 8 | 7 | 46 | 56 | 4 | 4 | 52 | 60 | No diary | | | 60 | 60 | 2 | | | | | | |
| 47 | Port La Tour | 4 | 4 | 32 | 42 | 4 | 4 | 28 | 36 | | | | 60 | 60 | 2 | | | | | | |
| 48 | Queen's County | 1 | 1 | 45 | 46 | 1 | 1 | 47 | 47 | 2-1 4-4 46-12 | 18 Jan. to 21 Mar. | 52 | 60 | 60 | 0 | | | | | | |
| 49 | Rosignol | 3 | 3 | 46 | 46 | 1 | 1 | 47 | 47 | 1-1 2-1 38-20 | 8 Feb. to 9 May | 41 | 60 | 60 | 2-8 pr. | | | | | | |
| 50 | Lunenburg Artillery | 1 | 1 | 48 | 48 | 1 | 1 | 48 | 48 | | | | 60 | 60 | no slings | | | | | | |
| 51 | New Glasgow | 3 | 3 | 40 | 40 | 3 | 3 | 40 | 40 | | | | 60 | 60 | 2 | | | | | | |
| 52 | Beaver River | 3 | 4 | 30 | 37 | 3 | 2 | 30 | 37 | 3-2 8-0 20-12 | 18 Jan. to 11 Aug. | 37 | 40 | 40 | 15 drills at present | | | | | | |
| 53 | Wolfville | 3 | 3 | 40 | 40 | 3 | 3 | 40 | 40 | 5-2 7-8 45-10 | 16 Jan. to 21 Mar. | 57 | 40 | 40 | Drill on Saturdays | | | | | | |
| 54 | Yarmouth Artillery | 5 | 5 | 53 | 63 | 5 | 5 | 53 | 63 | | | | 80 | 80 | 2-8 pr. | | | | | | |
| 55 | Shelburne | 1 | 1 | 1 | 1 | 3 | 3 | 28 | 34 | 6-2 4-8 46-14 | 16 to 21 March | 50 | 40 | 40 | 2 | | | | | | |
| Total | | | | | | | | | 171 | 250 | 1893 | 2314 | 178 | 176 | 2010 | 2864 | 1207 | 3800 | 2918 | 78 | 10 |

* Disbanded in March on account of non-effective strength.

Closed on the 21st January.

R. BLIGH SINCLAIR, Col. & A. G. M.

(B)

NOVA SCOTIA MILITIA.

Numerical State of the above.

Halifax, Nova Scotia, 31st December, 1863.

| Number. | Corps. | Lt. | | | 1st | | | 2nd | | | Adjts. | Paymasters. | Surgeons. | Assist. Surgeons. | Quarter Masters. | Non-com. | | Number who attended training. | Number who did not attend training. | Total, First class. | Fines. | | Rifles. | |
|---------|------------------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|-----------|-------------------|------------------|----------|--------------|-------------------------------|-------------------------------------|---------------------|-----------------|-----------|---------|---------|
| | | Substantial | Acting | Substantial | Acting | Substantial | Acting | Substantial | Acting | Substantial | | | | | | Acting | Ser. Majors. | | | | Q.M. Sergeants. | Officers. | | of Paid | of Duo |
| 1 | 1st Annapolis | 1 | 1 | 4 | 3 | 7 | 2 | 1 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | no fines. | | | |
| 2 | 2d do. | | | | | | | | | | | | | | | | | 1145 | 310 | 1455 | | | | |
| 3 | 3d do. | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 4th do. | 1 | 2 | 5 | 4 | 4 | 4 | 4 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 17 | 361 | 156 | 517 | 4 | 20 | 20 | |
| 5 | 5th do. | 1 | 2 | 8 | 1 | 6 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 23 | 470 | 65 | 535 | 4 | 20 | 20 | |
| 6 | 1st Antigonish | 1 | 2 | 8 | 1 | 6 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 39 | 513 | 161 | 674 | | | | |
| 7 | 2d do. | 1 | 2 | 7 | 1 | 6 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 324 | 194 | 518 | | | | |
| 8 | 3d do. | 1 | 2 | 5 | 1 | 5 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 294 | 287 | 581 | | | | |
| 9 | 4th do. | 1 | 2 | 5 | 1 | 5 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 145 | 64 | 209 | | | | |
| 10 | 1st Colchester | 1 | 1 | 4 | 4 | 4 | 6 | 4 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 458 | 75 | 533 | | | 40 | |
| 11 | 2d do. | 1 | 2 | 4 | 6 | 3 | 7 | 3 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 411 | 73 | 484 | | | 60 | |
| 12 | 3d do. | 1 | 2 | 7 | 1 | 4 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 21 | 342 | 69 | 411 | 7 | 36 | 80 |
| 13 | 4th do. | 1 | 2 | 7 | 1 | 6 | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 15 | 402 | 155 | 557 | | 30 | 40 |
| 14 | 5th do. | 1 | 2 | 7 | 1 | 7 | 1 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 28 | 328 | 70 | 398 | | | |
| 15 | 6th do. | 1 | 2 | 7 | 1 | 5 | 3 | 1 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 22 | 494 | 47 | 541 | | | |
| 16 | 7th do. | 1 | 2 | 4 | 1 | 5 | 0 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 15 | 245 | 17 | 262 | | 28 | 40 |
| 17 | 1st Cumberland | 1 | 2 | 8 | 1 | 8 | 1 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 524 | 41 | 565 | | | 40 | |
| 18 | 2d do. | 1 | 1 | 6 | 6 | 6 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 12 | 485 | 122 | 607 | | | |
| 19 | 3d do. | 1 | 1 | 6 | 2 | 5 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 32 | 510 | 91 | 601 | | 80 | 2 |
| 20 | 4th do. | 1 | 1 | 1 | 4 | 2 | 8 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 16 | 448 | 93 | 541 | | | |
| 21 | 5th do. | 1 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 18 | 398 | 18 | 416 | no fines. | | 20 |
| 22 | 6th 1st P'rsb'ro | 1 | 2 | 6 | 6 | 6 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 446 | 220 | 666 | | | | |
| 23 | 7th 2d do. | 1 | 2 | 4 | 1 | 3 | 4 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 16 | 339 | 152 | 491 | | | |
| 24 | 1st Digby | 1 | 1 | 3 | 4 | 1 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 13 | 357 | 82 | 439 | | | |
| 25 | 2d do. | 1 | 2 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 36 | 431 | 93 | 524 | | | |
| 26 | 3d do. | 1 | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | 300 | 86 | 386 | | | |
| 27 | 4th do. | 1 | 1 | 3 | 1 | 3 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | |
| 28 | 1st Guysboro | 1 | 2 | 2 | 1 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | |
| 29 | 2d do. | | | | | | | | | | | | | | | | | 706 | 170 | 876 | | | | |
| 30 | 3d do. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 4th do. | 1 | 1 | 8 | 4 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 628 | 242 | 870 | | | | |
| 32 | 1st Halifax | 1 | 2 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 261 | 167 | 431 | 74 | 501 | | |
| 33 | 2d do. | 1 | 2 | 9 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 306 | 119 | 425 | | | | |
| 34 | 3d do. | 1 | 2 | 10 | 6 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 426 | 217 | 643 | | | | |
| 35 | 4th do. | 1 | 2 | 10 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 425 | 252 | 677 | | 15 | 62 | |
| 36 | 5th do. | 1 | 2 | 8 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 11 | 315 | 286 | 601 | | | |
| 37 | 6th do. | 1 | 2 | 8 | 4 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 6 | 446 | 174 | 620 | 21 | 130 | 20 |
| 38 | 7th do. | 1 | 2 | 4 | 5 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | 358 | 117 | 475 | no fines. | | |
| 39 | 8th do. | 1 | 2 | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 13 | 471 | 143 | 614 | | | 20 |
| 40 | 9th do. | 1 | 2 | 8 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 14 | 642 | 161 | 803 | | | |
| 41 | 10th do. | 1 | 1 | 5 | 3 | 5 | 3 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 16 | 407 | 50 | 457 | | | |
| 42 | 11th do. | 1 | 1 | 8 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 4 | 429 | 34 | 463 | | | |
| 43 | 12th do. | 1 | 2 | 2 | 3 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 16 | 384 | 151 | 535 | | | |
| 44 | 13th do.* | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 1st Hants | 1 | 2 | 8 | 5 | 4 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 15 | 426 | 190 | 616 | | 35 | 20 |
| 46 | 2d do. | 1 | 2 | 4 | 8 | 8 | 8 | 8 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 8 | 204 | 59 | 263 | | | |
| 47 | 3d do. | 1 | 2 | 8 | 8 | 8 | 8 | 8 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 16 | 229 | 85 | 314 | | | 20 |
| 48 | 4th do. | 1 | 1 | 8 | 8 | 8 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 119 | 412 | 101 | 513 | | | 20 |
| 49 | 5th do. | 1 | 2 | 8 | 8 | 8 | 8 | 8 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 20 | 409 | 46 | 455 | | 8 | 60 |
| 50 | 6th do. | 1 | 2 | 8 | 8 | 8 | 8 | 8 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 24 | 430 | 122 | 552 | | | 40 |
| 51 | 7th do. | 1 | 2 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 24 | 334 | 165 | 499 | | | |
| 52 | 1st Kings | 1 | 2 | 7 | 1 | 6 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 46 | 760 | 184 | 944 | | 23 | 40 |
| 53 | 2d do. | 1 | 1 | 5 | 2 | 7 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 23 | 324 | 75 | 399 | | 4 | 50 |
| 54 | 3d do. | 1 | 1 | 9 | 1 | 9 | 3 | 7 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | 606 | 150 | 756 | | | 20 |
| 55 | 4th do. | 1 | 2 | 8 | 4 | 4 | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 10 | 286 | 135 | 421 | 4 | 24 | 20 |
| 56 | 5th do. | 1 | 2 | 8 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | 290 | 135 | 425 | | | 20 |
| 57 | 6th do. | 1 | 2 | 6 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | |
| 58 | 1st Lunenburg | 1 | 1 | 2 | 7 | 3 | 5 | 1 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | 335 | 43 | 378 | | 7 | 9 |
| 59 | 2d do. | 1 | 1 | 7 | 8 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 16 | 417 | 85 | 502 | | 8 | 7 |
| 60 | 3d do. | 1 | 2 | 1 | 7 | 5 | 4 | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 23 | 445 | 64 | 509 | | | |

*Not officered, enrolled, organized, or trained.

†Set off from 1st Kings.

NOVA SCOTIA MILITIA.

(Continued)

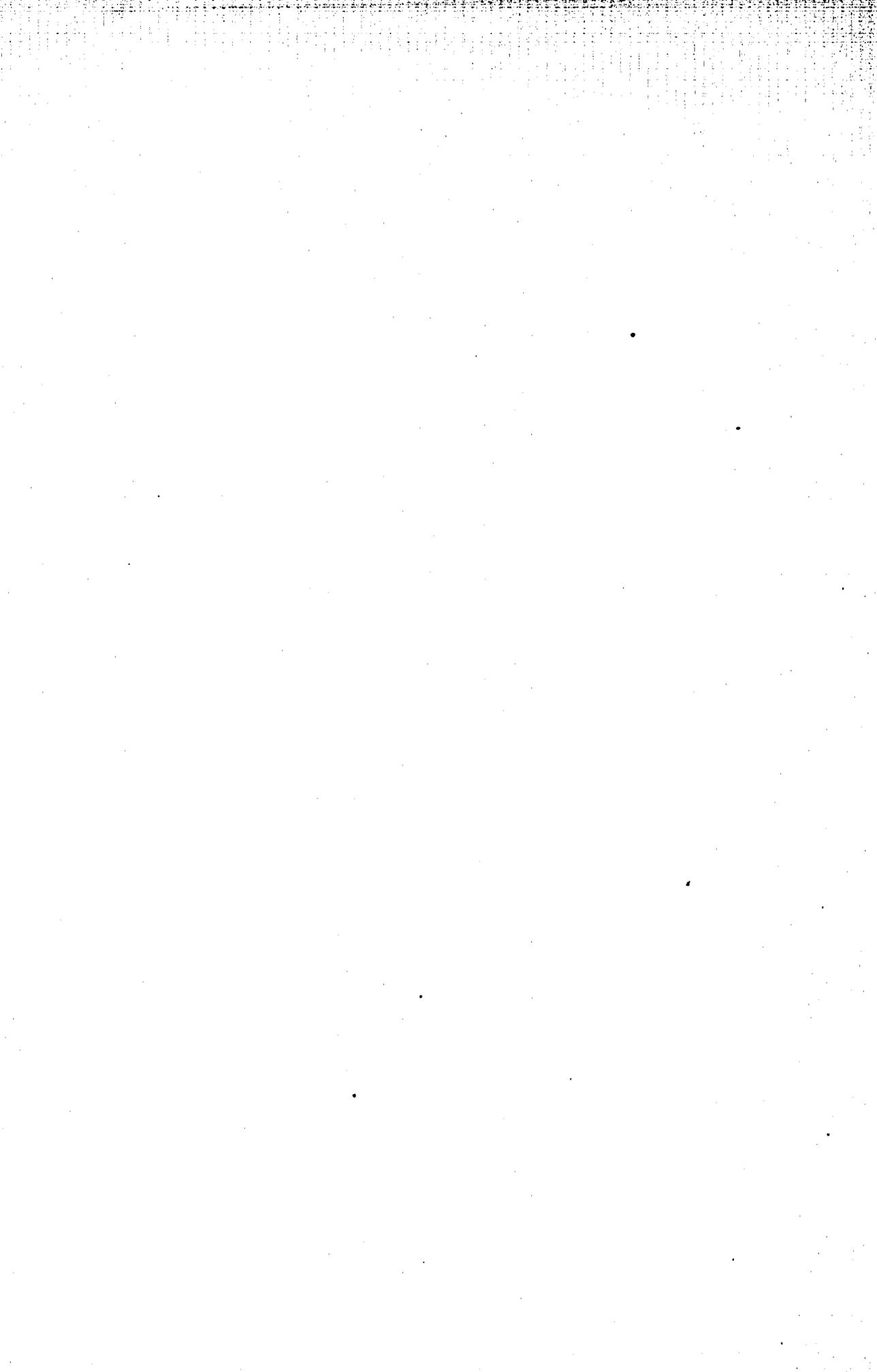
| Number. | Corps. | Lt. Col's | | Majr. | | Capt. | | 1st Lieut. | | 2nd Lieut. | | Adjts. | | Paymasters. | Surgeons. | Assist. Surgeons. | Qr. Masters. | Nn-com. Officers. | | Number who attended training. | Number who did not attend training. | Total, 1st Class. | Fines. | | Rifles. | | |
|---------|---------------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|-----------|-------------------|--------------|-------------------|---------|-------------------------------|-------------------------------------|-------------------|------------|------------|---------|---------|---------|
| | | Substantial | Acting. | | | | | Substantial | Acting. | | | | Q.M. Sgts. | Sergeants. | | of Paid | of Due. |
| 61 | 4th Lunenburg | 1 | | 2 | | 8 | | 8 | | 8 | | 1 | | 1 | | 1 | | 1 | | 25 | 632 | 85 | 717 | | 45 | 20 | |
| 62 | 5th do. | 1 | | 2 | | 10 | | 10 | | 10 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 140 | 552 | 168 | 720 | | | | |
| 63 | 6th do. | | | | | | | | | | | | | | | | | | | | 634 | 163 | 797 | | | | |
| 64 | 7th do.* | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65 | 1st Pictou | 1 | | 2 | | 7 | 1 | 7 | 1 | 2 | 1 | 1 | | 1 | | 1 | | 1 | | 15 | 287 | 62 | 349 | 27 | | 20 | |
| 66 | 2d do. | 1 | | 2 | | 5 | 3 | 2 | 6 | 1 | 7 | 1 | | 1 | | 1 | 1 | 1 | 1 | 127 | 399 | 50 | 449 | no | fns. | 20 | |
| 67 | 3d do. | 1 | | 1 | | 7 | 4 | 1 | 1 | | | 1 | | 1 | 1 | | | 1 | | 14 | 289 | 46 | 335 | | | 69 | |
| 68 | 4th do. | 1 | | 2 | | 2 | | | | | | | | | | | | | | | 357 | 71 | 428 | | | 23 | |
| 69 | 5th do. | 1 | | 1 | | 7 | | 5 | 1 | | | 1 | | | | 1 | | 1 | | 18 | 462 | 90 | 552 | | | 40 | |
| 70 | 6th do. | 1 | | 1 | | 6 | 3 | 5 | 2 | | | 1 | | | | 1 | | 1 | | | 399 | 55 | 454 | no | fns. | 40 | |
| 71 | 7th do. | 1 | | 1 | 1 | 3 | 3 | 2 | 1 | | | 1 | | | 1 | | | 1 | | 14 | 304 | 87 | 391 | | | 20 | |
| 72 | 8th do. | 1 | | 4 | | 6 | 6 | 3 | 3 | 1 | | 1 | | | | | | 1 | | | 244 | 97 | 341 | | | | |
| 73 | 9th do. | 1 | | 1 | | 5 | 1 | 5 | 3 | 3 | 1 | 1 | | | | | | 1 | 1 | 14 | 330 | 44 | 374 | | | | |
| 74 | 1st Queens | 1 | | 2 | | 8 | 6 | 1 | 3 | 4 | 4 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 114 | 402 | 164 | 566 | | | 20 | |
| 75 | 2d do. | 1 | | 2 | | 4 | 4 | 3 | 5 | 2 | 4 | 1 | | 1 | 1 | 1 | 1 | 1 | | | 33 | 477 | 103 | 580 | 67 | 60 | |
| 76 | 3d do. | | 1 | 2 | | 6 | 6 | 8 | 8 | 8 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 124 | 358 | 97 | 455 | | | 40 | |
| 77 | 1st Shelburne | 1 | | 2 | | 1 | 6 | 7 | 7 | 7 | | 1 | | | | | | 1 | 1 | 130 | 670 | 150 | 820 | | | | |
| 78 | 2d do. | 1 | | 1 | | 4 | | 3 | | | | | | | | | | | | | | | | | | | |
| 79 | 3d do. | | | | | 1 | 8 | 8 | 2 | 8 | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | | 28 | 589 | 365 | 954 | | | |
| 80 | 4th do. | | 1 | | | 1 | 8 | 8 | 2 | 8 | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | |
| 81 | 1st Yarmouth | 1 | | 1 | 1 | 11 | 7 | 3 | 1 | 5 | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 15 | 433 | 359 | 792 | 15 | 104 | 20 | |
| 82 | 2d do. | | 1 | | | 1 | 9 | 2 | | | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 250 | 184 | 434 | | | | |
| 83 | 3d do.† | | | | | | | | | | | | | | | | | 1 | 1 | | 217 | 324 | 541 | | | | |
| 84 | 4th do. | 1 | | 2 | | 7 | 2 | 5 | 3 | 5 | 3 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 6 | 342 | 184 | 526 | 44 | 63 | | |
| 85 | 5th do. | 1 | | 2 | | 9 | 8 | 1 | 6 | 3 | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | | 358 | 151 | 509 | 21½ | 49 | | |
| 86 | 1st C Breton† | | 1 | | 1 | 9 | 7 | 5 | 1 | | | | | 1 | | 1 | | | | 22 | 899 | 62 | 961 | | | 14 | |
| 87 | 2d do. | | | | | | | | | | | | | | | | | | | | 8 | 287 | 85 | 372 | | | |
| 88 | 3d do. | | 1 | | 1 | 6 | 1 | 2 | | 1 | | 1 | | | | | | | | | 20 | 214 | 751 | 965 | | | |
| 89 | 4th do. | | 1 | | | 9 | 9 | 11 | | 1 | | | | | | | | | | | | | | | | | |
| 90 | 5th do. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 91 | 6th do. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92 | 7th do. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 93 | 8th do. | | | | | | | | | | | | | | | | | | | | 11 | 442 | 712 | 1157 | | | |
| 94 | 9th do. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95 | 10th do. | 1 | | 2 | | 10 | 9 | 9 | | 1 | | | | | | | | 1 | | | | | | | | | 40 |
| 96 | 11th do. | | 1 | 1 | 1 | 13 | 13 | 13 | | 1 | | | | | | | | 1 | | | | | | | | | |
| 97 | 12th do. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98 | 13th do. | | 1 | 2 | | 8 | 8 | 8 | | 1 | | 1 | | 1 | | 1 | | | | 4 | 265 | 215 | 480 | no | fns. | 20 | |
| 99 | 14th do. | | | 2 | | 9 | 9 | 9 | | | | | | | | | | | | | | | | | | | |
| 100 | 15th do. | | 1 | | | 9 | 9 | 9 | | | | | | | | | | | | 10 | 386 | 219 | 605 | | | | |
| 101 | 16th do. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102 | 17th do. | 1 | | 1 | | 2 | 1 | 6 | 7 | | 1 | | | | | | | 1 | | | 11 | 279 | 147 | 426 | | | |
| 103 | 18th do. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104 | 19th do. | 1 | | | 1 | 2 | 1 | 2 | 1 | 2 | | | | | | | | | | | 18 | 315 | 29 | 344 | | | |
| | | 51 | 33 | 74 | 62 | 202 | 339 | 189 | 364 | 60 | 347 | 22 | 62 | 6 | 60 | 8 | 71 | 20 | 14 | 1079 | 34873 | 12899 | 48675 | | | 1120 | |

* Return not in.

† No Army List Form in.

‡ Old Denomination.

R. BLIGH SINCLAIR.
Col. & A. G. M.



PART II.

CORRESPONDENCE RELATING TO PROVIDING ARMS, ACCOUTREMENTS, AND AMMUNITION, TO THE VOLUNTEER AND MILITIA FORCES OF THIS PROVINCE.

(COPY.)

(Nova Scotia.—No. 20.)

Downing Street, 19th March, 1863.

MY LORD,—

With reference to that portion of your Lordship's despatch, No. 7, of the 22nd of January last, which relates to the quality of the accoutrements furnished with the rifles for the use of the Militia and Volunteer Forces, I have the honor to transmit to you a copy of a letter from the War Office, apprising me that instructions have been given to the Store Officers in Nova Scotia to receive back such of the old pattern accoutrements as may be objected to, but that all future issues for this service must be paid for by the Province.

I have, &c.,

(Signed)

NEWCASTLE.

The Right Hon. the EARL OF MULGRAVE.

(COPY.)

War Office, 14th March, 1863.

SIR,—

With reference to your letter of the 6th ultimo, forwarding a copy of a despatch received from the Lieutenant Governor of Nova Scotia, on the subject of the accoutrements sent out for the use of the Militia and Volunteer Forces of that colony, I am directed by Secretary Sir George Lewis to acquaint you that in consequence of complaints already received, the Military Store Officers in the colony have been instructed to receive such of the old pattern accoutrements as may be objected to, but that all future issues of accoutrements from Government stores for this service must be paid for by the colony.

I am also to inform you that Sir George Lewis has no objection to the issue of rifles without accoutrements, or of accoutrements without rifles, on the above terms.

I am, &c.,

(Signed)

DEGRAY & RIPON.

The Under Secretary of State, }
Colonial Office. }

(COPY.)

(No. 44.—Military.)

*Government House, Halifax, N. S.,
30th April, 1863.*

MY LORD DUKE,—

I have the honor to enclose the copy of a report which has been made to me by the Adjutant General of Militia, on the subject of certain deficiencies which exist in the arms and accoutrements issued to the local forces in this

Province, with a view of ascertaining the price of these articles, in order that the deficiency may be made good.

The report also contains some remarks upon the decision arrived at by the War Department with regard to any further issue of accoutrements, which was forwarded to me in your Grace's despatch, No. 20, 19th March, 1863. You will observe that the amount of the deficiencies, as detailed in the enclosed return, extending as it does over about two years and a half, is very small, but I am anxious that they should be made good as soon as the prices are ascertained.

With regard to the arms, there can of course be no difficulty on this head; but on reference to the accoutrements, I would suggest that the proposal of the Adjutant General of Militia should be adopted, and that a Board of Survey should be directed to examine a fair sample of accoutrements, the same as those issued, in order that their real value may be ascertained.

This seems to me the only mode in which a price could be placed upon them which would be fair to all parties, as not only are they of a pattern now obsolete, but from age and use many of them are unserviceable. I should also feel greatly obliged to your Grace if you would obtain from the Secretary of State for War a reconsideration of the decision forwarded to me in your despatch, No. 19, 20th March, 1863, on the further issue of accoutrements.

There is in this Province at present a very laudable desire to improve local defences of the country. The Legislature, besides continuing the grant of £5000 voted last year, have further sanctioned a small payment being made to the Adjutants of the different Militia Regiments; they have also voted £1000 for the erection of an Armory in the city of Halifax; and the payment out of the Provincial treasury of one-third of the cost of the erection of drill-rooms wherever the remaining two-thirds are raised by local contributions.

The inhabitants themselves have shewn an equal readiness to qualify themselves for their militia duties. A very large proportion of the officers have already attended, or are at present attending drill; and as soon as the elections are over, it is my intention to call out the whole of the first class of the militia for the six days' training authorised by law. Under these circumstances, I consider that it would be very undesirable that anything should be done which would in any way contribute to check the feeling which now exists, and this would undoubtedly be the case were I unable to supply accoutrements together with the arms when required.

The funds at my disposal are barely sufficient for the necessary expenses connected with the training of the Militia and Volunteers, and would be quite inadequate for the purchase of accoutrements; and although some of the Volunteer companies now in existence have undoubtedly purchased their own accoutrements in preference to using those lately issued with the arms, were that expense necessarily added to the cost of their outfit, it would preclude the formation of many very efficient corps. If Her Majesty's Government sanction the issue of good serviceable accoutrements with the arms when required, there would be no difficulty on the part of the Province to guarantee the payment of any deficiency which might take place, and there is no necessity that the accoutrements should be new, or of the very latest pattern, provided they are in a condition fit for use, which was not the case with many of those of which I complained in my despatch to your Grace, No. 7, 22nd January, 1863.

Those accoutrements were forwarded with the 3000 rifles sent from Canada in 1859, and I think that the authorities at home can hardly be aware how old and unserviceable they were, as I observed that those served out to the Volunteers in Canada were of a very superior description. I trust, therefore, that the Secretary of State for War may be induced to reconsider his decision, and that he will permit accoutrements to be issued with the rifles when required, the Province guaranteeing to make good any deficiency which may take place.

I have, &c., &c.,

(Signed)

MULGRAVE.

His Grace the DUKE OF NEWCASTLE, K. G.

(No. 59.—Military.)

Government House, Halifax, N. S., 20th June, 1863.

MY LORD DUKE,—

Referring to the circular from Your Grace's department, dated 14th May, 1862, enclosing the rules and conditions upon which arms and ammunition will in future be supplied to the local forces in the Colonies by the War Department, I beg to call your Grace's attention to the fact that by those regulations the issue of blank ammunition is to be discontinued, as it is stated that it can easily be procured by the colony. This, however, I regret to say, is not the case in this Province, as there is no means of procuring blank ammunition from any private source, and the quantity required is so small that to import it direct from England would add very much to the cost.

As an ordinary rule, blank ammunition is not issued to the Volunteers in this Province; but at the same time I think it very desirable that a limited quantity should occasionally be given to them, as it acts as a stimulant in inducing them to perfect themselves in their drill.

This is especially the case with the Volunteer force belonging to Halifax, as it has been usual on one or two occasions in the year, such as Her Majesty's birthday and the twenty-first of June, (the anniversary of the settlement of Halifax,) to brigade them with the troops belonging to the garrison, a practice which I consider of great advantage, as it is not only a great encouragement to the Volunteers themselves, but it affords the general officer commanding the troops an opportunity of judging their efficiency.

On these occasions it is of course necessary that the Volunteers should be supplied with blank ammunition, the same as the line; and it is also necessary that a small quantity should be issued for previous practice.

Under these circumstances I trust that the Under Secretary of State for War may be induced to reconsider that portion of the regulations which relate to the issue of blank ammunition. The quantity required would not be large, and would, in all probability, seldom exceed 30,000 rounds in the year, and the cost would, of course, be defrayed by the Province.

My attention has been particularly directed to this subject in consequence of a field day which it is proposed should take place on Monday next, the 22nd, in which the Volunteers are to take part. It was found, however, that it would be impossible to have the blank ammunition made here, and had it not been for the kindness of Major General Doyle, who, on this occasion, issued a special order upon the subject, the Volunteers would have been prevented from taking any part in it.

I trust, therefore, that your Grace will have no objection to bring the question again under the consideration of the Secretary of State for War, as, should the present order continue in force, it would be necessary to discontinue the practice of having the Volunteers brigaded with the garrison.

I have the honor to be,

My Lord,

Your Lordship's obedient servant,

(Signed) MULGRAVE.

His Grace the DUKE OF NEWCASTLE, K. G., &c., &c.

(COPY.)

(Nova Scotia.—No. 41.)

Downing Street, 22nd June, 1863.

MY LORD,—

I referred, for the consideration of the Secretary of State for War, your despatch, No. 44, of the 30th of April last, together with its enclosures, relative to the arms and accoutrements which have been supplied for the use of the local forces in Nova Scotia, and requesting a reconsideration of the decision that the cost of any further issues of accoutrements shall be defrayed from Colonial funds.

In answer to this reference, Earl de Grey has informed me that he regrets that he is unable to comply with your recommendation, as the grounds upon which it is founded do not appear to him such as to warrant a departure from the established rule, and that he must therefore adhere to the former decision.

His Lordship has further apprised me that he sees no objection to the assembling of a Board as proposed by the Adjutant General of Militia to assess the value of the accoutrements already supplied.

I have, &c.,

(Signed) NEWCASTLE.

The Right Hon. the EARL OF MULGRAVE.

(COPY.)

(Nova Scotia.—No. 48.)

Downing Street, 3rd August, 1863.

MY LORD,—

I referred to the Secretary of State for War your despatch, No. 59, of the 20th of June last, and Earl de Grey has informed me in reply that the Superintendent of Stores at Halifax has been instructed to issue such blank ammunition as may be required for the use of the Volunteers of Nova Scotia, at the rate of £1 5s. 3d., per 1000 rounds.

I have, &c.,

(Signed) NEWCASTLE.

Lieut. Governor the Right Honorable }
The MARQUIS OF NORMANBY. }

(Circular.—Nova Scotia.)

Downing Street, 6th April, 1863.

SIR,—

My attention has recently been called to the necessity which exists of defining the relations which ought to subsist between the government of a British Colony and the Colonial Militia and Volunteers.

Her Majesty's Government are of opinion that the best and most constitutional mode of dealing with the question will be to follow strictly in regard to all Colonial Volunteers the general principles on which the Volunteer system rests in this country.

Under that system the Lord Lieutenant of each county, as the Queen's representative, is the Commander-in-chief of the whole force of county Volunteers, so long as they are not called out for actual service, while as soon as they are so called out they come under the mutiny act and articles of war, and pass from the chief command of the Lord Lieutenant to that of the general officer of the district.

Acting on this analogy, therefore, it is very desirable that the Governor of each colony where militia or Volunteers exist should, as the Queen's representative, be constituted by law the Commander-in-chief of all the local forces raised in that colony, and that all arrangements connected with the organization, drill, and discipline of such forces should, within the limits of the act of the Legislature under which they are established, be made by his authority through such officers as he may appoint. Provisions to this effect are already in force in Canada and other colonies, and if they are not already adopted in the colony under your government I should wish you to embrace the earliest practicable opportunity of procuring their enactment. Wherever this is effected the local colonial forces will occupy their proper constitutional position, and a better guarantee for their efficient organization and good discipline will be secured than can be afforded by any other feasible arrangement.

In recommending that the English analogy should be followed, I wish you to understand clearly that although the Lord Lieutenant of a county is formally the commander of a county force, and in that capacity exercises a general superintendence over its arrangements, and practically appoints the officers, he does not take command of the force when called out for duty even in time of peace, nor interfere in the ordinary discipline of each corps within his jurisdiction.

I have, &c.,

(Signed)

NEWCASTLE.

Lieutenant Governor the Right Honorable
THE EARL OF MULGRAVE.

PART III.

CORRESPONDENCE RELATING TO THE PAY OF NON-COMMISSIONED OFFICERS EMPLOYED IN DRILLING THE MILITIA IN THE BRITISH NORTH AMERICAN COLONIES.

(Nova Scotia.—No. 3.)

Downing Street, 10th February, 1864.

SIR,—

I have the honor to transmit to you a copy of a despatch from the Lieut. Governor of New Brunswick, from which it appears that some misapprehension prevails in Nova Scotia in regard to the pay and emoluments of the non-commissioned officers retained in that Province as drill instructors.

I referred the question raised by Mr. Gordon, for the opinion of the Secretary of State for war; and I enclose, for your information and guidance, copies of the correspondence, from which you will learn that it is the intention of Her Majesty's Government that the whole pay, regimental and colonial, of these non-commissioned officers, should be defrayed by the respective Provinces receiving the benefit of their services.

I have the honor, &c.,

(Signed) NEWCASTLE.

The officer Administering
the Government of Nova Scotia. }

THE HON A. GORDON TO THE DUKE OF NEWCASTLE.

(copy.)

(No. 80.)

Fredericton, November 9th, 1863.

MY LORD DUKE,—

I have the honor to enclose the copy of a report from Lieut. Colonel Crowder, Adjutant-General of Militia, with respect to the subject of which I should feel exceedingly obliged by receiving some definite explanation from your Grace

2. The language of your Grace's despatch, therein referred to, has been variously interpreted. It has been here, however, considered to mean, that the whole of the pay and allowances of the Sergeants should be defrayed by the local Government, including a sum equivalent to their ordinary regimental pay. In Nova Scotia, however, I understand that the amount of regimental pay is drawn from the regiments, on the books of which the names of the drill instructors are still borne, and that the Province pays only the complementary allowance sufficient to make up the pay to the amount which the *local* rank of the instructors (one grade above that held by them in the army) entitles them to receive. And now, in two cases, Sergeants have claimed their regimental pay in addition to what they have received from this Government, which was supposed to cover the whole of the pay and allowances which could become their due.

If it be true that, so long as the names of these men are on the books of their regiment, they are by law entitled to claim, as a right, their regimental pay, it is manifest that the Provincial Government should be relieved to that amount in the payments made by them.

I have, &c.,

(Signed) ARTHUR H. GORDON.

His Grace
The DUKE OF NEWCASTLE, K.G., &c., &c.

LIEUT. COLONEL CROWDER TO THE LIEUT. GOVERNOR.

(COPY.)

*Adjutant-General's Office, N. B. Militia,
Fredericton, November 9th, 1863.*

SIR,—

I have the honor to submit to your Excellency that, in accordance with the terms of the despatch from His Grace the Duke of Newcastle to your Excellency, dated 22nd February, 1862, whereby it was required that the Provincial Legislature should make provision for the pay and allowances of the non-commissioned officers of H. M. Regiments whom it might be desirous to retain in the colonial employment,—each Sergeant acting as a drill instructor to the Militia, has, since the 11th of July, 1862, been paid entirely by the Province at the rate of 3s. 1d. per diem, with the addition of a lodging allowance of £2 10s. per month. This high rate of pay has been given under the impression, that the drill instructors were to be paid solely and entirely from Provincial funds—an impression which they themselves appear to entertain, so long as they are retained in the Provincial employment. In two cases, however, where their services have been dispensed with (that of Colour Sergeant Ludgate, 2nd battalion 21st Regt., in July last, and that of Colour Sergeant Hughes, 1st battalion 16th Regt., at the present time), an application has immediately been sent in by the Sergeant in question for arrears of regimental pay, at the rate of 2s. 6d. sterling per diem. I would venture to submit to your Excellency, that, should this question not be at once definitely settled, the same difficulty will arise on each occasion of the return of a drill instructor to his Regiment; and that, should it prove indispensably necessary for them to receive their regimental pay, it would be only fair that it should be refunded to the Province, on the ground that the above-mentioned high rate has been given under the idea that the instructors were not in the receipt of any other pay.

I have, &c.,

(Signed) THOMAS M. CROWDER, Lieut. Colonel.
Adjutant-General.

His Excellency the Commander-in-Chief, &c., &c.

THE COLONIAL OFFICE TO THE WAR OFFICE.

(COPY.)

Downing Street, 28th November, 1863.

SIR,—

I am directed by the Duke of Newcastle to transmit to you, for the consideration of the Secretary of State for War, the enclosed copy of a despatch from the Lieut. Governor of New Brunswick, the main question raised, in which is whether the Province is, or is not, liable for the regimental, as well as the extra, pay of the officers and non-commissioned officers employed in drilling its Militia.

The phrase, "pay and allowances," used in the concluding paragraph of your letter of the 22nd of February, 1862, appears to have been differently interpreted in Nova Scotia and New Brunswick respectively. In the former Province, it has been held to apply to the extra pay only, whilst in the latter it has been treated as including the regimental pay.

I am directed to request that you will move the Secretary of State for War to inform His Grace of the sense in which the words were understood at the War Department. His Grace presumes that a readjustment of accounts with one of the Provinces will be necessary, but that in no case would the non-commissioned officers referred to be entitled to claim "arrears of regimental pay," in addition to what they have already received.

I am, &c.,

(Signed) T. F. ELLIOT.

The Under Secretary of State, }
War Office. }

(COPY.)

War Office, 3rd February, 1864.

SIR,—

I am directed by the Secretary of State for War to acknowledge the receipt of your letter of 28th November, 1863, relative to the pay and allowances of non-commissioned officers employed in drilling the Militia of the British North American Colonies.

In reply, I am to acquaint you that Lord de Grey is of opinion that the regimental pay, as well as any extra pay and allowances of the non-commissioned officers lent to the Colonial Government, ought to be paid by the Colonies who make use of their services; but that in no case are such non-commissioned officers entitled to receive regimental pay, both from Colonial and Imperial funds.

I have, &c.,

(Signed)

D. GALTON.

The Under Secretary of State, }
Colonial Office, }

APPENDIX No. 8.

BOARD OF WORKS REPORT.

*Office of Board of Works,
Halifax, January 1st, 1864.*

SIR,—

I beg to submit, for the information of His Excellency the Lieutenant Governor, the Report of the Board of Works for the year ending 31st December 1863.

This report will embrace the transactions of the Board during that portion of the past year in which my predecessor was in office as well as the term of my own incumbency.

The sum estimated by the Legislature as necessary to meet the expenditure of the various establishments of this department of the public service for the year 1863 was \$95,050, exclusive of the liabilities for 1862, paid in 1863, amounting to \$12385.14. The whole outlay for the year 1863 is \$95686.36, of which \$82477.42 has been paid, leaving \$13208.94 to be paid in 1864. The money actually paid out during the past year amounts to \$94672.66. The receipts from the various branches of this service amount in all to \$25141.74.

HOSPITAL FOR THE INSANE.

The estimated sum for this service was \$19500.00. The expenses for the year amount to \$22361.87. The amount received from private patients and several counties was \$20119.60. The credit to this service from the sale of old iron, &c., is \$171.31.

There is due from private patients and several counties to the end of the year \$22279.40.

A large outlay was necessarily required for immediate repairs, not contemplated in the estimate. These have been furnished in part. The plastering in almost every room in the building has been repaired. The porches and corridors have been painted. The window sashes oiled and the putty renewed. 200 feet of new zinc spouting has been put up and secured with additional support, the former spouting having been lost in consequence of insufficient fastening. Large repairs have been made on the slating of the roof. The state of bath rooms and water closets bore evidence of extreme neglect on the part of the engineer, the floors having commenced to rot from frequent floodings, and the health of the inmates having been endangered by the effluvia.

Gas retorts which were found burnt out have been replaced by new ones. These and many minor repairs have been made under the superintendence of the Clerk of Works, whose assistance both in this and several other of the services in carefully providing against future expense by timely repairs, proves the wisdom of the creation of that office.

The replacement of defective bricks, and the painting or cementing of the whole structure, will before very long be found necessary to prevent the rapid deterioration of the building. It will be necessary to reset the boilers, the brick work surrounding them having very much crumbled. A great escape of steam from the pipes for heating the building has been noticed, and a thorough repair will be required. It cannot be concealed that the machinery connected with this establishment, under the care of the engineer, has been culpably neglected.

Full information as to the internal economy of the Institution during the year is minutely detailed in the Report of the Medical Superintendent, submitted herewith.

PROVINCIAL BUILDING.

The sum estimated for this service was \$5670.00; the expenses for the year amount to \$8540.38. The credit to this service is \$5.98.

In the report of the Board last year, repairs were recommended to windows, and painting was advised and nothing more; but other and more urgent claims for outlay arose in consequence of the flooding of the basement from defective drainage and leaks, no less than fifty leaks having been discovered in the roof. An outlay of \$4817 has also been occasioned by the completion of side walks

and crossings, not provided for in the estimate. The various public offices were found in a condition which demanded attention.

The decay in the window frames, and the discolored state of most of the walls, besides injury to trees from fire, require considerable outlay.

A general complaint has been raised against the want of accommodation for the press in the House of Assembly; this want might be easily and cheaply supplied by forming a recess in the south wall above the middle entrance, and between the chimnies, and constructing a convenient gallery.

A great necessity exists also for proper and wholesome ventillation in the room.

GOVERNMENT HOUSE.

The sum estimated for this service was \$4130.00; the outlay for the year amounts to \$2552.13. The credits to this service are \$10.92.

The roof of this building, which was found to be in a leaky state, has been attended to.

The stables, so often referred to in former reports, have been repaired.

PROVINCIAL PENITENTIARY.

The sum estimated for this service was \$8370.00; the expenses of the department for the year amount to \$8585.79. The credits to this service are \$716.97.

The number of convicts in this establishment on the 31st December 1863, was in all 44, 42 males and 2 females. The number admitted during the year was 23. Five have been discharged; nineteen have been liberated by the executive; one has been transferred to the Hospital for Insane; and one has died.

The roof of this building, which was found to be in a leaky state, has been thoroughly repaired; a great portion of the spouting has been renewed, and additional supports put up. Some of the decayed window sashes and frames have been renewed; others require renewal immediately.

It is contemplated to appropriate for a Hospital a room in the building now in course of erection for workshops.

The whole building will require pointing, to prevent the rain penetrating and rotting the window sashes and frames and other wood work.

Two of the contemplated range of workshops, to supply accommodation for the several trades of the convicts, are rapidly approaching completion, the walls being up and nearly ready for the roof.

A teacher has been provided to give instruction to the convicts two hours a day for three days in each week, in accordance with a suggestion of the Committee of the Legislature on the Penitentiary last session.

SABLE ISLAND.

The amount estimated for the Humane Establishment on this Island was \$4150.00. The disbursements amount to \$4629.92. The excess expenditure over the estimate in this service is owing to disbursements for labor, &c., in making hay during the time the regular staff of the Island were engaged in saving the cargo of the "Georgia." This expenditure is returned to the revenue in the credits of this service, which amount to \$1884.92.

A brig and a large steamship were wrecked on this Island last summer, the crews of which were all saved. The former was the "Gorden," of St. John, N. B., bound to Liverpool, with a cargo of deals. The sails and rigging and stores were saved by the Superintendent and brought to Halifax. The latter, the Steamship "Georgia," of Liverpool, G. B., was bound thence from New York, with a general cargo, a portion of which was saved by the assistance of the Superintendent.

No ponies were brought from the Island this year. 150 barrels of Cranberries were brought by the "Daring" and sold in Halifax. A number of Life Preservers have been imported from Boston for the Island service.

The Superintendent requires a new boat.

SCHOONER "DARING."

Besides the usual trips necessary to convey oil and stores to the various Light Houses and Humane Establishments, the "Daring" made three trips to Sable Island, to convey wrecked goods and perform duties in connection with the wreck of the steamship "Georgia."

The disbursements of this vessel for the past year amount to \$4709.48. The amount granted for this service was \$4580.00. The credits are \$437.00. This vessel has been allowed to get much out of repair, and needs new sails and painting throughout. Her copper sheathing is in a state which demands a large outlay, as it will be necessary to have her hauled on the Marine Slip for examination and repairs.

The first cost of this vessel was \$12,000. The interest on this per annum would be \$700. Allowing her to last 15 years, the depreciation of value may be estimated at \$800 per year. Her annual disbursements may be stated at \$5000. She is therefore being sustained at a yearly cost of about \$6,500 to the Province.

She is only in use about nine months during each year, and a suitable vessel to discharge her duties may be chartered for \$4500, leaving a balance in favor of the Province of \$2000 per annum.

It is a question, therefore, for the consideration of the legislature, whether it would not be advisable to sell the "Daring" and submit the service required of her to tender.

LIGHT HOUSES.

The sum estimated as necessary for this service was \$45,000.00. The actual expenses of the year amount to \$43,003.45. The credits to this service are \$1795.04.

It will be evident on examination of the Superintendent's reports, that most of the Light Houses on our coasts need repairs, and that a large outlay will be required to put them in an efficient state.

A new Light House has been erected on the Outer Bird Island this year, and lighted on the 20th day of November. A new Lantern has been furnished for, and extensive repairs made on, the Light House at Low Point.

The sum of \$1262.94 is still due since the 31st December, 1862, from the Province of New Brunswick, for repairs on Seal Island Light House. A statement of the account and a request for payment was forwarded to the Provincial Secretary of that Province on the 2d day of November, 1863, to which no reply has been received.

The returns from Meagher's Beach Light House, where Albertine Oil has been substituted for Pale Seal Oil, naturally raises the enquiry whether a large saving cannot be effected by substituting the former in lieu of the latter in our Light Houses. These returns show, that from

| | |
|---|----------|
| July 1st to December 31st, 1861, 240 gallons Pale Seal Oil were consumed at 78½ cents per gallon..... | \$188 00 |
| And 50 dozen Wicks at 12½ per dozen..... | 6 25 |
| And from July 1st to Dec. 31st, 1863, 213 gallons Albertine Oil at 49½ cents per gallon..... | 105 96 |
| 2½ dozen Wicks at 12½ cents per dozen..... | 31½ |

The whole quantity of Pale Seal Oil consumed in the past year, was 13,000 gallons, costing \$10,183.33; and by the proportion which the above statement affords, 11,537 gallons of Albertine Oil would have supplied its place. Putting this at 49½ cents per gallon, the total cost would have been \$5729.65, thereby causing a reduction of \$4,453.68.

The amount expended for wicks in using Pale Seal Oil, was \$337.50. In the use of Albertine, at the above estimate of 11,537 galls.: wicks would have cost \$16.90, making a saving in this item of \$320.60. The total saving would thus have amounted to \$4774.28.

On the other hand, a considerable outlay would be required to modify the lamps for burning the Albertine Oil, and it must be borne in mind that the price of this Oil has been very fluctuating.

Full information as to the state and requirements of the various Light Houses is detailed in the reports of the late and present Superintendents, herewith submitted.

I have the honor to be Sir,

Your most obedient servant,

FREDERIC BROWN, Chairman.

To the Honorable THE PROVINCIAL SECRETARY,
&c. &c. &c.

APPENDIX.—(A).

Office of Board of Works, Halifax, 16th Sept., 1863.

SIR.—

Having, since the 5th of July last, visited several of the Light-houses and Humane Establishments, eastward of this place, I beg to hand you the following report of their condition and requirements:—

BEAVER ISLAND.

This building needs painting, and the keeper agreed with me to do the work for \$24.00. I instructed him to procure ladders and some lumber, required there.

WHITE HEAD.

This building is leaky, and uncomfortable, and has ever been so; the top or deck should be stripped and covered with tarred paper, sheathed with boards, and covered with metal. The house is by far too small for the accommodation of the keeper and his family. Should have an addition built to it, and the whole building painted. Fishing carried on at this establishment.

CRANBERRY ISLAND.

Light-house and dwelling both leak badly, and require large repair and painting. The lower light should be placed a story lower. Needs a new Cook-stove and a new Boat, the latter I authorized the keeper to get at Canso, or elsewhere.

LOUISEURG.

Needs six new Catoptric Lamps, and the shelves around the lantern removed, and a table made to set the lamps upon. The roof of the Lighthouse and the roof of the barn are leaky, and the foundation walls of both buildings need repair; I instructed the keeper to have them put in order.

SCATTARIE

Has been supplied with twelve new lamps, and is now burning Albertine Oil. Needs four more casks of Albertine Oil, there being fifteen lamps burning instead of twelve, as contemplated. Needs various articles, as per memorandum from the Superintendent. Fishing carried on to a considerable extent here.

FLINT ISLAND

Needs two more casks of Seal Oil, the supply shipped per "Daring;" in July, being short. Was in want of a boat, and some stove-pipe, which I instructed the keeper to get. Sundry articles required; see memorandum from the keeper. Fishing carried on here.

LOW POINT.

This Light-house has recently been thoroughly repaired, and is now in first rate order. It has a new lantern, has been newly painted, and exhibits a light far more brilliant than formerly. A considerable repair has been made to the dwelling, but it was not painted when I left there. I bargained with John Peters to paint the dwelling, whitewash the Light-house inside, and do sundry other jobs, for \$14.00, and when he draws for that amount it may be paid.

ST. PAULS.

Albertine Oil, and lamps for burning the same, were supplied to the Light-houses on this Island on the 25th of July last; but I don't feel certain, in fact have doubts, of the Revolving light on the south end of the Island exhibiting exactly the same description of flash as formerly. I directed the superintendent of the Island to put the new lamps in use at once, and acquaint this office without delay whether the Revolving light does, or does not, show the same description of flash as formerly, but he has neglected giving information in the matter, though he has been off the Island twice, at least, on private business since that time. If the Revolving light shows different now from a number of Catoptric lamps, than formerly from one lamp with four concentric burners, the former should be removed, and the latter replaced, and *Porpoise Oil* used in it instead of that which is usually supplied and called *Sperm Oil*, but which was merely a mixture, and contained a very small portion of Sperm.

The glass in the lanterns of these Light-houses should be re-puttied; the keeper of the north-east light reports very considerable leakage in consequence of this duty being neglected—there is putty on hand on the Island. The light-keeper's dwellings are very uncomfortable, and require pretty large repairs.

At the Humane Establishment (if such it can be called) every thing is out of order, and there is but little show of care to make it otherwise; it has every feature of a fishing establishment on private account, and in bad condition at that. The small building for stowing provisions, &c., sent by Government for the use of shipwrecked persons needing such, is occupied with salt and other fishery supplies, the property of the Superintendent, while the supplies sent by Government are left exposed to the weather. By the Superintendent's account there were, at the time I was there, nine serviceable boats on the Island (five of them he claims as his own property), besides several out of repair, but there is not a good boat among them, nor one that could be used to advantage in heavy weather if a wreck or wrecks were seen drifting by the Island; and of little service would they be to remove persons or property from wrecks on the Island in a heavy sea or gale of wind.

There should be a good "Francis Metallic Life-boat" on the Island, also good whale boats and flats, and there should be a good substantial building at "Atlantic Cove," of sufficient capacity to hold boats, provisions, &c., &c., which building would afford comfortable shelter to persons landing on the Island, from shipwreck, and there should be another for similar purposes at "Trinity Cove."

The superintendent of the Island and the light keepers should have an increase of salary, sufficient to enable them to feed, lodge, and pay their hired men, without carrying on fishing business in order to raise funds for these purposes; and they should be prohibited from carrying on Cod, Seal, and other fisheries on private account, and strictly forbidden to use the Government boats and other of their property for such purposes.

Men employed by Government at a Humane Establishment should not be compelled to go on drift, viz., to capture Seals, especially when neither the Government funds nor their own interests are benefitted thereby.

The condition of the Humane establishments on our coasts, I am sorry to say, are not such as they should be, and reflect but little credit on Nova Scotia, that has the control of them. If the Governments of Great Britain and our sister Colonies, who assisted in founding these establishments, and still contribute liberally towards their maintenance, should be acquainted of their condition (as probably they soon will be) they must surely feel that their contributions have not been judiciously expended, nor their benevolent designs fully carried out.

Rules and regulations to be observed on St. Paul's Island were drawn up and approved by the Government, and forwarded to the Superintendent upwards of a year ago, but he refused to obey them himself, or to enforce them on others.

MARGAREE.

Lantern needs painting badly; paint and oil on hand. Keeper asks for Stoves, &c.: see his letter. This is really a fishing station, on keeper's account.

PORT HOOD.

A table should be made and the lamps placed upon it, instead of standing on shelves, as at present. Needs a sheet of zinc, some zinc tacks, and a few pounds of composition nails.

I beg to refer you to my previous reports on Light-houses and Humane establishments.

F. BROWN, Esq.,
Chairman Board of Works.

And am,
Your obedient servant,
M. D. McKENNA.

Board of Works' Office, Halifax, 18th September, 1863.

(MEMORANDA).

The light put on Mr. Spencer's house, at Spencer's Point, in June last, is not complete, the lamps carried there being defective.

The Light-houses at Port Williams, and at Margaretsville, require alterations and improvements.

The Light-house at Apple River should be removed and improved.

The lower light in Cross Island Light-house should be placed lower down in the building, and the dwelling should be repaired.

The site selected for a Lighthouse on Bird Island is near the centre of the outer Island, where it is about 70 yards wide. I did not approve of the place selected by Mr. Condon, in 1859, the Island being very narrow at that place, and becoming more and more so annually.

M. D. McKENNA.

APPENDIX (B).

Office of Board of Works, Halifax, December 31, 1863.

SIR,—

Since my appointment to office, on the 29th July last, I have visited all of the Light-houses in this Province to the westward of Sambro, with the exception of Gull Rock; as, also, Louisburg, Low Point, and Bird Island, to the eastward; and beg to hand you the following report:—

CROSS ISLAND.

The glass in the lantern should be taken out and the sashes well cleaned of rust, and newly glazed, and the lower light placed a story lower. The dwelling is very leaky and needs considerable repairs.

IRON BOUND.

This Light-house and dwelling are in one building. Needs painting.

PORT MEDWAY.

Light-house and dwelling is in one, is leaky about the lantern. Needs some repairs and painting.

LIVERPOOL.

This Light-house leaks badly, and needs considerable repairs.

FORT POINT

Needs painting; and the south-east side would be the better of being sheathed with Galvanized Iron five or six feet up, to protect it.

SHELBURNE.

I found the lantern required painting inside and out, which I instructed the keeper to have done.

BARRINGTON.

Light-house and dwelling in one. Needs painting. Required a Cook-stove, which has been furnished.

CAPE SABLE.

This Light, which is by far the most expensive on the coast, is a very poor one, and not to be depended upon. Needs to be improved.

I am of opinion that a more powerful Red Light might be had, with a less number of lamps, were the lamp glasses red and the lantern clear glass.

The Light-house is very leaky and ever has been.

PUBNICO.

This Light-house and dwelling need painting, and the foundation of the Light-house, which is built up of logs, are decaying and will shortly require renewing, which should be done with stone.

YARMOUTH

Light-house needs painting; the foundation wall pointing with cement, and some repairs about the dwelling. The wharf at the landing place requires some new logs and flooring, &c.; and the road thence to the Light-house, a distance of 300 yards, or thereabouts, is in bad condition. The Fog Bell is out of order

WESTPORT.

Light-house and dwelling in one building. Required a stove, which has been furnished.

BRIER ISLAND.

The dwelling required painting; supplied materials, and agreed with the keeper to paint it for six dollars. Requires a Cook-stove and Boat.

PORT WILLIAMS AND MARGARETSVILLE.

These lights require some alterations, in order to show further down the Bay, for which, I understand, materials are provided.

BLACK ROCK.

Light-house and Dwelling are in one. The interior of the dwelling requires some repairs.

APPLE RIVER.

Light-house and dwelling are in one. Required moving about 50 yards to the eastward, in consequence of the bank breaking away.

BIRD ISLAND.

On the 22nd day of October I sailed from Halifax in the schooner "Harmony," for Bird Island, with the Lantern and Supplies for the Light-house lately erected there, taking with me Mr. Greig, whose services I engaged to fit up the Lantern and do what other iron work might be requisite. We did not arrive there until the 5th of November, two days in advance of the vessel, having left her at Low Point Light-house, which I visited. On my arrival I found that the Contractor had finished his work as far as he could and had gone home, leaving two men to fit up the Lantern, which was landed upon the 7th, but in consequence of a mistake in putting up the Lamp Glasses in Halifax—white being sent instead of red—I was obliged to remain until I could receive the red glasses. I found the buildings unpainted, and nothing provided for finishing the inside of the dwelling. I accordingly dispatched Mr. Greig to notify the Chairman of what was necessary to make the house comfortable for the winter, and that red glasses were required.

I received these by the "Daring" on the 25th November. In the meantime the Lantern being completed, upon the arrival of the Glasses was lighted on the evening of the 26th with Albertine oil, and exhibits a brilliant light—one of the best on the coast.

I placed Mr. Malcolm Morrison in charge as Keeper, and instructed him when he found the coast was blocked in with ice, so that no open water was visible, to discontinue the light until an opening appeared or a vessel in the ice. I engaged a carpenter to put up the ceiling and partition of the rooms in the dwelling: all of which having been completed, I then left for Halifax in the Daring, visiting Louisburg and Sable Island on the way.

LOUISBURG.

This Light-house and Dwelling are in one. Needs six new Catoptric Lamps, those in use being worn. The roof of the building is leaky. The foundation walls of the Lighthouse and barn need repairs.

GENERAL REMARKS.

The introduction of Albertine Oil into some of the Light-houses having proved satisfactory, I would recommend that this article, or refined Petroleum oil, be supplied to all the Light-houses in the Province. I believe that an equally good, if not a better, light may be obtained from this article than from seal oil, at a saving in quantity and at much less cost at present. There would also be a large saving in Wicking, not half the breakage in lamp glasses, and the wear to the lamps would be nothing compared to that which they undergo by the use of seal oil. The change could be made without the expense of many new lamps, as there are over 100 Lamps (spare ones) in the different Light-houses that could be altered to burn the coal oil (if approved of) at a cost of two and a half dollars each, and new lamps will cost about fourteen dollars each.

I would recommend, if a change is approved of, that there be made soon about 40 new lamps.

I am, Sir,
Your obedient servant,

FREDERIC BROWN, Esquire,
Chairman Board of Works.

JOHN H. KENDRICK.

APPENDIX (C).

Sir,—

Provincial Penitentiary, Halifax, December 31, 1863.

I have the honor to submit herewith my annual report of affairs in connection with this Institution.

I am, Sir, Your obedient servant,

F. BROWN, Esq.,
Chairman Board of Works.

W. A. CHIPMAN,
Superintendent.

ABSTRACT.

Convicts in Charge, January 1, 1863, received during the year, and labor performed in various Departments.

| | | |
|--|------------|---------------|
| January 1.—Convicts in Penitentiary..... | Males, 45, | Females 2.—47 |
| Received, during the year..... | " 22, | " 1.—23 |
| Total.... | —67 | —3 —70 |
| Escaped..... | " 0, | " 0 |
| Discharged on expiration of sentence | " 5, | " 0 |
| Executive clemency, | " 18, | " 1 |
| Insane Asylum.... | " 1, | " 0 |
| Died | " 1, | " 0 |
| | — | — |
| | 25, | 1,—26 |
| December 31.—Remaining in charge... .. | " 42, | " 2,—44 |
| Daily average for the year, 41½. | | |

Labor performed in Stone Cutting and Mason Work.

In Granite there has been 491 feet of fine, and 2411 feet of coarse cutting, making in all 3866 superficial feet, at average per foot, 27½ c. \$1063 15

Of the above there has been built in walls of Work Shops under construction 2902 feet, at 27½ c. per foot.....798 05

And from cutting left on hand from 1862, 1412 feet, at 27½ per foot.....388 30

| | |
|---|---------|
| | 1186 35 |
| Granite built in wall, 300 tons, \$2.00..... | 600 00 |
| Mason (Convict) labor, 700 days, 50 cts. per day..... | 350 00 |

Value of Wall.

| | |
|-----------------------------|---------|
| Deduct cost of Granite..... | 3199 50 |
| | 600 00 |

| | |
|--------------------------------|-----------|
| To credit of Penitentiary..... | \$2599 50 |
|--------------------------------|-----------|

Remaining on hand:

100 tons of granite, 964 feet of which is dressed for building purposes, at 27½ cents per foot.

From the Blacksmith's Shop,

| | |
|--|----------|
| There has been furnished for Hospital for Insane sundry iron work, amounting to..... | 7 10 |
| Nova Scotia Railroad..... | 52 07 |
| Province Building..... | 2 00 |
| Excise Office..... | 1 54 |
| A, Manufactured work..... | 54 00 |
| B, do do..... | 66 12½ |
| Sundry do..... | 30 80½ |
| | \$213 64 |

| | |
|--------------------------------|--------|
| New work for Penitentiary..... | 111 07 |
| Repairs do..... | 222 61 |
| | 333 68 |

Remaining on hand:

| | |
|---------------------------------------|-------|
| 190 lbs. Cast Steel, at 18 cents..... | 34 20 |
| 1454 do Iron, at 2.50..... | 36 35 |
| Manufactured work..... | 7 20 |
| | 77 75 |

In Carpenter's Work.

| | | |
|--|---------|-------|
| There has been built 521 feet of Picket Fence at 7.00 per hundred feet..... | \$36 47 | |
| 9 Gates | 20 00 | |
| Prison Table | 5 00 | |
| | | 61 47 |
| On hand, 25 Juniper Posts. 600 Pickets. | | |

Shoemaking.

| | | |
|--|--------|--------|
| There has been furnished from this department 1,417 pairs of boots, shoes, and brogans; stock found by the party for whom they were made, as per agreement | 644 00 | |
| Various work and Repairs..... | 35 00 | |
| | | 679 00 |
| For Convicts. 68 pairs new shoes and boots..... | 135 60 | |
| Do 55 " Repaired | 39 60 | |
| | | 175 20 |
| | | 854 20 |

Tailoring.

There has been made for convicts as follows:

| | | |
|----------------------|---------|---------|
| 75 pairs of Pants | at 30c. | \$28 50 |
| 140 Shirts | " 15c. | 21 00 |
| 45 Caps | " 10c. | 4 50 |
| 20 Jackets | " 25c. | 8 00 |
| 25 pairs of Drawers | " 25c. | 6 25 |
| 12 do Sheets | " 10c. | 1 20 |
| 12 do Pillow Cases | " 8c. | 0 96 |
| 20 do Bed Ticks | " 10c. | 2 00 |
| 15 do Pillow do | " 5c. | 0 75 |
| 50 Towels | " 3c. | 1 50 |
| 9 pairs of Chemise | " 20c. | 1 80 |
| 8 do Aprons | " 10c. | 0 80 |
| 8 do Women's Jackets | " 30c. | 2 40 |
| 5 do Petticoats | " 20c. | 1 00 |
| 3 do Quilts | " 25c. | 0 75 |
| 6 do Stockings | " 25c. | 1 50 |
| 40 do Socks | " 20c. | 8 00 |
| 30 do do Footed | " 15c. | 4 50 |
| | | 95 41 |

Also, a large amount of repairs on old clothing.

On hand, Trowsers, 15 pairs; Socks, 13 pairs; Caps, 5; Material for Blankets, 75 yards.

| | |
|--|---------|
| Summary—In Mason work, (permanent) | 2599 50 |
| Blacksmiths do. | 547 32 |
| Carpenters do. | 61 47 |
| Shoemaking do. | 854 20 |
| Tailoring do. | 95 41 |

\$4157 90

W. A. CHIPMAN.

APPENDIX (D).
Provincial Hospital for the Insane--Income and Expenditure for 1863.
INCOME.

| | QUARTER ENDING | | | | Total. |
|--|----------------|------------|-----------------|----------------|-------------------|
| | 31st March. | 30th June. | 30th September. | 31st December. | |
| Cash received on account of maintenance..... | 5638 04 | 653 20 | 440 24 | 13888 12 | 20119 60 |
| “ “ from other sources..... | | | | | 171 31 |
| Due from Private Patients..... | | | | | 20290 91 |
| “ Commissioners of Poor..... | | | | | 4155 00 |
| “ Halifax County..... | | | | | 1273 38 |
| “ Annapolis..... | | | | | 7887 25 |
| “ Cumberland..... | | | | | 322 33 |
| “ Colchester..... | | | | | 882 04 |
| “ Cape Breton..... | | | | | 1034 94 |
| “ Inverness..... | | | | | 647 18 |
| “ Pictou..... | | | | | 173 63 |
| “ Queens..... | | | | | 2882 83 |
| “ Richmond..... | | | | | 425 61 |
| “ Sydney..... | | | | | 146 90 |
| “ Yarmouth..... | | | | | 260 84 |
| “ Hants..... | | | | | 42 62 |
| “ Lunenburg..... | | | | | 213 89 |
| “ Guysborough..... | | | | | 410 28 |
| “ Kings..... | | | | | 180 93 |
| “ Digby..... | | | | | 102 30 |
| Due for Transient Poor..... | | | | | 13 81 |
| | | | | | 10856 70 |
| | | | | | 1267 04 |
| | | | | | \$42570 31 |

EXPENDITURE.

| | YEAR ENDING | | | | Total. |
|-------------------------------|-------------|------------|-----------------|----------------|------------|
| | 31st March. | 30th June. | 30th September. | 31st December. | |
| Food..... | 1609 07 | 1555 58 | 1494 31 | 1878 33 | 6537 24 |
| Clothing..... | 263 89 | 274 79 | 264 20 | 382 71 | 1185 68 |
| Furniture and Furnishing..... | 155 80 | ..... | ..... | 145 92 | 301 72 |
| Salaries..... | 1551 00 | 1588 88 | 1190 46 | 2020 56 | 6350 90 |
| Fuel..... | 341 83 | 676 10 | 3 00 | 2657 36 | 3678 29 |
| Farm Expenses..... | 238 57 | 92 35 | 67 33 | 278 70 | 676 95 |
| Incidentals..... | 253 99 | 338 44 | 268 48 | 192 86 | 1053 77 |
| Printing, Stationery, &c..... | 171 67 | ..... | ..... | ..... | 171 67 |
| Medicines..... | 118 59 | 54 05 | ..... | ..... | 172 64 |
| | | FABRIC | ACCOUNT. | | |
| Repairs and Refitting..... | 203 36 | 105 30 | 1022 28 | 238 83 | 1059 77 |
| Fire Insurance..... | ..... | ..... | 113 50 | 152 00 | 265 50 |
| | | | | | 20125 86 |
| | | | | | 1925 27 |
| | | | | | \$22051 13 |

APPENDIX No. 9.

NOVA SCOTIA GOLD FIELDS.

MR. CREELMAN'S REPORT.

(COPY.)

Chief Gold Commissioner's Office,

Halifax, July 28, 1863.

SIR,—

I have the honor to submit the following semi-annual report for the information of his Excellency the Lieutenant-Governor. It contains a short account of the gold mining operations in Novascotia for the half year ending on the 30th June last.

DISCOVERIES.

As gold mining in the Province is every day assuming a more settled and permanent form, the report of a discovery of gold in a certain district does not occasion such a wide spread excitement as formerly. The consequence is, that upon the opening of a new district, capitalists have a much better opportunity of securing a greater scope of ground for their operations than is possible when a large number of applicants for leases are attracted by the report of a recent discovery. This has plainly been the result at Montagu.

A report of the discovery of gold in this place was made here on the 21st day of April, and although 203 areas of class No. one have been leased, 150 of these, or about the three-fourths of the whole, have been taken by four companies.

In this district about one hundred men have been employed during the past month. Two crushing machines are in course of erection in it; and the parties engaged in mining generally, speak with the highest confidence of success in their undertaking. Thirty-eight and three-quarter tons of the quartz mined have been crushed at some of the mills at Waverley, and have yielded 116·85 oz. of gold, being an average of three ounces to the ton; and the New York and Novascotia company have procured from specimens, and by hand mortaring, one thousand dollars worth.

The richest vein in the district as yet discovered is about three inches in thickness, but there are numerous leads varying in size from that to a foot, which have proved auriferous, and the district is now undergoing a thorough prospecting.

Over half a mile of road has been made in the district at the government expense, costing \$206, and a further expenditure is required.

OTHER DISTRICTS.

Without making any particular reference to the result of mining operations in the several districts which were proclaimed last year, I beg to refer for information in respect to them to the tables herewith enclosed.

Table No. 1 shows the quantity of quartz crushed, and the yield of gold therefrom, in the several districts therein named. The average yield per ton being a trifle over an ounce, which is below the average of last year; but it must be borne in mind, that in quartz reported as crushed at Sherbrooke and Wine Harbour, a large quantity of gravel or rubbish is included, the exact

amount of which I am not able at present to ascertain. There is, therefore, no reason to conclude that the average yield of gold per ton of quartz is much, if any, below that of 1862.

By table No. 2, it appears that the yield of gold per man employed in the mines, is 8.38 oz. for the six months, which shews a higher average of 2.78 oz. for a year than the calculation was for 1862. (See page 29, Gold Commissioner's Report, 1862.)

No. 3 refers to Waverley, by which it appears that the barrel quartz crushed in that district has not yielded equal to that in 1862. The yield from the West division is also a trifle below that of last year.

Table No. 4 shews the total yield of gold in all the districts as reported, to be 5,193 ounces.

When it is taken into consideration that a large proportion of the labor expended during the past six months is preparatory to the operations of the latter half of the year, it may be said that the results of the half year's operations have been successful. And I may safely add, the prospects at present indicate a much larger return of gold for that part of the year to come than has been obtained in that just terminated.

I have, Sir, the honor to be,

Your most obedient servant,

SAMUEL CREELMAN.

The Hon. Provincial Secretary.

[For tables referred to above, see Appendix A (1, 2, 3, 4.) to Commissioner's Annual Report for 1863.]

CHIEF COMMISSIONER'S ANNUAL REPORT.

*Chief Gold Commissioner's Office,
Halifax, August 20, 1863.*

SIR,—

I have the honor to submit, for the information of His Excellency the Lieutenant Governor, the following Report upon the Gold Fields of Novascotia, for the half year ending the 30th of June last.

During this last half year, there has been less of popular excitement throughout the Province, on the subject of Gold discoveries and Gold mining, than during the early part of the preceding year. The number of men actually engaged in mining, and of applications for mining areas, are not so great as during the first half of the year 1862; but the average number both of men employed and the proportion of applications made, rather exceeds those of the last quarter of that year. The statistics of this Department alone, show what any person accustomed to visit the various Gold Fields, from time to time, would learn from observing the operations upon the ground. The sudden excitement in the popular mind consequent upon the discovery of Gold in Nova Scotia, and the extravagant expectations indulged in by a large proportion of the people of suddenly acquiring enormous wealth at a small preparatory outlay, by Gold mining, appear to have reached their height about a year since. The depression in the popular mind which commenced about that time, was as marked and as sudden, although not quite so extreme, as the elation had been. About the early part of the Autumn of 1862, the depression had reached its lowest ebb. Since then, there has been a reaction—not sudden and violent; but a gradual, temperate reaction.

During the height of the excitement in the Winter and Spring of 1862, the ground throughout the Gold Districts was covered with a greater depth of snow than had been known in Novascotia for many years. Nevertheless, during that season, many hundreds of mining areas were taken up by persons who had never seen even the surface soil of the tracts they applied for, upon the mere conjecture that they contained rich deposits of Gold. The Spring opened; the snow disappeared; but, in most instances, no Gold was found glittering upon the surface of these mining lots.

Every gold-producing country has some physical peculiarities with which the miner, whatever his previous experience, requires to become familiar before he can carry on his operations in the most advantageous manner. Those of Novascotia were as yet but imperfectly ascertained; and the majority of men who had here embarked in gold mining had had no previous experience in mining at all. Again, the small dimensions of the lots first surveyed and occupied at the two oldest districts, Tangier and the Ovens, so cramped the operations of the miners that the occupant of each lot found, after sinking a shaft for a few feet, that it was utterly impracticable for him to proceed further with his works without encroaching, in some way, upon his neighbors' lots. Through this cause alone, many lessees in the two Gold Districts last named found themselves compelled to suspend operations. The immediate result was what might have been reasonably anticipated. Many lessees abandoned their lots after a few months, or weeks, of what I may call superficial and desultory prospecting; some others never broke ground at all. I have reason to believe, from personal knowledge, that many of the mining lots thus practically abandoned are valuable and would pay well for working; and that many of the lessees of them were themselves of the same opinion; but these lessees were, in most instances, men of very moderate means, who could not afford to continue operations unless where their mining property yielded them some profit from the outset.

A large majority of the mining lots taken up in 1862 are liable to forfeiture under the "Gold Fields Act" of that year, in consequence of the non-payment of rents and non-performance of labor required by that Act; but, considering

the hardship of the case of the lessees, the option has been accorded them of surrendering their original leases and taking out new leases under the less stringent "Gold Fields Amendment Act" of 1863. It is proposed that this privilege remain still open for their acceptance for a still further brief period. When that privilege shall have ceased, it may reasonably be anticipated that all who have renewed their leases, have done so with the determination and the ability to carry on mining operations vigorously, whilst the lots of those who decline doing so will—at least many of them—be leased to individuals, or companies, better able to work them with advantage to themselves and to the public interests.

One important fact, having a salutary effect upon the Gold Fields, especially with reference to the evils mentioned above, has, during this last half year, been becoming daily more obvious: that is, the tendency of mining lots already leased to small proprietors to fall into the hands of comparatively wealthy individuals and partnerships, or incorporated companies, the original lessees having seen the futility of holding them when they were unable to incur the outlay required to work them to advantage. With an increasing extent of areas under lease, the number of lessees, in the several districts, is gradually diminishing rather than increasing. The capitalists and bodies corporate who have thus secured transfers of so many lots from the original lessees, do not appear to have done so with a view to reselling them. In most instances, if not all, the purchasers are making extensive preparations to mine upon their property; and are incurring a large expenditure of money and labor which is obviously not expected to yield any immediate profitable return, but is incurred with a view to future profits. Many of the small lots at Tangier and the Ovens which, as already stated, it had been found impossible to work under their isolated ownership, have been thus purchased so as to form blocks of convenient dimensions, or oftentimes a like end has been attained by the lessees of such adjacent lots, after much negotiation and delay, agreeing to combine their efforts to work their lots in common, as a single block. The extent of the tracts already acquired and daily being acquired by many of these present proprietors, and the other preparations being made by them, indicate an intention of carrying on extensive operations for a long period of years.

On reference to the tables accompanying this Report, (Appendix A, 1, 2, 3, and 4,) it will appear that the average yield of Gold per ton of Quartz is a trifle less than that of the year 1862, as shown by the Report from this Department for that year. This falling off, is, however, rather apparent than real, for a large proportion of the material crushed at Sherbrooke and Wine Harbor and returned as quartz, consisted, in fact, of alluvium mixed with gravel, and fragments of auriferous quartz and slate, the Gold from which could not well be extracted in any other way. But taking that average yield as what it appears to be by these tables, it still appears that the Quartz mines of Novascotia, so far as yet worked, show a higher average productiveness than those of almost any other Gold-producing country, if indeed they are not in this respect the very first now being worked in the world. I may here mention one fact affording increased hopes for the future, which, although unquestionably a fact, the exact measure of its importance cannot well be shown, as yet, by any statistical returns. Excavations have not yet, it is true, been carried to any great depth. Few mining shafts upon any of the Gold Fields exceed one hundred feet in depth. But as a general rule—indeed in nearly every instance, the quartz seams actually worked have been found to increase in richness as they descend.

The total amount of Gold obtained during the six months is 5,193 ounces, being at the rate of 10,386 ounces for the whole year, against 7,110 ounces obtained in 1862. But it is more than probable from present indications, that the yield of Gold for the latter half of the current year will much exceed that of the first six months.

But the best mode of ascertaining the profitable character of a Gold Field is to see the average amount of Gold which it yields per man of those actually engaged in mining. On reference to table No. 2, (Appendix A,) it will be seen that the average yield per man employed for the last half year, is 8.38 ounces.

The whole year's yield at the same rate would exceed that of 1862 by 278 ounces per man; and here, it must be again remarked, that there is every probability that the yield for the last half of the year will in all probability exceed that of the first. For reasons shown in the annual Report of this Department for 1862, Waverley District is not included in this calculation; but inclusive of that District the increased yield per man is only a small fraction less than that stated above.

Within the last half year, a new Gold District has been proclaimed, called Montagu. It lies within six miles of the city of Halifax in an easterly direction. It was only on the 21st day of April last that Gold was first reported to have been discovered there. Since then 203 areas of class No. 1 have been leased in the District; and it may be mentioned, as an example of the tendency alluded to in the former part of this Report, that no less than 150 of these areas, or about three fourths of the whole, have been taken among four companies. The prospects in this District, so far as one can speak of them from the limited amount of labour yet done, are decidedly good. Numerous auriferous quartz veins, varying from three inches to a foot in thickness, have been discovered. The productiveness of some of them may be instanced by the fact that 387 tons of quartz from that District yielded when crushed 116.85 ounces of Gold, being at the rate of 3 oz. to the ton. About 100 men have been at work there during the month of June, and two crushers are in course of erection. Over half a mile of road has been made in this District at the Provincial expense; and a further expenditure is required for the same object.

In the previously proclaimed Gold Districts, discoveries of new auriferous quartz lodes, or "leads," some of them of exceeding richness, continue to be of frequent occurrence.

I may add, although it does not come properly within the range of this Report, that since the 30th of June, several applications have been made for mining lots at a place upon the old Truro road, in the immediate vicinity of Gay's River; and a request has been made to have the locality declared a Gold District. I cannot yet speak of the prospects of this place from personal knowledge; but I am assured by what I consider reliable authority that it promises well as a Gold Field. Information has also been communicated to this office of the discovery of Gold about the head waters of the Wagamatcook, or Middle River, Victoria County; and application has been made for a lease of a tract of land there for Gold mining purposes.

In conclusion, I need only add a few words as to the general prospects of this Province. As already stated, there is less popular excitement on this subject than there once was; but those actually engaged, or interested, in the Gold mines have greater confidence in them than they ever had before. Rash ventures in mining and purchasing mining rights are more rare than they were twelve or eighteen months since; but Gold mining has already become a settled, steady business in which capitalists are deliberately investing large sums with a view to extensive and long-continued future operations. From every one of the Gold Districts, without exception, the accounts received from the most reliable sources represent the mining prospects to be good, and the men engaged in mining to be in good spirits—content with their present success and future prospects.

I have the honor to be,

Your obedient servant,

P. S. HAMILTON.

The Honorable Provincial Secretary.

Chief Gold Commissioner's Office, Halifax, January 26th, 1864.

SIR,—

In August last, a short time after assuming the duties of this office, I had the honor to prepare and submit, in obedience to the orders of His Excellency the Lieutenant Governor, a Report upon the Gold Fields of Nova Scotia, for the half year ending 30th June, 1863. I now beg leave to submit, for the information of his Honor the Administrator of the Government, the following Report upon the operations carried on in those Gold Fields during the whole year ending on the 31st of December last. In doing so, I presume that it is needless to reiterate any portion of the half-yearly Report just referred to.

I am happy to be able to state that the explanations, offered in my former Report, of the seeming slackness in mining operations throughout the several Gold Districts, during the early part of 1863, and the anticipations as to the result of future operations, have been fully confirmed by the events of the latter half of the year. This will, I trust, be fully demonstrated by the statistical returns and accounts to which I shall presently refer.

Before proceeding to exhibit the aggregate results of the year's mining operations, I will give a brief sketch of the general character of those operations and of the condition and future prospects of each separate Gold District.

THE OVENS.

The operations in this District, during the past year, have not been at all satisfactory. In this respect it has differed from every other District. Very little work has been done, either in quartz mining, or in washing gold from alluvium. Nearly all the lessees have abandoned their mines, either temporarily or permanently.

From a personal examination of the District—a rather cursory one, I admit—I cannot think that its auriferous character is so little promising as to account for this singular depression in the mining affairs of the place, although the Ovens may possibly be less rich than some other Districts of the Province. The fact of so large a proportion of Gold having been found among the sands of the beach, where the rocks of the shore have been partially disintegrated by the action of the sea, seems in itself sufficient to prevent such a conclusion. Nearly all Gold mining districts, in all countries, are subject, commercially speaking, to alternate seasons of great elation and depression, each extreme being without any sufficient reasonable cause. The Ovens District appears now to be in one of the latter stages. The error of limiting mining areas to such extremely small tracts, in the first instance, no doubt accounts in some degree, as intimated in my former Report, for the discouragement and consequent lethargy of the Ovens mining lessees. This being one of the first Districts in which Gold mining enterprises were attempted, the operations there were characterized by many errors which have been, at least partially, avoided in proclaimed Districts of more recent origin. Probably in no other District has there been so large an expenditure incurred, consequent upon the Gold discoveries, as at the Ovens. Unfortunately the largest portion of this outlay seems to have been incurred in the erection of costly hotels, stores and shops: only a very small amount has been expended in the introduction and working of machinery and improved apparatus for crushing auriferous quartz and slates, and separating Gold from the other substances with which it is usually found associated. Mining could not be carried on profitably under such circumstances; and, of course, neither could any other business dependent upon mining profits. The easily anticipated results of these several causes are an almost total suspension of mining operations at the Ovens. Nevertheless, I am of opinion that when the Ovens mines come to be judiciously and scientifically worked, they will prove remunerative.

RENFREW.

The fluctuations in the mining business of this District have been very slight throughout the year; and the returns of Gold show a fair remuneration for the men engaged in mining. Still, of the large extent of ground taken up in mining areas, in this District, during the excitement immediately following the discovery of Gold there, only a small portion has been worked during the year. It has come to my knowledge that operations would have been carried on there upon a much larger scale, by at least one company representing a large capital, but that, owing to the multitude of lessees having small areas dotted over the District, it was found extremely difficult to secure, in a good locality, a sufficiently large mining tract to warrant the outlay required to commence upon such a scale.

So far as I have yet means of judging, the yield of Renfrew quartz does not exhibit such wide extremes as that of most other districts; whilst the greater part of it yet mined contains a remunerative per-centage of gold.

OLDHAM.

A great increase of activity has been plainly visible in this district since the commencement of the year. This is shown in the number of additional mining areas taken up, the increased amount of labour employed, of quartz mined and crushed, and of gold produced; but more than all by the preparations being made for more enlarged operations during the incoming year. During 1863, five crushing mills were wholly built, or completed, making eight in all now in working order in this district. From the scale of these preparations, and from the promising returns of the quartz lodes already opened, it is to be reasonably expected that the current year will show a largely increased and profitable business in gold mining at Oldham.

The discovery of auriferous quartz just outside the limits of the district as originally defined, the great known extent of land in the vicinity of similar character, and the prospect of mining lots being applied for beyond those original boundaries, induced me, last Autumn, to take the needful steps for a large extension of the limits of the district. This seemed the more necessary, as there were several petitions before the Crown Lands' Commissioner for grants of lands within these extended limits.

WAVERLEY.

As will be seen on reference to the table exhibiting the amount of receipts from various sources in the several gold districts (Appendix D), there has been a greater extent of land taken up in new mining areas, in Waverley, during the year than in any other district. The greater number of these, however, were taken during the last quarter of a year, with a view to more extended operations hereafter. Nearly, or quite, all of the new lots applied for are upon the western section of the district: no additional ground has been leased upon the range of the "barrel formation" of the eastern section. In this, as in most other gold districts, applicants for mines have seldom restricted themselves, of late, to one, or a few, small areas: but have usually endeavored to obtain comparatively large blocks, thus affording indication of an intention to carry on operations on a large scale, extending over a long period of years.

Apart from these preparations for the future, mining operations in Waverley have, some time since, settled down into a steady business which has been gradually increasing. The gold obtained there during the last half of the year alone, very nearly equals the whole amount returned as obtained in 1862, although the operations of one company, which was one of the largest producers, have been suspended since September last; and in the aggregate yield for the year, Waverley is only surpassed by two other gold districts, although the yield per man employed in mining is considerably less than in some of the districts farther eastward.

MONTAGU.

This gold district, which was proclaimed as such during the early part of 1863, affords fair promise for the future. The mining operations there have not been carried on with that vigor which I anticipated at the date of my last report, owing to the fact that the company most extensively engaged, suspended operations, about the first of September, from causes unknown to me. The average yield of gold per ton of quartz, calculated from the attested returns of all that has been crushed during the last half of the year, is 3 oz. 2 dwt. 6 gr.; and the average for each month, taken separately, varies but slightly from this, thus indicating a very even distribution of gold through the quartz. This is a higher average for the half year than that of any other gold district in the Province; and the whole year's proceedings place Montagu second on the list in this respect.

I understand that a large portion of the mining property under lease, in Montagu, has recently changed hands; and that the new proprietors are making vigorous exertions to commence work immediately and upon an extensive scale.

TANGIER.

Tangier, the oldest gold district in the Province, suffered for a long time under some of the evils which, as already stated in this and in my former report, have contributed to the depression of the mining interests at the Ovens. But here—at Tangier—the upward reaction has commenced.

In the Spring of 1863, the representatives of some joint-stock companies, representing a large capital, I understand, made their appearance at Tangier, and in order to procure a sufficiently large tract of auriferous ground to justify them in commencing expensive mining and quartz crushing works, proceeded to purchase up, from their then multitudinous lessees, numbers of the small areas into which, unfortunately, a large portion of this district had been originally divided. The great number of these small proprietors, the absence of many of them from the district, and the complicated and often defective nature of their titles, caused necessarily much delay in these negotiations and a great deal of extra labor and trouble to the officers of this department, as well as to the purchasers. The companies referred to, however, succeeded in these earlier steps of their enterprise; and, before the close of the year, their works—especially those of a preliminary nature—were well advanced. They have not yet materially affected the returns from that district; but will, doubtless, during the current year, cause a large increase in its gold product.

I must here take the opportunity of observing that the mining works of the more advanced of these companies exhibit evidences of scientific management, mining skill, and methodical activity combined, which are not yet to be found anywhere else throughout the gold districts, although all of those districts show a great improvement in this respect within the past year.

The still remaining small proprietors, or lessees of small, isolated claims, in this district, have, with scarcely an exception, ceased mining operations, some time since. I may say that, substantially, all the mining and crushing works in this district are now being carried on by three, or four, companies.

In that section of this district known as "Old Tangier," where gold was first mined in Novascotia, but where operations were abandoned, after a few months' trial, in 1860, in consequence of the remoteness and comparative inaccessibility of the auriferous locality,—in this section, a number of mining claims were taken during the Summer and Autumn of 1862, under the apprehension, amounting almost to an assurance as I am informed, that a road would be made in to the "diggings." No road has yet been made or commenced. One Company managed, during the Winter of 1862-'63, whilst the lakes and streams were frozen, to convey, at a very heavy expense, a quantity of machinery and other materials to the spot, and have, under many disadvantages, erected a quartz mill and other buildings. Very little mining has yet been done; and I do not see

how the lessees can carry on such operations, except at an almost ruinous loss, whilst they remain without a road. The distance of this spot from Tangier harbor, by the nearest practicable route for a road, must be not less than nine, or ten, miles. The distance to the nearest point in the settlement of Musquodoboit, is, I believe, about the same. I have not felt myself authorized, as Gold Commissioner, to direct the construction of so long a line of road in order to open communications with a Gold District. For want, as is alleged, of a road, the mining areas leased at this place, or the greater number of them, must, on the 1st of April next, become forfeited for non-performance of the labor required by the Act. I mention the facts of their case that the Government may direct such exceptional action, if any, as they think just under the circumstances. I may add, although it does not come properly within the scope of this Report, that if a road were made through, from Tangier harbor to Musquodoboit, it would be a great boon to a large number of the inhabitants at East Halifax; and would also open up for settlement a large and well-timbered tract of land in the immediate vicinity of Old Tangier, which, from personal observation and the reports of others, I have reason to believe of fair cultivable quality.

SHERBROOKE.

This District continues to make fair and steady progress in Gold mining as a regularly established business; and its returns for the year are highly satisfactory. Sherbrooke is only very little in arrear of Wine Harbor, with respect to the total amount of Gold produced, and is in advance of it in the proportion per man engaged in mining. At the same time the average yield of gold per ton of quartz, according to attested Returns, has been, throughout the year and in both these Districts, less than in most other Districts. This is owing to the fact, mentioned in my last Report, that both in Wine Harbor and Sherbrooke, but especially in the latter, a large proportion of the material returned as "quartz crushed," consisted in fact, of alluvium and *debris* from the pits, less highly auriferous than quartz of the average quality, but which, from the facility with which it can be procured and crushed, is very profitable.

WINE HARBOR.

Wine Harbor has the distinction of having produced a larger amount of Gold, during 1863, than any other district in the Province. During each one of five out of the last six months of the year, it showed the highest maximum yield of Gold per ton of quartz; and on the whole year's operations, it ranks next to Sherbrooke in the average amount produced per man engaged in mining. Here, as at Sherbrooke, Gold mining has become a settled business; and the prospects of the district are of a highly satisfactory character, although a small but very rich portion of it is still subject to some of the obstacles to successful mining which have prevailed at Tangier and the Ovens, the ground having been originally apportioned in unreasonably small areas.

STORMONT.

In the Country Harbor Section of this District, nothing has been done in mining during the year. At Isaac's Harbor, on the contrary, great progress has been made. The Gold obtained from this District in 1863 was more than four times that procured in 1862. It is now one of the largest producers in the Province; its average yield of Gold to the ton of quartz upon the whole year's operations, is the highest of any District in the Province; and its prospects as a Gold District seem to be daily improving.

UNPROCLAIMED DISTRICTS.

In July last, several applications were made for mining lots on the farm of

Mr. David Corbet, on the old Truro Road, about three miles northward from GAY'S RIVER. Neither my predecessor, Mr. Creelman, nor myself, have succeeded in making any arrangement with the owner of the soil, the price which he puts upon the land being, in our opinion, unreasonably high. Owing to this fact and a desire to see the character and extent of the auriferous region further determined before taking such a step, I have not yet recommended it to be proclaimed a Gold District; but have continued to receive mining applications on the applicants' depositing with me the requisite written authority from the owner of the soil to enter upon his lands. More recently, in the Autumn, a number of applications have been received, on the same terms, for lots upon the land of a Mr. Gay, which is separated from that of Corbet only by the Truro road already mentioned. On both localities the Gold is obtained, in most part, from the alluvium and from the crevices of the underlying rock; and I can say from personal examination that, so far as the ground has yet been opened, the "prospect" is excellent.

Applications have also been made, during the Summer, for Gold mining lots in the Trap formation, at Partridge Island and Cape D'Or, in the township of PARSBOROUGH. I have had no recent information as to the degree of success achieved by Gold mining enterprise in that quarter.

A Prospecting License and some leases were, during the Autumn, applied for by members of a Company at GOLD RIVER, near Chester. I have had, as yet, no Returns from this place, but the confidence in it by the Company referred to is evidenced by the fact that they have gone to the expense of putting up a quartz mill for which they have recently obtained a license.

Information reached me as early as August last that Gold had been discovered near the WAGAMATCOOK, or Middle River, in Victoria County. A short time afterwards applications were made for leases of two areas of class Number One in that locality. Still more recently, information was conveyed to me that a large party of men were engaged in washing for Gold at the place in question, and were obtaining it in considerable quantity. In consequence of this information, I wrote to these trespassers warning them against further prosecuting their mining, or "prospecting" operations without the requisite authority. About the close of the year, I succeeded, without incurring the necessity of a personal visit to the place, in obtaining much additional information from unquestionably reliable sources. The nature of that information has led me to recommend, without further hesitation, that the locality referred to be proclaimed a new Gold District. I will only add, with reference to this matter, that the Gold here obtained as yet, has been washed from the alluvium on the lower flanks of the hills skirting the Wagamatcook. It is very coarse and "nuggety," and is indicative of rich auriferous quartz lodes in the high lands of the vicinity. The underlying rock of these hills, although metamorphic, is believed by geologists to be of more recent formation than the altered rock of the Atlantic coast band where all our other Gold Districts are situated.

The rock formation of the Wagamatcook District is found in many places on the shore of the *Bras D'Or*. The origin of the name of that body of water, as also of *Cape D'Or*, has long been a matter of conjecture. There now seems to be good grounds for the belief that they both originated in the actual discovery of Gold, by the early French explorers, in the vicinity of the localities named.

GENERAL RESULTS.

The aggregate results of the year's mining operations are satisfactory and promise fairly for the future. During the last half of the year, I have compiled and published, for the information of the public, monthly tables, exhibiting in detail the results of the operations in each District, which tables accompany this Report (Appendix B.) Another table (Appendix C.) gives an annual summary of these monthly statements, as well as of the result of operations during the first half of the year.

It will be seen from this table that the total yield of Gold for the year, as per returns received in this office, is 14001 oz. 14 dwts. 17 gr.; equivalent, at

\$18.50 per oz. to \$259,032.06. The Report for 1862, shows a yield for that year of 7275 oz.; consequently the yield for 1863 very nearly doubles that of the preceding year. In another respect, a still more gratifying result has been attained, although I am not prepared to show its exact extent by computation. This 14001 oz. 14 dwts. 17 gr. of gold is the product of the labor of 877 men for the year. The annual Report for 1862 does not show the average number of men employed daily in mining during that year, and doubtless it was impossible to ascertain the exact number; but from personal knowledge of what was transpiring in the various Gold Districts during 1862, I can safely allege that the average number of men employed daily, for the *whole* year, more than doubled that of 1863.

I must qualify this tabular statement (Appendix C.) by remarking that a part of the labor returned as having been performed in mining was, in fact, given to other operations. In Montagu and Tangier Districts especially, many thousands of days' labor, here included as labor performed in mining, have, during the year, been performed in making roads and in other works preparatory, or accessory, to mining. But without making any allowance for this fact, the yield of gold to each man engaged during the year is very much higher than has yet been attained in quartz mining, in any other country.

The total receipts from the Gold Fields during the year amount to \$18700.02; whilst the total expenditures amount to \$23308.11, (See Appendix D and E). It thus appears that the actual outlays during the year have exceeded the receipts by the sum of \$4608.09. But it must be observed that by far the largest part of the expenditures for the year were made on account of liabilities standing over from the former years 1861 and 1862. These liabilities come under the three heads of *Returns of Royalty, Lands, and Returns of Rents*. The first of these, "Returns of Royalty," means the sums refunded to lessees out of royalty paid by them, in accordance with clause 5 of the "Gold Fields Amendment Act." Owing to the fact that mining areas taken in 1863 are now, in many instances, included in the same lease with areas taken during previous years, it is found impossible to analyse the amount paid under this head so as to apportion it accurately among the several years to which it is chargeable; but by far the largest portion of the whole amount paid is in fact chargeable to 1861 and 1862. Leaving out this item altogether, it will be found (on reference to the Table Appendix E), that there was paid on account of Lands taken possession of by the Government and leased in 1861 and 1862. . . . \$11666.43

| | |
|---|--------|
| Return of Rents paid during 1861 and 1862, the areas applied for not being procurable by the applicant, owing to various causes, | 880.00 |
|---|--------|

\$12546.43

Consequently of the whole amount paid during the year \$12546.43 or more than half, besides the greater part of \$474.71, Returns of Royalty, has been paid on account of the liabilities of former years. The transactions of 1863, considered apart from those of previous years, show a balance in favor of the Gold Fields Department of \$7938.34. (See Appendix F.)

It will be observed that the actual outlay during the year exceeded the amount set down in the estimates for that service, the former amounting to \$23308.11, whilst the latter was only \$16000. But it will also be seen that \$14682.99 has been paid for Lands alone, of which sum \$10409.68 was paid to the proprietors of Lands at the Ovens District under an award made in 1862. There still remains a considerable sum due to former proprietors of lands taken for revestment previous to 1863.

I may here observe, that since I myself have had the honor of occupying this office, I have entered into no new agreements with landowners with a view to revestment of their lands in the Crown; but have confined myself in such matters to completing the arrangements commenced and obligations entered into by my predecessor. In all cases where negotiations had not already been commenced for revesting, I have required applicants for mining areas on private lands to file with me a written permission from the owner of the soil for them to enter and mine thereon, as is directed in certain cases by Clause 8 of

the "Gold Fields Amendment Act." I pursued this course owing to strong convictions—more fully set forth in a subsequent part of this Report—that the law for the revestment of lands in the Crown operated badly; that it might be repealed during the coming session; and that, with this possibility in prospect, it was better to incur no further pecuniary liability for Lands. This new procedure has, thus far, worked well.

SUGGESTED AMENDMENTS IN THE GOLD FIELDS ACT.

I beg leave to report specially the following facts and suggestions relative to the present working and possible improvements of the Gold Fields Acts now in operation in this Province.

The lapse of time since the first discovery of Gold in Novascotia and since the passing of the earlier regulations and enactments bearing thereupon, has afforded opportunities for learning much by experience in all that relates to this matter. It was therefore only reasonable to expect that, with the progress of time, many amendments would suggest themselves to those enactments, which were framed without—and necessarily without—a perfect knowledge of all that was peculiar in the Novascotian Gold Fields, and that would most conduce to their profitable development. I shall endeavor, as briefly and explicitly as possible, to direct attention to these amendments which seem to be most imperatively called for and to furnish the reasons why they are desirable.

REVESTMENT OF LANDS IN THE CROWN.

The revestment in the Crown of private lands for gold mining purposes, has produced no beneficial result that I can discover; whilst it has been productive of evil to the public interests. The seizure and revestment in the Crown of lands already granted, being an invasion of "vested rights" so highly prized, merely as such, by British subjects generally, has caused, I have reason to think, deep heart-burnings in most instances where put in force. But a more real, practical hardship which such proprietors labor under is this: one of them may own a tract of—say five hundred acres in a Gold District, all of which tract may be reported as "likely to be wanted for gold mining purposes." A small portion of this tract may have been actually taken up for mining lots and paid for; whilst the greater portion of it may never be required for any such purpose. Yet, in consequence of this liability hanging over this whole remainder, the owner fears to appropriate it to any other purpose, because it may, at any moment, be taken from him, and at a price less than that of its value now enhanced by his improvements. For the same reasons he is unable to sell it.

On the other hand, the province has not, in any instance, profited by this provision of the "Principal Gold Act:" quite the contrary. Down to December 31st, 1863, there had been paid to the original owners for lands revested, the sum of \$23230.51; whilst a considerable extent of such lands actually occupied as mining areas had not yet been paid for. I have no hesitation in declaring that this amount is far—very far above "the value of such lands, estimated" (as the Act directs) "irrespective of any enhancement thereof from the supposed existence of Gold therein, or in lands in the neighborhood thereof." I must go even further and say that the lowest price yet paid for any such lands is far above their value when estimated as the Act very properly directs that it should be.

The reason why these lands have been paid for at so high a rate may be easily shown. The land proprietors, feeling aggrieved with the provisions of the Act, as mentioned above, have sought to recompense themselves by putting an exorbitant price upon that portion of their lands actually appropriated by

Government; and have invariably refused to make any material abatement in their demands. Where, on account of the extraordinary magnitude of those demands, recourse has been had to arbitration, the sympathies of the arbitrators have gone with the private owners and heavy awards have been given against the Provincial Government. In fact the highest rates of payment have been made under such awards.

Since then, the provisions in the Gold Fields Act for revesting lands in the Crown are, in their operation, injurious both to the interests of the Crown and of the private land holder, it is desirable that they be repealed, unless some good reason exist why they should not. I know of no such reason, but conceive that the very objects for which these provisions were enacted would be better subserved by their repeal.

I would therefore respectfully suggest that that portion of the "Gold Fields Act" relating to the revestment of lands in the Crown be repealed; and that Gold mines be made subject to the terms of existing Acts for the regulation of other mines in this Province, the terms of those Acts being slightly modified so as to make them applicable to the peculiar circumstances of the Gold mines. Such a procedure would, I feel assured, greatly simplify and facilitate the preliminary steps to mining operations; whilst it would ensure a greater measure of justice both to the Crown and to the private individuals interested in such operations.

RENTS.

It will be remembered that the earliest applicants for Gold mining rights in this Province were required to pay an advance rent upon their mining lots, which subsequently was universally admitted to be unreasonably high. I submit whether the legislation of the last session upon this subject did not reach the opposite extreme. Whatever opinion may be entertained upon this point, there is one other particular connected with the payment of these rents in which I feel assured that a change in the law would be highly desirable.

At present each applicant for a Gold Mine is required to pay along with his application an advance rent at the rate of ten dollars per No. 1 area. Should his mine prove remunerative and he afterwards comes to pay royalty to that amount, this ten dollars is refunded to him. I cannot perceive that any good object is attained, or is likely to be attained, by thus constantly receiving money only to pay it back again, burdening the books of this office and of the several Deputy Commissioners with needless entries, materially complicating the accounts of the whole Department, and therefore adding very much to the labour and expense of its management. This money, too, can only be refunded to the lessees of productive mines, to whom it is oftentimes of little object. To those to whom it is an object—to the lessee of a mine which proves to be unproductive—it is not refunded.

I would recommend that the rate of royalty remain as at present; but that an applicant for a mine be required to pay, not ten dollars per No. 1 area, but only a small sum as a fair equivalent of the expense which this Department must actually incur for surveys, office work, etc., in consequence of that application, whether the mine is ever worked or not; and that the sum be *not* afterwards refunded. I would suggest *two dollars* per No. 1 area as the minimum sum to be thus paid.

At the same time, if the suggestions made above, under my first heading, were carried out, it would be necessary to repeal that portion of the law which makes the lessee of a mining area the lessee of the soil. Where the mine was upon granted land, the lessee of the mine would have to reimburse the freeholder for the damage done to his soil; but the latter would retain the right to lease the still unoccupied portions of that soil for building and other purposes, and, in most instances, the benefits which would accrue to him from the exercise of this right would reduce the damages which he had sustained at the hands of the mining lessee to a nominal sum. Where the mine leased was upon Crown Lands, the Gold Commissioner, on behalf of the Crown, would, in like manner, retain the right to lease portions of the surface soil for other purposes, carefully protecting the rights of the mining lessee.

I feel assured that the change relative to rents, would give general satisfaction; whilst it would certainly conduce to the prosperity of the Gold Fields Department.

PROSPECTING LICENSES AND FEES.

It seems to be also desirable that the fees upon Prospecting Licenses should be reduced. Obviously, it will conduce to the public interests to afford every reasonable facility to "Prospecting" operations. Very few persons have availed themselves of the provisions of the existing law. This is owing, I suspect, to those provisions not being considered sufficiently liberal to the licensee.

I would suggest that, as in the case of rents, the license fee be reduced to something like a fair equivalent of the expense to which this Department is put by reason of issuing the License. It would not be just, or requisite, that the applicant for a large tract should pay in the same proportion as an applicant for a small one. Applicants for Prospecting Licenses are now required to pay one dollar per acre license fee. I think, for the reasons already mentioned, that it would be desirable to reduce this amount to fifty cents per acre for all tracts up to ten acres, and to twenty-five cents per acre upon all in excess of ten acres. The largest tract which can now be covered by a Prospecting License is one of twenty-five acres. There seems to be no reason why this might not be enlarged to one hundred acres; but it would be well to require still that an amount of labor be performed upon the premises covered by the License, at least equal to what is required under the present law. I must here mention the fact that, although a bond now has to be given conditioned for the performance of that labor, the law provides no way for ascertaining whether it has been performed, or not; so that the bond is really useless. This could be effectually remedied by requiring the licensee to make, at the end of his term, a sworn return, such as is required, every quarter, from *Lessees* of mines. As it is possible that holders of Prospecting Licenses may, in some instances, discover and mine considerable quantities of gold, I presume it is through an oversight that they are not required under the existing law to pay any royalty. It is desirable that this defect be repaired.

I would further suggest that clause 12 of the Gold Fields Amendment Act be wholly repealed, as it interposes needless obstacles in the way of bringing about a thorough exploration of the gold-bearing geological formations of this Province.

LIMITATION OF THE AREAS TO BE COMPRISED IN ONE LEASE.

It would very much simplify proceedings under the Gold Acts, and greatly facilitate mining operations, if the limitation to the number of areas which may be included under one lease, were wholly removed. According to the 5th clause of the "Gold Fields Amendment Act," no more than five areas of any one class can be included in any one lease. It is of great moment to a lessee to have all his areas if possible, or if not, as many of them as possible, included in the same lease; for, by that same 5th clause, all the labor required to be put annually upon *all* the areas included in a lease "may be put upon any part of the demised premises." Five Number 4 areas—the largest size—are equal to thirty Number 1 areas. It is therefore possible, under the existing law, for a lessee to have thirty Number 1 areas included in one lease if he happens to have that many lying in the requisite relative position. Yet if these thirty Number 1 areas happen, although lying contiguous to each other, to form a block of a different configuration, the applicant for them must take separate leases; and, in order to hold the premises, must, every year, carry on mining operations upon each; whilst both he and the Deputy Commissioner must keep in their books a separate account for each and have separate, quarterly, statistical returns made for each of these Number 1 areas. It may be no fault of the lessee that the premises leased to him be in such a shape. He may have come late into the District and found himself necessitated to pick out mining areas here and there, wherever he could find them vacant. Or, supposing that he

found the field unoccupied, in order to secure a continuation, for some distance, of an auriferous quartz lode, he may be obliged either to take up ground in such a way as will necessitate a lease for every five Number 1 areas, or to take a great deal more than he wants. In point of fact, it is not infrequent for lessees to take up a greater extent of superficies than they ever expect to require; because they can often thus get the larger tract in one lease, whilst the smaller would have to be put into several leases.

I submit that this clause, being incongruous in its provisions, involves great injustice to a large number of lessees. I can see no reason why a lessee should not be permitted to have *all* the areas possessed by him in any one Gold District, included in one lease, provided he performs, *upon any part* of the demised premises the annual labor which the law requires him to put upon the *whole*. Where a party has already several leases in one District, I would suggest that they be tacked together and be considered and dealt with as one lease. This would be a great boon to the lessees of mining lots generally; and would much simplify the operations between them and the various Gold Commissioners.

LABOUR TO BE PERFORMED ANNUALLY ON LEASED PREMISES.

On this point also, it seems to be desirable that some slight modifications in the existing law should be made; and for the following reasons. To carry on quartz mining as it should be carried on, a very large preliminary outlay is requisite. Before capitalists incur this outlay, they naturally endeavor to secure a sufficiently large extent of mining property to afford them a reasonable probability of being enabled to carry on operations for many years. When a lessee has secured such a large tract of untried ground on which he is about to expend heavy sums for many years to come, it behoves him to examine his ground carefully and cautiously to ascertain where and how his mining operations can be carried on most advantageously. It is seldom that a large number of men can be employed, with advantage, in these "prospecting" operations, at the same time, on the same tract of land. Therefore where the tract is large, the lessee may find himself under the necessity of expending a large amount of labour needlessly, the first year of his possession, or of running the risk of having his lots forfeited for non-performance of the labour required by law. I presume the intention of this part of the Act to be merely to prevent mining lots being held, from year to year, by speculators who have no idea of working them; and its object would be subserved by the performance of an amount of labour sufficient to show that the lessee was acting in good faith and really intended working his lots.

In accordance with these views, I would recommend that lessees of mining areas exceeding a certain number—to be yet determined on—of areas of class No. 1, should not be required, for the *first* year of their lease, to expend so great an amount of labour as is now required by the law; but that, with this exception, the law remain as at present. Should the principle above laid down be approved of, I will be prepared to furnish a scale in accordance with it.

FORFEITURES.

It is certainly important that, as early as possible, a revision of clauses 43 to 67 inclusive, of the "Gold Fields Amendment Act," should take place, with a view to the simplification and acceleration of the proceedings therein directed. I respectfully submit that the proceedings required to be taken under those clauses must, of necessity, be needlessly complicated and dilatory; and that, to obtain the object kept in view through those clauses, a more simple and summary procedure could be made more effective in advancing the interests of the Crown, whilst it could, at the same time, provide quite as great a protection to the interests of private individuals. I do not see that I can go further into particulars upon this head without offering a draft of clauses which I would recommend to be substituted for those specified above.

REMOVAL OF WATER FROM MINES.

I would further suggest that it might be well, in the event of any amendments being made in the existing Gold Acts, to embody with those amendments the "Rules relative to the removal of water from mines," approved of in Council on the 19th of October last and since promulgated through the various Gold Districts.

COLLISIONS WITH CROWN LAND OFFICE.

Before concluding this Report, I must beg leave to call attention to the possibility of collisions taking place between the officers of the Crown Lands and those of the Gold Fields Departments, and between those claiming under them respectively, in consequence of the Gold deposits of the Province being under the control of the Gold Commissioner, whilst all the other mineral deposits are subject to the management of the Commissioner of Crown Lands, without either of them having any exclusive territorial jurisdiction. With every disposition to avoid such collisions, it has, nevertheless, already happened, in a few instances, that the Crown Lands Commissioner and myself have issued licenses, or leases, the one to search for or to mine Gold, the other to search for other minerals, both of them covering the same tract of land. Unless something is done to rectify the anomaly in our law which leads to such results, I fear that it will hereafter prove a fruitful source of dispute and vexation.

I have taken the liberty of suggesting those amendments to the existing Gold Fields Acts which seem to me to be of most pressing importance. There are other matters of minor detail, wherein I shall, if permitted, suggest alterations in the event of any important amendments being determined upon.

I will finally observe, that nearly every one of the amendments above recommended, presupposes that every one will be adopted. To adopt a part of them without the remainder, would be to destroy the simplicity and harmony in the operation of the Gold Acts which is one of the great objects I have endeavored to keep in view in offering these amendments.

I have the honor to be,

Your obedient servant,

P. S. HAMILTON.

To the Honorable Provincial Secretary.

(A No. 1.)

Statement shewing the quantity of Quartz crushed in each of the undermentioned districts, during the half-year ending 30th June, 1863, the total quantity of Gold therefrom, and the average yield per ton.

| DISTRICT. | Quartz. | Gold. | Average per ton. |
|---------------------------------|---------|---------|---------------------|
| | Tons. | Ounces. | Ounces. |
| Stormont, (Isaac's Harbor)..... | 93 | 341 | 3.66 |
| Wine Harbor..... | 1,574 | 1667 | 1.05 |
| Sherbrooke..... | 1,615 | 1468 | .909 |
| Tangier..... | 223 | 229.75 | 1.02 |
| Oldham..... | 283 | 216.75 | .76 |
| Renfrew..... | 195 | 202 | 1.03 |
| Lawrencetown..... | 97 | 55 | .56 |
| Ovens..... | 3 | 2.50 | .83 |
| Montagu..... | 39 | 117 | 3 |
| Totals..... | 4,122 | 4299.00 | 1 oz. 0 dwt. 20 gr. |

(A No. 2.)

Statement shewing the average number of men employed in the undermentioned districts, during the six months ending June 30th, 1863, the quantity of gold obtained, and the average yield per man.

| DISTRICT. | Men. | Gold. | Average per man. |
|---------------------------------|------|---------|---------------------|
| | | oz. | oz. |
| Stormont, (Isaac's Harbor)..... | 44 | 341 | 7.75 |
| Wine Harbor..... | 150 | 1667 | 11.11 |
| Sherbrooke..... | 104 | 1468 | 14.11 |
| Tangier..... | 100 | 229.75 | 2.29 |
| Oldham..... | 54 | 216.75 | 4 |
| Renfrew..... | 40 | 202 | 5.05 |
| Totals..... | 492 | 4124.50 | 8 oz. 7 dwt. 15 gr. |

(A No. 3.)

Statement shewing the quantity of Quartz crushed at Waverley Gold District, during the half-year ending 30th June, 1863, the yield of Gold therefrom, and the average yield per ton of quartz, distinguishing the "Barrel Quartz" from the quartz mined from "leads."

| Description of Quartz. | Quantity. | Gold. | Average. |
|------------------------|-------------|---------|----------------|
| Barrel quartz..... | 2,370 tons. | 471 oz. | 4 dwt. |
| Lead do..... | 483 " | 423 " | 17 " 13 grs. |
| Totals..... | 2,853 tons. | 894 oz. | 6 dwts. 6 grs. |

(A No. 4.)

Statement of total quantity of Gold obtained from quartz crushed in the Province for the half-year ending June 30th, 1863.

| DISTRICTS. | Quartz—tons. | Gold—ounces. | Average per ton. |
|---------------------------------|--------------|--------------|----------------------------|
| Stormont, (Isaac's Harbor)..... | 93 | 341 | 3.66 |
| Wine Harbor..... | 1574 | 1667 | 1.05 |
| Sherbrooke..... | 1615 | 1468 | .909 |
| Tangier..... | 223 | 229.75 | 1.02 |
| Oldham..... | 283 | 216.75 | .76 |
| Renfrew..... | 195 | 202 | 1.03 |
| Waverley..... | 2853 | 894 | .31 |
| Lawrencetown..... | 97 | 55 | .56 |
| Ovens..... | 3 | 2.50 | .83 |
| Montagu..... | 39 | 117 | 3. |
| Totals..... | 6,975 | 5,193 | .744 or 14 dwt. 21 grs. |

(C).

STATEMENT shewing the Average Daily Labour employed; the amount of Quartz Crushed; the Yield of Gold per ton of Quartz; the quantity of Gold obtained from Alluvial mines; the Yield of Gold; the total Maximum Yield per ton in each District, and in the whole Province; and the Value of the average yield of Gold per Man employed in mines for the year ending 31st of December 1863:

| Mines. | Average Men employed. | Crushing Mills in District. | Steam power. | Water Power. | Quartz, Sand, and Gravel crushed. | Yield per Ton. | Gold from Alluvial Mines. | | Total Yield of Gold. | Maximum Yield per Ton. | Average annual Yield per man employed in mining. |
|---------------------------------|-----------------------|-----------------------------|--------------|--------------|-----------------------------------|----------------|---------------------------|----------|------------------------------|------------------------|--|
| | | | | | | | oz. | dwt. gr. | | | |
| Stormont, (Isaac's Harbor)..... | 50 | 1 | 1 | 0 | 526 11 0 | 3 0 7 | 0 0 0 | 0 0 0 | 1587 13 12 | 8 0 0 | 5587 30 |
| Wine Harbour..... | 121 | 4 | 3 | 1 | 3644 10 0 | 1 0 10 | 0 0 0 | 0 0 0 | 3718 2 19 | 66 0 0 | 555 00 |
| Sherbrooke..... | 100 | 5 | 4 | 1 | 3151 1 68 | 0 19 0 | 28 0 0 | 0 0 0 | 3501 14 12 | 12 0 0 | 611 40 |
| Thagier..... | 120 | 0 | 3 | 3 | 655 9 40 | 0 15 2 | 0 0 0 | 0 0 0 | 494 8 21 | 4 0 0 | 76 20 |
| Lawrencetown*..... | 6 | 1 | 1 | 0 | 123 10 0 | 0 10 11 | 0 0 0 | 0 0 0 | 61 17 12 | Unknown. | 200 00 |
| Montagu..... | 121 | 0 | 0 | 0 | 139 18 0 | 2 16 2 | 0 0 0 | 0 0 0 | 366 14 16 | 5 9 8 | 55 50 |
| Waverley..... | 187 | 5 | 5 | 0 | 6751 19 15 | 0 7 1 | 0 0 0 | 0 0 0 | 2380 6 3 | 17 14 0 | 258 40 |
| Oldham..... | 83 | 8 | 5 | 3 | 1025 16 33 | 1 4 6 | 0 0 0 | 0 0 0 | 1223 3 21 | 43 13 16 | 272 00 |
| Renfrew..... | 08 | 4 | 2 | 2 | 574 17 0 | 1 7 7 | 0 0 0 | 0 0 0 | 785 7 7 | 6 6 0 | 203 90 |
| Ovens..... | 15 | 1 | 1 | 0 | 102 1 59 | 0 14 23 | 0 0 0 | 0 0 0 | 76 5 14 | 5 0 0 | 89 40 |
| Totals..... | 877 | 35 | 25 | 10 | 17001 14 15 | 0 16 12 | 28 0 0 | 0 0 0 | 014001 14 17 66 oz. Wine Hr. | | \$296 00 |

* Operations at Lawrencetown suspended during the first week of August, consequently 26 tons of Quartz crushed, and 9 oz. 17 dwt. 11 grs. Gold obtained in this District during July and August, omitted from the Tables in Appendix B.

(10)

NOVASCOTIA GOLD FIELDS.

Receipts and Expenditures for the year 1868.

Cr.

Dr.

| Expenditure. | Receipts. |
|--|-------------------------------------|
| 1868. | 1868. |
| Dec. 31. To amount expended: | Dec. 31. By Cash received: |
| Salaries and Surveying.....\$3141 70 | Rents Mining Areas.....\$11056 82 |
| Roads.....1258 95 | Mill and Building Sites..... 199 00 |
| Lands.....14682 99 | Firewood..... 57 20 |
| Return Rents Mining Areas..... 1020 00 | Royalty 7201 50 |
| Returned Royalty..... 474 71 | Prospecting Licenses..... 95 50 |
| Commission on Royalty collected by licensed mill owners 231 20 | <i>Balance:</i> |
| Advertising and Printing..... 698 47 | Cash, Jan. 1, 1868 .....\$605 14 |
| Stationery..... 193 44 | Receiver General.....1002 95 |
| Office Expenses..... 1065 65 | <u>4008 00</u> |
| Law Expenses..... 546 00 | <u>\$28808 11</u> |
| <u>\$23808 11</u> | |

(1E)

NOVASCOTIA GOLD FIELDS.

Statement showing the Receipts and Expenditures of the several Districts for the year 1863.

EXPENDITURES.

DISTRICTS.

| DISTRICTS. | RECEIPTS. | Salaries and Surveying. | Roads. | Expenditure for 1861-'62, Lands. | Expenditure 1863, Lands. | For 1861-'62, Return Rents. | 1863, Return Rents. | Return Royalty. | Commission on Royalty. | Totals. |
|----------------------------|------------|-------------------------|-----------|----------------------------------|--------------------------|-----------------------------|---------------------|-----------------|------------------------|------------|
| Oldham | \$2806 79 | 297 03 | 330 00 | 5 83 | 110 17 | 10 00 | 40 00 | 25 37 | 17 83 | \$836 23 |
| Renfrew | 1280 75 | 130 00 | 182 95 | 4 50 | 158 46 | 20 00 | | 68 86 | 14 94 | 579 71 |
| Waverley | 3641 81 | 80 18 | 200 00 | 481 60 | 935 15 | | 30 00 | 198 29 | 29 13 | 1954 85 |
| Tangier | 894 78 | 100 00 | | 241 00 | 117 32 | | | | | 458 32 |
| Lawrencetown. | 34 52 | | | 3 00 | | 30 00 | | | 0 71 | 33 71 |
| Stormont, (Isaac's Harbor) | 1391 71 | 295 00 | 120 00 | 63 50 | | 40 00 | 10 00 | | 37 73 | 566 23 |
| " (Country Harbor) | | | | 153 12 | | | | | | 153 12 |
| Wino Harbor. | 2670 13 | 567 32 | 215 00 | 7 20 | | 40 00 | 20 00 | 11 38 | 67 36 | 928 26 |
| Sherbrooke | 2494 80 | 317 12 | | 297 00 | | | 10 00 | 26 79 | 63 51 | 714 41 |
| Ovens. | 894 77 | 793 30 | | 10409 68 | | 584 00 | | | | 11786 98 |
| Montagu | 2438 46 | 150 75 | 206 00 | | 1695 46 | | 10 00 | 144 02 | | 2206 23 |
| Unproclaimed. | 56 00 | 8 00 | | | | | 20 00 | | | 28 00 |
| Prospecting Licenses | 95 50 | | | | | | | | | |
| Cranberry Head. | | 3 00 | | | | | | | | |
| Suspense. | | | | | | | | | | |
| <i>General Charges.</i> | | | | | | | | | | |
| General Survey. | | 400 00 | | | | | | | | 400 00 |
| Advertising and Printing. | | | | | | | | | | 698 47 |
| Stationery | | | | | | | | | | 193 44 |
| Office Expenses. | | | | | | | | | | 1065 65 |
| Law Expenses. | | | | | | | | | | 546 00 |
| Totals. | \$18700 02 | \$3141 70 | \$1253 95 | \$11666 49 | \$3016 56 | \$9880 00 | \$140 00 | \$474 71 | \$231 20 | \$23308 11 |

(F)

NOVASCOTIA GOLD FIELDS.

Receipts and Expenditures exclusively for the year 1863.

| Expenditure. | Receipts. |
|--|---|
| Dec. 31. To Salaries and Surveying as per Appendix E.....\$3141 70 | Dec. 31. By receipts as per Appendix E.....\$18700 02 |
| Roads..... 1258 95 | |
| Lands expenditure 1863..... 3016 56 | |
| Returns Rents..... 140 00 | |
| Return Royalty..... 474 71 | |
| Royalty Commission..... 231 20 | |
| Advertising and Printing..... 698 47 | |
| Stationery..... 193 44 | |
| Office expenses..... 1065 65 | |
| Law expenses..... 546 00 | |
| Balance..... 7938 34 | |
| <u>\$18700 02</u> | |



APPENDIX No. 10.

HOSPITAL FOR INSANE.

ANNUAL REPORT OF THE MEDICAL SUPERINTENDENT, 1863.

TO THE BOARD OF COMMISSIONERS OF PUBLIC WORKS:

Gentlemen,—

I have the honor to submit the following report for the past year:—

Including three who were absent "on trial," and have continued well, there were under care on the 1st of January, 1863, seventy-four males and fifty-six females, making a total of one hundred and thirty patients.

The admissions of the past year have been 47—30 males and 17 females, making the number under treatment during that time 177.

The daily average of the year has been one hundred and thirty-two.

Twenty-nine males and six females have been discharged, leaving one hundred and forty-two at present on the record.

Of those discharged twenty-two have been restored, seven more or less improved, and six have died.

The recoveries this year are 46.80 per cent. upon the admissions. The average recovered per annum for five years has been 34.37 per cent.

The rate of mortality has been for this year 4.54 per cent. ; and for the five years the hospital has been opened 4.78 per cent, reckoned upon the average number under treatment.

The entire number of admissions during these five years has been 283, and of these 141 have been discharged, as shown by the accompanying table.

Table of monthly admissions and discharges for the past five years.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Males. | Females. | Total. |
|-------------|----------|-----------|--------|--------|------|-------|-------|---------|------------|----------|-----------|-----------|--------|----------|--------|
| 1859 | | | | | | | | | | | | | | | |
| 1860 | | | | | | | | | | | | | | | |
| 1861 | | | | | | | | | | | | | | | |
| 1862 | | | | | | | | | | | | | | | |
| Admitted, | 24 | 20 | 8 | 19 | 22 | 26 | 19 | 17 | 26 | 15 | 27 | 13 | 140 | 96 | 236 |
| Discharged, | 8 | 8 | 5 | 11 | 9 | 9 | 5 | 8 | 12 | 15 | 7 | 9 | 66 | 40 | 106 |
| 1863 | | | | | | | | | | | | | | | |
| Admitted, | 4 | 4 | 1 | 3 | 3 | 2 | 3 | 4 | 5 | 5 | 8 | 5 | 30 | 17 | 47 |
| Discharged, | 4 | 2 | 2 | 4 | 4 | 4 | 1 | 4 | 1 | 3 | 2 | 4 | 29 | 6 | 35 |
| Remaining, | 130 | 132 | 131 | 130 | 129 | 127 | 129 | 129 | 133 | 135 | 141 | 142 | 75 | 67 | 142 |

The admissions of 1863 have exceeded those of the previous year, notwithstanding many were necessarily delayed, owing to the crowded condition of the hospital. In some instances where enquires were made relative to admission these were not renewed when it was found that delay was unavoidable. If all could have been received without postponement a still larger number than at present shown would have been under care and treatment; and it is reasonable to assume the ratio of recoveries would have been greater, since it is well known that the prospects of a cure are rapidly lessened by delay in admission.

The necessity of exercising due care and discrimination in admitting patients to the Hospital, is dwelt upon in the report of the committee on humane institutions, made to the legislature at its last session, as follows :—

“ The building being now filled almost to its entire capacity, and as it has been found in the working of all similar institutions that if more patients are admitted than can be properly classified and separated, the per centage of cures largely diminish, it is therefore for the interest of the insane that those having the management of this institution should be careful that it be not overcrowded, and whenever vacancies do occur admit only those cases offering the best ground to hope for successful treatment.”

It has unfortunately been found impracticable to carry out these judicious instructions, since in many instances epileptic or hopelessly demented patients have been brought here from remote parts of the Province, with the medical certificates and magistrates' order prescribed by law, and could not be denied admission.

The only instances of refusal were two idiotic lads, who were by no means proper subjects for the Hospital.

Efforts have been made, but without success, to transfer or remove some of the idiotic cases, which have already long been a burden to the institution, trespassing on the legitimate rights of the insane.

The means taken to secure priority of admission are sometimes such as ought not to be resorted to. An application made not long since stated the case to be one “ of recent occurrence,” and requested “ immediate admission,” whereas when the patient arrived, it was ascertained she had been *fifteen years* insane, and had a previous attack five years before.

Patients are often in a very poor state of bodily health when they arrive. In one instance where admission was granted earlier than otherwise because of the close confinement of the patient, a young woman, in a room (pen?) four feet by seven, where she had been shut up for five years; the magistrate who brought her to Hospital stated that through this cruel incarceration her strength had been so completely exhausted as to render it doubtful whether she would survive the journey. This case, like many others, has been withheld from Hospital through a mistaken kindness.

Friends are slow to learn how entirely the restoration depends upon early commitment. The important fact has probably never been explained to them, that a separation from home and its associations is the very first requisite of treatment.

Almost every patient brought to Hospital is regarded by one portion of his friends as being a sort of martyr, and the parties who have been instrumental in securing his admission are denounced as having acted prematurely, or from improper motives, or as being devoid of all feeling. In the correspondence relative to patients, abundant proof is given of the suspicion which is not unfrequently felt, in reference to the commitment of those about whom there ought to be no reasonable doubt in any man's mind.

There are still many insane throughout the Province, and from cruelty and neglect they are becoming hopelessly incurable. If they are retained at home (as there is reason to believe is too often the case) to save present expense to the county liable for their support, it is right the rate payers should be apprised that the ultimate cost of a patient whose insanity is confirmed by delay, is far beyond the outlay required to give them the opportunity of recovery in Hospital.

The preliminary steps to be taken in admitting patients are not even yet generally understood. Cases occasionally occur where one certificate only is sent. At other times the documents are all rendered invalid by delay in forwarding the patient to Hospital. The Medical Certificates, to be legal, must be granted within a month of the time of admission. They are sometimes informal, and require to be renewed, and seldom contain in the first instance the facts upon which the professional opinion is based, although the law requires these should be stated in the certificate.

In admitting private patients, it is not requisite to obtain (as is occasionally done) any order or warrant from the Sheriff or Magistrates.

Alleged ages of all admitted.

| | 1863. | 1859-62. | Total. |
|--------------------|-------|----------|--------|
| From 5 to 7 years, | | 3 | 3 |
| “ 10 to 20 “ | 3 | 11 | 14 |
| “ 20 to 30 “ | 11 | 65 | 76 |
| “ 30 to 40 “ | 7 | 56 | 63 |
| “ 40 to 50 “ | 9 | 48 | 57 |
| “ 50 to 60 “ | 3 | 22 | 25 |
| “ 60 to 70 “ | 3 | 13 | 16 |
| “ 70 to 80 “ | 3 | 7 | 10 |
| 82 “ | | 1 | 1 |
| Unknown, | 8 | 10 | 18 |
| Total, | 47 | 236 | 283 |

With reference to the foregoing table it is right to state, that in the account given by the persons in whose custody the patient arrives, the age is often stated very wide of the mark. It is too much a matter of guess work to form a basis for accurate calculation as to the comparative liability to insanity at the different epochs of life. Before any such conclusions could be satisfactorily arrived at, not only must the information be reliable, but due allowance must be made for the time the patients have been insane before their commitment to Hospital.

Former Residence as stated on Admission.

| | 1863. | 1859-62. | Total. |
|-------------------------|-------|----------|--------|
| Halifax City or County, | 13 | 80 | 93 |
| Colchester County, | 7 | 11 | 18 |
| Cumberland “ | | 10 | 10 |
| Pictou “ | 2 | 23 | 25 |
| Sydney “ | | 6 | 6 |
| Guysborough “ | 1 | 5 | 6 |
| Inverness “ | | 2 | 2 |
| Richmond “ | | 4 | 4 |
| Victoria “ | | 2 | 2 |
| Cape Breton “ | 4 | 10 | 14 |
| Hants “ | 2 | 18 | 20 |
| Kings “ | 4 | 6 | 10 |
| Annapolis “ | 3 | 4 | 7 |
| Digby “ | 1 | 1 | 2 |
| Yarmouth “ | 2 | 4 | 6 |
| Shelburne “ | | 1 | 1 |
| Queens “ | 2 | 7 | 9 |
| Lunenburg “ | | 7 | 7 |
| Newfoundland, | | 2 | 2 |
| New Brunswick, | | 8 | 8 |
| P. E. Island, | | 2 | 2 |
| Barbadoes, | | 1 | 1 |
| United States, | 2 | 8 | 10 |
| Scotland, | | 1 | 1 |
| Ireland, | | 1 | 1 |
| Germany, | | 1 | 1 |
| H. M. Service, | 1 | 5 | 6 |
| Unknown, | 3 | 6 | 9 |
| Total, | 47 | 236 | 283 |

The advantages of the Hospital are not limited to the parts of the Province nearest to Halifax, but are shared by the most distant counties.

Two patients were admitted from the United States. One was formerly a resident in this province, and after having aided for many years in supporting a foreign asylum, he now returns to enjoy the refuge provided nearer home. The other was found in this neighborhood wandering heedlessly about, and from his appearance was supposed to have escaped from this Hospital. He could give no intelligible account of himself except that he had been in an asylum before. On being questioned as to the locality and the Superintendent's name, his answers confirmed his previous statement. His photograph was forwarded to the Superintendent and was recognized as that of an old patient who had been dismissed as harmless. His re-commitment to the Hospital of his native State has not yet been arranged for.

Civil condition of all admitted.

| | Married. | Single. | Widowed. | Unknown. | Total. |
|------------------|----------|---------|----------|----------|--------|
| 1859-62 } Males, | 49 | 83 | 2 | 6 | 140 |
| } Females, | 40 | 45 | 11 | | 96 |
| 1863 } Males, | 9 | 14 | 2 | 5 | 30 |
| } Females, | 8 | 8 | | 1 | 17 |

1859 to 1863 inclusive:

| | | | | | |
|----------|-----|-----|----|----|-----|
| Males, | 58 | 97 | 4 | 11 | 170 |
| Females, | 48 | 53 | 11 | 1 | 113 |
| Total, | 106 | 150 | 15 | 12 | 283 |

The most noticeable fact in connection with the foregoing table is the very large proportion of unmarried males, (97) more than one third of the entire number of both sexes admitted (283). This points unmistakably to a prevailing vice, and ought to serve as a most serious warning to all lascivious young men.

FORMER OCCUPATION.

| MALES. | 1863. | 1859-62. | Total. | FEMALES. | 1863. | 1860-62. | Total. |
|--|--|---|---|--|---------------------------------------|---|---|
| Farmers and Farmers' sons, Merchants, Gentlemen, Physician and Student, Carpenters, Schoolmasters, Printers, Painters, Soldiers and marines, Pensioners, Clerks and book-keeper, Ship Captain and Stevedore, Seamen, Fishermen, Masons, Laborers, Barbers, Blacksmiths, Shoemakers, Barrister 1, Engineer 1, Saddler 1, Hotel keeper 1, Minister 1, Collector of Customs, Miller 1, wool sorter 1, Cooper 1, Cabinet-Maker 1, Wheel Wright 1, Tailor 1, Couchmen 1, Pedler 1, Paper-folder 1, Miner 1, | 5 3 2 1 1 1 1 1 1 1 5 1 1 3 | 28 5 4 3 5 1 2 5 1 3 2 11 6 3 15 3 2 4 | 33 8 4 3 2 6 2 2 6 2 3 3 16 7 4 18 3 2 4 2 2 2 2 2 2 2 2 2 | Farmers' wives and daughters, " widows, Governess, Ladies, Lady's maid, Milliner, Dressmakers, Seamstresses, Domestic servants, Captains' wives, Grocer's wife, Seaman's wives, Washer women, Tailors' wives, Coachman's wife, Laborers' wives and daughters, Captain's wife, Clerk's wife, Pensioner's wife and widow, Teacher's wife, Merchant's wife, Farmer's wife, Fisherman's wife, Basket maker, | 5 4 1 2 1 | 11 2 1 2 1 1 2 2 18 1 1 4 2 3 1 4 1 1 2 1 1 1 1 | 10 2 1 2 1 1 2 2 22 2 1 4 4 8 1 6 1 1 2 1 1 1 1 |

Besides those above enumerated, there were many of both sexes who either had no occupation, or it was unknown at the time of their admission.

The large proportionate number of the farming class admitted does not indicate any increased liability to insanity in this branch of the population, as might at first sight appear. According to the census of 1861, nearly one-fourth of the number of male inhabitants of the Province are Farmers. The ratio of insanity among them, judging from this table, is as 1 in 1148, while of the whole population the proportion of insane is stated as 1 in 970.

Misapprehension as to the precise number of any particular class may sometimes arise from the re-admission of patients.

DISCHARGED.

Thirty-five have been discharged this year, of whom twenty-two were "restored," (seventeen males and five females); seven were more or less "improved," and six have died, (five males and one female).

The proportion of recoveries is larger than heretofore. Three are included who were absent "on leave," at the date of last report, and continued well. Two, however, who are now absent "on trial," and who are probably quite restored, are not included, as the time of their probation has not expired.

One who had to all appearance entirely recovered, and who, on leaving, was enabled for three months to earn her own living, has recently been re-admitted, owing to a recurrence of her insanity.

From others we continue to receive the most gratifying accounts as to their complete restoration.

Of the seven discharged "improved," four were considered by their friends well enough to be retained at home. One, whose insanity was at first supposed to have been feigned, was subsequently transferred to a Naval Asylum in England.

Two patients made good their escape. One of these was overtaken before reaching home, but at the request of his friends was allowed to proceed, and has been retained. The other escaped through culpable negligence, and the two employees most at fault were discharged in consequence.

As the hospital has now been five years in operation, it may not be amiss to insert in this report a table showing the ratio of recoveries to admissions for each year, and also the proportion of deaths per annum on the average number under treatment. Under either aspect this table presents results which may be regarded as highly satisfactory.

It is not unusual to expatiate upon the unfavorable class of patients admitted, by which the number of recoveries is reduced, and the mortality rate correspondingly increased. Without, however, referring further to this than to say the Provincial Hospital has from the outset had a large per centage of chronic, epileptic, idiotic, and hence hopeless cases on its record,—the results of the past five years are exhibited in the accompanying table.

Table shewing the admissions, recoveries, and deaths, from January 1st, 1859, to December 31st, 1863.

| | Remaining from year before. | | | Admitted. | | | Discharged recovered. | | | Per cent. recovered on admission. | Average No. resident. | Died. | | | Per centage of deaths on No. resident. |
|--|-----------------------------|----|-----|-----------|----|----|-----------------------|----|----|-----------------------------------|-----------------------|-------|----|------|--|
| | M. | F. | T. | M. | F. | T. | M. | F. | T. | | | M. | F. | T. | |
| 1859, | | | | 39 | 31 | 70 | 8 | 3 | 11 | 15.71 | 42 | | | | |
| 1860, | 28 | 27 | 55 | 32 | 31 | 63 | 8 | 6 | 14 | 22.22 | 70 | 3 | 1 | 4 | 5.71 |
| 1861, | 45 | 50 | 95 | 38 | 22 | 60 | 14 | 9 | 23 | 38.33 | 105 | 3 | 7 | 10 | 9.52 |
| 1862, | 62 | 55 | 117 | 31 | 12 | 43 | 12 | 9 | 21 | 48.83 | 121 | 4 | 1 | 5 | 4.13 |
| 1863, | 74 | 56 | 130 | 30 | 17 | 47 | 17 | 5 | 22 | 46.80 | 132 | 5 | 1 | 6 | 4.54 |
| Average rate of recoveries for five years, | | | | | | | | | | 34.37 | Average, | | | 4.78 | |

The history of patients who were specified in former reports as having been discharged "improved," has been enquired into, and it is gratifying to learn that seventeen of the number have continued to get better, and are so far recovered as to be once more restored to society. These are included in the above table, being three, five, three, and six respectively, for the years 1859, '60, '61, and '62.

The average annual rate of mortality for five years when reckoned *on the whole number treated* in each year, has been for this Hospital 3.27 per cent., whereas the results of a comparison of thirty-seven American Hospitals for the Insane, given in the American Journal of Insanity (Vol. xvi. p. 241), afford a corresponding ratio of 6.67 per cent.

As elderly, feeble and paralytic patients accumulate, it may not be possible hereafter to present a mortality rate so far below the average of other Hospitals. Even while this report is being written, there are cases of influenza in every ward, the result of which may tell heavily in next year's obituary list.

Two of the deaths this year occurred from apoplexy, in men between sixty and seventy years of age. Previous seizures in each case led to a notification of the friends, as to the impending danger, and the fatal event, when it took place, was not unexpected.

One patient died of marasmus, probably consequent upon abdominal disease. No *sectio cadaveris* was held in this case, from difficulty in communicating soon enough with friends of the deceased. Possibly latent phthisis may also have existed here.

One advanced in years, died of enteritis, whose death from gradual decay had long been looked for. The symptoms during life indicated ossification of the arteries, yet the post mortem examination proved the contrary.

One died of general paralysis of the insane. He had been two years and nine months in this institution, having been transferred from a military hospital in the early stages of his malady.

Only one death occurred among the female patients, and that from phthisis. The symptoms of pulmonary disease were not manifested until shortly before her decease.

ESCAPE OF PATIENTS.

The majority of the inmates here, and probably in every asylum, believe themselves to be perfectly sane, indeed so strong is this conviction that a day seldom passes without one or more stoutly demanding their liberty. It can readily be understood that with this firm persuasion of their being unjustly detained, they make frequent attempts to leave the Hospital. Twenty-four escapes occurred during the past year, but of these many were discovered before the patients left the premises. Several of the absentees were but a few hours away when they were overtaken; in other instances they were a source of anxiety to us for days together; and (as already noted under the head of "discharges") two succeeded in gaining their freedom.

Daily out-door exercise is enjoined and encouraged, and situated as we are it is oftentimes very difficult to prevent these attempts from being successfully carried out.

VISITS OF PATIENTS TO THEIR FRIENDS.

To treat the insane as though not devoid of reason, is one of the triumphs of the present age. An important step in the progress of humanity is the privilege now accorded to the majority of the inmates of all well conducted asylums, of seeing their friends (of course under proper restrictions) as often as practicable, and of going out occasionally into the world around them.

To relieve the tedium of Hospital life by occasional excursions and by recreation of various kinds is very desirable. It is equally important to afford the inmates frequent opportunities of seeing their friends, especially where the insanity is of long standing. In recent cases, and in the early stage of convalescence, probably no greater injury could befall a patient than a visit from one of their nearest and dearest friends. In former reports these untimely interviews are strongly condemned, nor are these the only visits fraught with injury to the insane. A discriminating power doubtless rests with every Superintendent to shield his

charge from the gaze of unfeeling and inquisitive strangers. Many a visitor to this Hospital has left it with feelings of disappointment, because his idle curiosity has not been gratified. The Institution, with all its appliances of modern adoption, and its numerous arrangements to secure the comfort of those who are here for care and treatment, is ever open for inspection, and is at any time well worthy of a visit, but let none suppose the patients are exhibited or made a gazing stock. They are always at liberty to retire when visitors are announced, and are, for the most part, taking exercise out of doors at the hours appointed for public inspection.

The admission of the friends of patients is quite another affair. They are always encouraged to come frequently, (unless their visits are manifestly prejudicial,) and no small amount of gratification is thus afforded on both sides.

The insane are in many cases deeply sensitive, and feel most acutely anything like neglect on the part of their friends. They appreciate also the interest on their behalf that prompts an enquiry, a letter, or a visit, and value more than is generally supposed these evidences of affection. They prize also the opportunity, when it occurs, of visiting their relatives; and this indulgence is happily becoming more frequent. When the tedium of dull monotony is relieved by a timely visit away from the scene of daily routine, the benefit is not merely transient, but the trip gives pleasing reflections long after.

The visits of patients to their friends may be for a few hours, or for as many days. In the case of convalescents the period of absence generally extends over weeks or perhaps months; but as a means of relaxation and gratification for a large class of patients the visits may be limited to any convenient period. When the patient is to return on the day he goes out leave of absence is granted by the Superintendent; when any longer visit is desired the sanction of the Board is always previously solicited.

CROWDING OF THE HOSPITAL—EXTENSION REQUIRED.

As predicted in former reports, the hospital is now crowded "beyond its capacity to afford either comfortable or healthful accommodation." The time has arrived when admissions must necessarily be limited to correspond with the discharges. Unfortunately this delay will render less curable the cases hereafter to be admitted. The accumulation of elderly and imbecile, as well as epileptic patients, now steadily going on, tends to fill up all the available space, to the almost entire exclusion of recent and hopeful cases. Unless the building be extended, its usefulness will be greatly impaired, from the impossibility of receiving patients until the prospects of their being cured are materially diminished.

The disadvantages of over-crowding are, first—an increased amount of irritability, both in patients and attendants. The movements of all are restricted, their comforts interfered with, and the chances of pleasant encounters greatly multiplied. Secondly—it causes a vitiated condition of the air, especially in the associated dormitories, influencing very injuriously the health of the inmates. Thirdly—all proper classification and separation are rendered impracticable; the convalescent, quiet, and respectable patients are unavoidably subjected to numerous annoyances, to which they ought not to be exposed.

The plea for increased accommodation for the insane, is one that appeals to every class in the community. None, however exalted their position, or however humble their lot, can claim exemption from a liability to this fearful affliction. Knowing this, and knowing also how very unexpectedly men of all classes are suddenly prostrated by an attack of insanity, it behoves all that a refuge be provided suitable for the emergency.

Nor is selfishness the only plea: common humanity requires that ample provision be made for the care and cure of those who, bereft of the guiding light of reason, are unable to steer safely through the shoals and quicksands of the voyage of life.

To carry out the objects of the institution the early extension of the hospital is absolutely necessary. This duty devolves upon the Legislature of the Province, and may be advocated upon the score of public advantage, both present and prospective. It may also be strenuously urged upon the ground of charity and

benevolence. The committee on humane institutions, in their report for 1863, (already quoted) state that "the government should make early preparation for the extension of the building."

The example of other colonies is an additional stimulus, and it is worthy of note, that New Brunswick has recently completed her Asylum, while in Canada they have no less than seven. Nova Scotia, if we may judge by the past, will not consent to remain behind in this advancing age of civilization and improvement.

OCCURRENCES OF THE YEAR.

A Bazaar or Fancy Fair was held early in the summer, to raise funds for promoting the enjoyment and welfare of the patients.

It originated with two kind lady friends from Liverpool, who, visiting the Hospital, and noticing the good effect of rational recreation upon the inmates, laudably resolved upon adding to our resources for this purpose. On returning to England they sent out two large cases of useful and fancy articles. This stimulated the patients themselves to increase the stock; and others learning what had been accomplished, obligingly volunteered their aid.

Donations for the refreshment table were kindly made, not only by our own generous neighbours, but by many kind friends in Halifax.

The sale was held in the Rink building, at the Horticultural Society's gardens, and was under the distinguished patronage of the Earl and Countess of Mulgrave, of Vice Admiral Sir Alexander and Lady Milne, and of Major General Doyle.

After payment of expenses, a net sum of \$309 50 (three hundred and nine dollars, fifty cents) was realized, and deposited in the Provincial Savings' Bank.

In July a party of patients, to the number of fifty-seven, besides their attendants and other employees of the Hospital, with a few friends, had a delightful excursion upon Halifax harbor and Bedford Basin, with excellent music from a portion of the Band of the 17th Regiment, in the steamer *Mic-Mac*, kindly placed at our disposal by John B. Handley, Esq. It was a treat richly enjoyed by all.

In September, a party of fifty-four (including attendants) were conveyed by steamer to the North ferry, and thence by omnibuses to Downs' celebrated Aviary, at the North-west Arm, where they spent a delightful afternoon, inspecting the interesting collection of this kind-hearted naturalist, who cherfully gave admission to his grounds gratuitously.

Soon after this, another steamboat excursion was had, passing down the Eastern Passage, around Saint George's Island, and thence up to Bedford. On this occasion, the excellent Band of the Royal Artillery, under Mr. Harrop, gratuitously discoursed sweet music, which added materially to the day's enjoyment. No less than sixty-seven patients, being more than half the number then resident, were enabled to join in this.

An evening's entertainment in honor of a visit from the Superintendent of the Jamaica Asylum, was given the same month,—the 17th string Band, under Mr. Holt, enlivening the entire household.

These highly prized and really valuable adjuncts to medical treatment were very considerably provided by Major De Haviland, R. A., and friends.

During the winter months the female patients were taken for a sleigh drive.

Saint Valentine's Day, the Prince of Wales' marriage, the Queen's birth-day, the Provincial holiday, (21st June,) Halloween and Christmas, as well as other festivals, were duly celebrated, giving that change from daily routine which is so very essential.

On thanksgiving day the greater number of the female patients walked to Balmoral, about a mile and a half distant; while the male patients walked past the Eastern Battery some two or three miles.

A party of male patients went to the Common during the summer to witness a review of the troops.

A pic-nic was held at the Eastern Passage shore, one portion of the patients going by land and the remainder by water. The ramble by the sea shore, and the tables spread on the grassy lawn, afforded to all a pleasing change.

While mentioning these various means of amusement it may not be amiss to say that an application for the transfer of a patient to this hospital was grounded upon the fact of our having "more cheerfulness" here.

During the past season a portion of ground between the hospital and garden has been levelled off, and hundreds of cartloads of stones taken from the surface.

Work has been afforded for all our industrious patients, in the excavation of the new entrance gate, the fencing of fields for pasture, shoemaking, tailoring, white-washing of barn and fences, storing four hundred chaldrons of coal, gathering manure for compost, surface draining, the relaying of water pipes, and the performance of numerous daily duties.

The usual amount of farm work and gardening has been attended to, with equal advantage to the patients and the institution.

Extensive repairs have been made in the wards this year, requiring frequent and somewhat hurried transposition of the patients. The sewing room and a part of the detached building were brought into requisition as dormitories. The patients had for a time to dine in the corridors; and other temporary expedients had to be resorted to while this necessary work was in progress. The external walls of three wards, wherever leaky, were furred out, lathed and plastered; leaving four other wards, of the sections first built, to be repaired in like manner another season.

The porches have been painted, the window sashes oiled, the slating repaired, the zinc spouting replaced where defective, and the gas retorts, having been burnt out, were removed and new ones set in their place.

From Her Majesty's Secretary of State for the Colonies, through his Excellency the Lieutenant Governor, we received in February last a series of printed questions relative to the history of the hospital, its cost, dimensions, accommodation, management, the result of treatment, &c. The enquiries went minutely into these and other particulars, and doubtless emanated from the Board of Commissioners in Lunacy in England. They were sent simultaneously to the other Colonies; and a comparison of the replies from all would be highly interesting to those who devote much attention to the subject of insanity.

Having no assistant medical officer with whom to share the responsibilities of the more grave and difficult cases, your Superintendent has thankfully to acknowledge the ready acquiescence of the Board in granting a consultation with a professional friend when such a step was deemed necessary. In other respects also the uniform kindness of your Board is held in the most grateful remembrance.

ACKNOWLEDGEMENTS.

That an hospital may be built by the Province and mainly endowed by the public treasury, and still be a worthy object of the benevolent regard of the philanthropist, is fully exemplified in the case of this institution.

To many it doubtless appears altogether superfluous that any portion of their benefactions should be devoted towards an asylum receiving large legislative grants from year to year. A short reflection will, however, convince them to the contrary.

An institution, having for its object the restoration of reason, is incomplete without the adjuncts of books, pictures, flowers, and whatever tends to give it a home-like appearance and character.

To ask these luxuries from the legislature would be taxing its liberality too far, while to refuse them from private sources would be to deprive the inmates of those numerous and nameless comforts essential to their well-being.

It speaks well for the liberal spirit of this community that they have within the past four years contributed in legacies and donations to the Provincial Hospital upwards of ten thousand dollars. The chief portion of this sum consists of the "Brown Fund," for the support of indigent patients, and the "Bell Fund," for affording necessaries and comforts not otherwise provided for. These are specially referred to in the first annual report.

Independently of these legacies, a valuable piano forte, a full-toned organ, a handsome billiard table, a bagatelle board, a library of about six hundred volumes, framed and glazed pictures, nearly an hundred, and many other essential auxili-

aries, attest the generous sympathy of a warm-hearted and benevolent community. May the time never arrive when any of the numerous donors will regret their contributions.

It affords the Superintendent much gratification to announce that during the past year another legacy has been left to the institution. The late Mrs. Forrester, with a thoughtfulness and liberality well worthy of imitation, has generously bequeathed to the Provincial Hospital for the Insane two hundred dollars, which is most gratefully acknowledged.

His Excellency the Most Noble the Marquis of Normanby has added several illustrated volumes to our library, and the Right Honorable the Marchioness has presented us with additional pictures for the wards, besides appropriate presents to individual patients. Their unabated interest in this charity was kindly manifested on many occasions.

His Honor the Administrator of the Government, Major General Doyle, has recently inspected the hospital, and has inserted in the visitor's book his cordial approval of its management.

The ministers of the Episcopal, Wesleyan, Presbyterian, and Baptist Churches, continue kindly to officiate weekly in rotation.

We are indebted to His Lordship the Bishop of Nova Scotia for a donation of prayer books; and through his kind influence we have received from the Venerable Society for the Propagation of the Gospel, a series of pictures on gospel subjects, for the walls of the corridor, used temporarily as our chapel.

By the Halifax Ladies' Bible Association, through the kindness of Mrs. S. N. Binney, we were presented with a pulpit Bible.

To Major De Havilland, R. A., we are not only indebted for his own donation, but for his kind interest in securing the contributions of several friends, who desire to remain incognito. Jointly they raised a sum of nearly twenty pounds, by means of which we were enabled to give the inmates a delightful trip to Downs's, a second steamboat excursion to Bedford, and one of our pleasantest evening entertainments—as severally noticed in the "occurrences of the year."

Mrs. H. Y. Mott has generously contributed plum cake and fruit for the patients' re-unions, as in former years.

Mrs. Pillsbury very considerably renewed her invitation to the convalescent patients; and made donations of ribbons, colored wools, artificial flowers, &c., for the gratification of others.

Miss Nordbeck has continued to show her interest in the hospital, and contributed \$9.77 towards the recreation fund.

John A. Handley, Esq., besides providing the steamer, as already noticed, for our July excursion, generously supplies us with copies of "Punch" and the "Illustrated London News," regularly as published.

George Johnson, Esq., has kindly presented the hospital with an aquarium, and a book of instructions as to its management.

T. Belt, Esq., has added several valuable books to our library, besides making other donations.

G. G. Gray, Esq., gave us another interesting exhibition of chromotypes; dissolving views, &c., with the magic lantern. Messrs. Della Torre & Co., generously loaned a number of slides for the occasion.

F. M. Passow, Esq., has again favored us with one of his inimitable readings.

It affords the Superintendent pleasure to express his approbation of the continued zeal and unremitting kindness of the attendants. To the engineer, the storekeeper, and the head attendant of the men's wards, we owe much for music and other accompaniments, on the occasion of our evening parties.

We are in receipt regularly, as heretofore, of the "Church Record," the "Christian Messenger," the "Presbyterian Witness," the "Provincial Wesleyan," the "Acadian Recorder," the "Morning Journal," the "Halifax Sun," the "British Colonist," the "Morning Chronicle," the "Halifax Reporter," the "Evening Express," and the "Abstainer." The "Halifax Citizen" has been kindly added to our list; and we continue to receive the "Eastern Chronicle" and the "Colonial Standard," from Pictou, as also the "Morning News," from Saint John, N. B. To the proprietors of these papers we tender most heartily our renewed obligations.

REQUIREMENTS.

We still require an additional hot water tank. We need a sun shade for patients taking out-door exercise, and an airing court for excited patients. A new coal shed is necessary; further repairs, both external and internal, are urgently called for, but far beyond all these is our need of hospital extension.

CONCLUSION.

The past year has been one of progress. Essential repairs have been made, and although much temporary inconvenience was unavoidably caused by the presence of numerous workmen, it was cheerfully submitted to by all. The general health of the inmates has been good, and no accident or injury has occurred. The most gratifying letters from recovered patients attest their thankfulness as well as their restoration.

Devoutly grateful for past mercies, and humbly confiding in the dispensations of an all-wise Providence, we enter hopefully on the ensuing year.

JAMES R. DEWOLF,

M. D. Edin.

Superintendent.

Mount Hope, January 1st, 1864.

Produce of the Garden and the adjoining Field, 1863.

| | | | |
|--|--------------|------------------|-------------|
| Beets, | 100 bushels. | Turnips, | 25 bushels. |
| Carrots, | 40 " | Mangold Wurtzel, | 110 " |
| Parsnips, | 10 " | Cabbage, | 1400 heads. |
| Beans, | 20 " | Cauliflower, | 600 " |
| Peas, | 9 " | Celery, | 400 " |
| Spinach, | 7 " | Squash, | 31 dozen. |
| Rhubarb, | 8 " | Pumpkin, | 9 " |
| Indian Corn, Lettuce, Onion, Radishes, Parsley, Tomato, Cucumbers, Salsafy, Asparagus and Sweet Herbs. | | | |

List of Articles made by the Female Patients, 1863.

| | |
|-----------------------|---------------------|
| 116 Shirts, | 43 Pairs Stockings, |
| 36 Flannel Shirts, | 66 Chemises, |
| 99 Pairs Socks, | 3 Hoods, |
| 30 Homespun Coats, | 3 Bonnets, |
| 70 Pairs Pants, | 31 Sheets, |
| 53 " Flannel Drawers, | 90 Pillow Cases, |
| 15 " Cotton | 26 Bolster Cases, |
| 43 " Mittens, | 3 Bolster Ticks, |
| 24 Vests, | 43 Napkins, |
| 56 Neckerchiefs, | 52 Towels, |
| 43 Dresses, | 5 Clothes' Bags, |
| 3 Quilted Petticoats, | 36 Dusters, |
| 17 Flannel " | 78 Bed Ticks, |
| 6 Jackets, | 6 Comforts, |
| 16 Night Gowns, | 13 Quilts, |
| 27 Caps, | 8 Toilet Covers, |
| 28 Aprons, | 28 Green Blinds. |
| 12 Collars, | |

Expenditure for Labor, as shown by the Pay Lists; also for salaries.
1863.

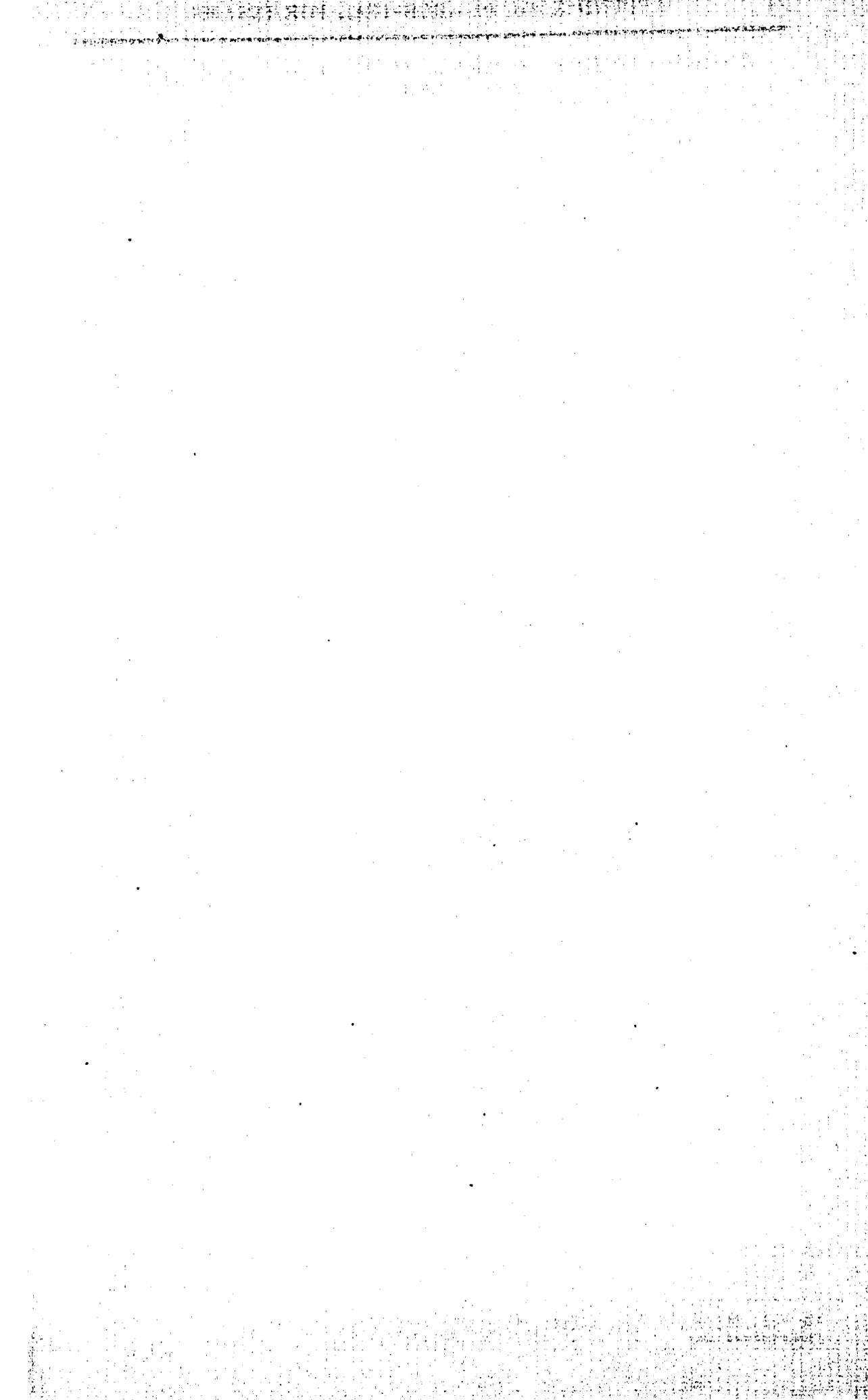
| | | | | | | | |
|------------|---|---|---|---|---|-----------|--|
| January, | - | - | - | - | - | \$326 54 | |
| February, | - | - | - | - | - | 318 39 | |
| March, | - | - | - | - | - | 331 07 | |
| Salaries, | - | - | - | - | - | 575 00 | |
| | | | | | | 1551 00 | |
| April, | - | - | - | - | - | 329 58 | |
| May, | - | - | - | - | - | 345 29 | |
| June, | - | - | - | - | - | 339 02 | |
| Salaries, | - | - | - | - | - | 575 00 | |
| | | | | | | 1588 89 | |
| July, | - | - | - | - | - | 344 05 | |
| August, | - | - | - | - | - | 346 41 | |
| September, | - | - | - | - | - | 342 08 | |
| Salaries, | - | - | - | - | - | 575 00 | |
| | | | | | | 1607 54 | |
| October, | - | - | - | - | - | 351 34 | |
| November, | - | - | - | - | - | 338 37 | |
| December, | - | - | - | - | - | 338 84 | |
| Salaries, | - | - | - | - | - | 575 00 | |
| | | | | | | 1603 35 | |
| | | | | | | \$6350 98 | |

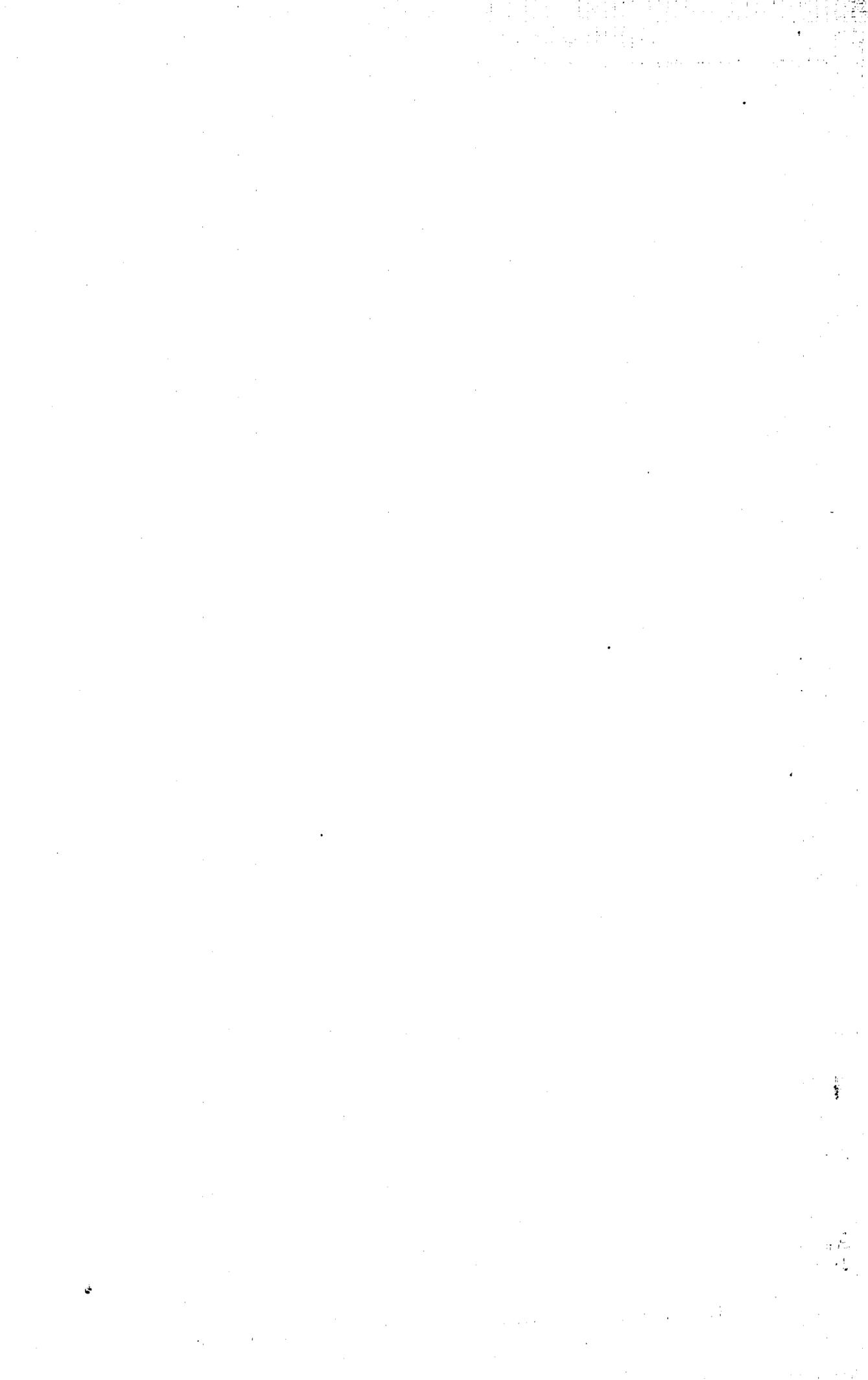
The expenditure, as shown by the above table, is higher by \$403 66 than in 1862, but the relative rate per patient is less. The increase in the whole amount is owing chiefly to the additional number of patients; but partly to the extra labor caused by frequent removals during the progress of repairs, and to some extent also to the employment of special attendants. As these, however, were paid for at an extra rate by those requiring their services, no increased outlay on that account occurred to the hospital,

The cost of provisions has been lower by \$682 90 than in 1862, resulting principally from the difference in the contract prices of the leading articles.

The average outlay for each patient, for both these items together, has been considerably below that of any former year.

Including clothing, fuel, medicines, &c., &c., (without reference to repairs), the total expenditure for 1863, has been \$20125 86, averaging \$152 46 per patient.





APPENDIX No. 11.

ESTIMATE.

ASSETS 31st DECEMBER 1863.

| | |
|--|--------------|
| Balance in hands of Receiver General..... | \$100,745 67 |
| “ Duc from Casual Revenue..... | 39,128 15 |
| “ “ Collectors of Colonial Revenue..... | 48,069 38 |
| “ “ Brewers of Ale and Porter..... | 2,188 20 |
| “ “ Manufacturers of Tobacco..... | 1,109 47 |
| “ “ Canada, New Brunswick, and P. E. Island..... | 6,145 15 |
| “ “ Counties for Road Advances..... | 11,231 43 |
| “ “ Counties et al to Hospital for Insane..... | 22,279 40 |
| “ “ Railway Department..... | 23,005 38 |
| “ “ Post Office Department..... | 1,597 63 |
| “ “ Old Copper Coin..... | 3,000 00 |
| | \$258,499 86 |

LIABILITIES OF THE PROVINCE.

| | |
|---|--------------|
| For Services of 1863, per Abstract A..... | \$143,765 33 |
| “ previous to 1863, per Abstract B,..... | 6,329 85 |
| Railway Damages in Treasury..... | 2,397 24 |
| | \$152,492 42 |
| Balance of Assets 31st December 1863..... | \$106,007 44 |

PROBABLE REVENUE OF 1864.

| | |
|--|----------------|
| Customs and Excise Duties..... | \$850,000 00 |
| Light Duty..... | 32,000 00 |
| Casual Revenue..... | 40,000 00 |
| Crown Lands..... | 20,000 00 |
| Canada, New Brunswick, and Prince Edward Island..... | 5,000 00 |
| Great Britain, for Sable Island..... | 2,000 00 |
| Hospital for Insane..... | 15,000 00 |
| Gold Fields..... | 20,000 00 |
| Railway Revenue..... | 160,000 00 |
| Post Office Revenue..... | 35,000 00 |
| Board of Revenue..... | 1,000 00 |
| | 1,180,000 00 |
| | \$1,286,007 44 |

ESTIMATED EXPENDITURE FOR 1864.

| | |
|---|----------------|
| Authorized by existing Laws..... | \$452,120 00 |
| To be voted by the Legislature..... | 770,235 00 |
| Total Estimated Expenditure for 1864..... | \$1,222,355 00 |

FINANCIAL STATEMENTS.

Abstract of the Expenditure for the Services named, as compared with the Estimate, for the year ended 31st December, 1863.

| HEADS OF EXPENDITURE. | Estimate. | Expenditure. | Drawn. | Undrawn. |
|-------------------------------|--------------|--------------|-----------|-----------|
| Civil List | 59640 00 | 59812 85 | 44794 51 | 15018 34 |
| Agriculture | 5400 00 | 5711 71 | 5161 71 | 550 00 |
| Board of Works..... | 95050 00 | 96418 44 | 68816 48 | 27601 96 |
| Crown Land Department.... | 12100 00 | 14082 60 | 10793 60 | 3289 00 |
| Coroners' Inquests | 1400 00 | 1330 00 | 1330 00 | |
| Criminal Prosecutions | 1600 00 | 2432 75 | 2432 75 | |
| Distressed Seamen | 200 00 | 200 00 | | 200 00 |
| Drawback of Duties..... | 13100 00 | 24456 64 | 22167 64 | 2289 00 |
| Education..... | 67930 00 | 67728 03 | 55077 24 | 12650 79 |
| Gold Fields..... | 16000 00 | 13083 57 | 13083 57 | |
| Interest | 20000 00 | 21684 20 | 21684 20 | |
| Do. Railway Loan..... | 242100 00 | 244586 79 | 243962 66 | 624 13 |
| Indians | 1336 12 | 1335 72 | 1262 22 | 73 50 |
| Immigration | 5000 00 | 2644 80 | 2444 80 | 200 00 |
| Judiciary Expenses | 1400 00 | 1418 66 | 1418 66 | |
| Legislative Expenses | 39110 00 | 37789 21 | 37789 21 | |
| Militia | 24000 00 | 26240 00 | 24240 00 | 2000 00 |
| Miscellaneous | 9850 00 | 13749 24 | 11874 63 | 1874 61 |
| Navigation Securities..... | 12200 00 | 12199 99 | 3013 60 | 9186 39 |
| Post Communication..... | 68750 00 | 58764 59 | 41190 42 | 17574 17 |
| Public Printing..... | 8000 00 | 9839 27 | 7957 32 | 1881 95 |
| Poors' Asylum | 8100 00 | 8100 00 | 6000 00 | 2100 00 |
| Revenue Expenses | 53990 00 | 58771 67 | 35082 14 | 23689 53 |
| Railway Expenses | 100000 00 | 127962 58 | 119574 77 | 8387 81 |
| Railway Construction..... | 4000 00 | 4000 00 | 4000 00 | |
| Rations to Troops..... | 100 00 | 148 20 | 148 20 | |
| Roads and Bridges..... | 140000 00 | 140000 00 | 131877 15 | 8122 85 |
| Road Compensation | 320 00 | 249 15 | 215 85 | 33 30 |
| Steamb'ts, Packets, & Ferries | 13306 00 | 10472 67 | 4140 67 | 6332 00 |
| Transient Poor | 7192 34 | 7060 80 | 6974 80 | 86 00 |
| | \$1031174 46 | 1072274 13 | 928508 80 | 143765 33 |

**CLASSIFICATION AND DISTRIBUTION OF THE FOREGOING
ESTIMATED EXPENDITURE.**

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|-----------------------|---------------------------------------|
| CIVIL LIST. | | |
| <i>Authorized by Law.</i> | | |
| The Lieutenant-Governor.....Salary..... | \$15000 | |
| The Chief Justice .....do..... | 3200 | |
| Assistant Judge .....do..... | 3250 | |
| Do. do. ....do..... | 2800 | |
| Do. do. ....do..... | 2800 | |
| Do. do. ....do..... | 2800 | |
| Provincial Secretary .....do..... | 2800 | |
| Receiver General.....do..... | 2400 | |
| Financial Secretary .....do..... | 2400 | |
| Attorney General.....do..... | 2000 | |
| Commissioner of Crown Lands....do..... | 2000 | |
| First Clerk to Receiver General...do..... | 1000 | |
| Do. to Financial Secretary..do..... | 800 | |
| Do. Crown Land Departmt.do..... | 1000 | |
| Second Clerk.....do.....do..... | 800 | |
| Third do.....do.....do..... | 400 | |
| Hon. Alexander Stewart, C. B., Pension..... | 1600 | |
| John G. Marshall.....do..... | 1200 | |
| William Q. Sawers.....do..... | 1200 | |
| Thomas C. Haliburton.....do..... | 1200 | |
| Henry W. Crawley .....do..... | 1200 | |
| John Spry Morris.....do..... | 1200 | |
| Commissioner of Crown Lands for contingencies... | 200 | |
| | <hr/> 53250 | |
| <i>Carried forward</i> | 53250 | |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature |
|--|--------------------|--------------------------------|
| <i>Brought forward</i> | \$53250 | |
| CIVIL LIST—Continued. | | |
| <i>To be voted.</i> | | |
| First Clerk Provincial Secretary's Office | \$1400 | |
| Second do.....do..... | 900 | |
| First Clerk Receiver General's Office, additional... | 200 | |
| Second do.....do..... | 800 | |
| Clerk Financial Secretary's Office, additional..... | 200 | |
| Third Clerk Crown Land Department, additional... | 80 | |
| Fourth do.....do..... | 600 | |
| Fifth do.....do..... | 400 | |
| Contingencies to Provincial Secretary's Office..... | 500 | |
| Do.....Receiver General's Office..... | 200 | |
| Do.....Financial Secretary's Office | 300 | |
| Clerk of Crown..... | 400 | |
| Messenger of Council..... | 160 | |
| | | |
| | | |
| | | 6140 |
| CRIMINAL PROSECUTIONS. | | |
| <i>Authorized by Law</i> | 2400 | |
| CROWN LAND DEPARTMENT. | | |
| <i>To be Voted</i> | | |
| | | 14000 |
| CORONERS' INQUESTS. | | |
| <i>Authorized by Law</i> | 1400 | |
| | | |
| | | |
| | | |
| | | |
| | | |
| <i>Carried forward</i> | 57050 | 20140 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|---|--------------------|---------------------------------|
| <i>Brought forward</i> | 57050 | 20140 |
| REVENUE EXPENSES. | | |
| <i>Authorized by Law.</i> | | |
| Collector of Customs at Halifax | \$1600 | |
| Commission on Excise Duties..... | 9300 | |
| Do.....Light Duty..... | 1600 | |
| | — | 12500 |
| <i>To be Voted.</i> | | |
| FOR HALIFAX DEPARTMENT. | | |
| Controller of Customs | 1000 | |
| Warehouse Keeper | 1000 | |
| Landing Waiters.....3..... | 2600 | |
| Clerks | 8.....4640 | |
| Guagers.....2..... | 1200 | |
| Tide Surveyor.....1..... | 627 | |
| Shipping Officers | 3.....1648 | |
| Warehouse Lockers ...12..... | 5484 | |
| Weighers | 3.....1696 | |
| Tide Waiters and Boatmen | 6845 | |
| Messengers and Truckmen..... | 560 | |
| Incidental Expenses | 1000 | |
| | — | 28,300 |
| ANTIGONISH COUNTY. | | |
| Antigonish, Controller and Collector..... | 80 | |
| Little River do. do. | 80 | |
| Harbor au Bouche, do. | 80 | |
| | — | 240 |
| | — | |
| <i>Carried forward</i> | \$28540 | 69550 |
| | | 20140 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted By the Legislature. |
|--|-----------------------|---------------------------------------|
| <i>Brought forward</i> | 28540 | 20140 |
| REVENUE EXPENSES—Continued. | | |
| ANNAPOLIS COUNTY. | | |
| Annapolis, Controller and Registrar | 80 | |
| Do. Protective Officer | 60 | |
| Bridgetown, Controller and Collector | 80 | |
| Clementsport, Controller and Collector | 80 | |
| Margaretsville,.....do..... | 80 | |
| Port Williams .....do..... | 80 | |
| Chute's Cove, Protective Officer | 40 | |
| Thorne's Cove, Controller and Collector..... | 80 | |
| Wilmot,.....do..... | 80 | |
| Do. Protective Officer | 60 | |
| | — | |
| | 720 | |
| CAPE BRETON COUNTY. | | |
| Cow Bay, Controller and Collector | 80 | |
| Glace Bay and Union Mines ...do..... | 80 | |
| Lingan .....do..... | 80 | |
| Louisburg .....do..... | 60 | |
| Do. Protective Officer..... | 60 | |
| Mainadiou .....do..... | 60 | |
| North Sydney, Controller and Collector..... | 200 | |
| Do. ....Boatmen..... | 340 | |
| Sydney, Controller and Registrar..... | 200 | |
| | — | |
| | 1160 | |
| COLCHESTER COUNTY. | | |
| Five Islands, Controller and Collector | 80 | |
| Do.....Protective Officer | 60 | |
| | — | |
| <i>Carried forward</i> | 140 30420 | 20140 |
| | 69550 | |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|-----------------------|---------------------------------------|
| <i>Brought forward</i>.....\$30420 | 69550 | 20140 |
| REVENUE EXPENSES—Continued. | | |
| COLCHESTER COUNTY—Continued 140 | | |
| Loudonderry, Controller and Collector..... | 80 | |
| Tatamagouche .....do..... | 80 | |
| Truro .....do..... | 80 | |
| Old Barns, Protective Officer..... | 60 | |
| Shubenacadie.....do..... | 40 | |
| | 480 | |
| CUMBERLAND COUNTY. | | |
| Advocate Harbor, Collector and Controller... | 80 | |
| Amherst.....do..... | 80 | |
| Do. Protective Officer | 60 | |
| Do.....do | 60 | |
| Apple River, Collector and Controller..... | 80 | |
| Joggins, Controller and Collector | 80 | |
| Parrsborough, Controller and Registrar | 200 | |
| Pugwash .....do..... | 80 | |
| Wallace, Controller and Collector..... | 80 | |
| | 800 | |
| DIGBY COUNTY. | | |
| Bear River, Controller and Collector | 80 | |
| Bellevue Cove, Protective Officer..... | 60 | |
| Church Point, Controller and Collector..... | 80 | |
| Digby, Controller and Registrar | 200 | |
| Montegan, Protective Officer | 60 | |
| Port Gilbert, Controller and Collector | 80 | |
| Sandy Cove.....do..... | 80 | |
| Westport .....do..... | 80 | |
| <i>Carried forward</i> | 720 31700 | 20140 |
| | 69550 | 20140 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|-----------------------|---------------------------------------|
| <i>Brought forward</i> | \$31700 | 69550 |
| | | 20140 |
| REVENUE EXPENSES—Continued. | | |
| DIGBY COUNTY—Continued | | |
| | 720 | |
| Petite Passage Protective Officer..... | 60 | |
| Weymouth, Controller and Collector | 80 | |
| Do. Protective Officer | 60 | |
| | 920 | |
| GUYSBOROUGH COUNTY. | | |
| Cape Canso, Controller and Collector | 80 | |
| Guysborough, Controller and Registrar..... | 80 | |
| Port Mulgrave, Controller and Collector | 80 | |
| St. Mary's River, Controller and Collector ... | 80 | |
| Strait of Canso, Protective Officer..... | 60 | |
| Isaac's Harbor, Collector and Controller | 80 | |
| | 460 | |
| HANTS COUNTY. | | |
| Cheverie, Controller and Collector..... | 80 | |
| Hantsport .....do..... | 80 | |
| Maitland .....do..... | 80 | |
| Noel, Protective Officer | 60 | |
| Walton, Controller and Collector | 80 | |
| Windsor, Controller and Registrar..... | 200 | |
| Do. Protective Officer and Landing Waiter | 300 | |
| | 880 | |
| HALIFAX COUNTY. | | |
| Tangier, Controller and Collector | 80 | |
| INVERNESS COUNTY. | | |
| Cheticamp, Protective Officer..... | 60 | |
| Margaree, Controller and Collector..... | 80 | |
| Port Hood.....do..... | 80 | |
| Port Hawksbury, Controller and Registrar... | 80 | |
| | 300 | |
| <i>Carried forward</i> | 34340 | 69550 |
| | | 20140 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|--------------------|---------------------------------|
| <i>Brought forward</i> | \$34340 | 20140 |
| REVENUE EXPENSES—Continued. | | |
| KING'S COUNTY. | | |
| Canada Creek, Controller and Collector | 80 | |
| Do. Protective Officer | 40 | |
| Cornwallis, Controller and Collector | 80 | |
| Do. Protective Officer..... | 60 | |
| Do. ....do..... | 40 | |
| French Cross, Controller and Collector..... | 80 | |
| Harborville, Controller and Collector..... | 80 | |
| Horton .....do..... | 80 | |
| | 540 | |
| LUNENBURG COUNTY. | | |
| Chester, Collector and Controller..... | 80 | |
| LaHave .....do..... | 80 | |
| Lunenburg, Controller and Registrar..... | 400 | |
| Do. Protective Officer, Ovens | 60 | |
| Mahone Bay, Controller and Registrar..... | 80 | |
| | 700 | |
| PICTOU COUNTY. | | |
| Pictou, Controller and Registrar..... | 1000 | |
| Do. Warehouse Keeper, Clerk, &c..... | 400 | |
| Do. Boatman and Protective Officer..... | 260 | |
| Do.....do..... | 220 | |
| Do.....do..... | 220 | |
| | 2100 | |
| QUEEN'S COUNTY. | | |
| Liverpool, Controller and Registrar..... | 300 | |
| Do. Surveyor of Shipping, &c..... | 360 | |
| Port Medway, Controller and Collector | 80 | |
| | 740 | |
| <i>Carried forward</i> | 38420 | 20140 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|-----------------------|---------------------------------------|
| <i>Brought forward</i> | \$38420 | 69550 |
| REVENUE EXPENSES—Continued. | | |
| RICHMOND COUNTY. | | |
| Arichat, Controller and Registrar..... | 200 | |
| Do. Protective Officer and Landing Waiter | 100 | |
| Do.....do..... | 60 | |
| Do.....do..... | 60 | |
| | 420 | |
| SHELBURNE COUNTY. | | |
| Barrington, Controller and Collector..... | 80 | |
| Do. Protective Officer..... | 60 | |
| Cape Sable Island do..... | 60 | |
| Ragged Islands Controller and Collector..... | 80 | |
| Shelburne do. and Registrar..... | 140 | |
| Do. Protective Officer..... | 60 | |
| | 480 | |
| VICTORIA COUNTY. | | |
| Baddeck, Controller and Collector..... | 80 | |
| Do. Boatmen..... | 60 | |
| Great Bras d'Or, Controller and Collector..... | 80 | |
| Great Bras d'Or, Boatmen..... | 60 | |
| Do. Protective Officer..... | 40 | |
| Do.....do..... | 40 | |
| St. Ann's.....do..... | 80 | |
| | 440 | |
| YARMOUTH COUNTY. | | |
| Beaver River, Controller and Collector..... | 80 | |
| Pubnico.....do.....do..... | 80 | |
| Tusket.....do.....do..... | 80 | |
| Yarmouth.....do. and Registrar..... | 1000 | |
| | 1240 | |
| <i>Carried forward</i> | 1240 19760 | 69550 |
| | | 20140 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|--------------------|---------------------------------|
| <i>Brought forward</i>.....\$39760 | 69550 | 20140 |
| REVENUE EXPENSES—Continued. | | |
| YARMOUTH COUNTY—Continued.....1240 | | |
| Do. Searcher..... 400 | | |
| Do. Surveyor of Shipping, &c..... 400 | | |
| Pubnico, Protective Officer..... 60 | | |
| Tusket.....do..... 60 | | |
| ————— 2160 | | |
| Trade Returns 200 | | |
| Contingencies 500 | | |
| Rent of Customs Department.....1240 | | |
| Light Duty Collection, Strait of Canso .....1700 | | |
| ————— 3640 | | |
| | | 45560 |
| JUDICIARY EXPENSES. | | |
| <i>Authorized by Law</i> | 1400 | |
| POORS' ASYLUM. | | |
| <i>To be Voted.</i> | | |
| Commissioners of Poor, Halifax .....8000 | | |
| Do. support of School..... 100 | | |
| ————— | | 8100 |
| RATIONS TO TROOPS. | | |
| <i>Authorized by Law</i> | 150 | |
| DISTRESSED SEAMEN. | | |
| <i>To be Voted</i> | | 200 |
| <i>Carried forward</i> | 71100 | 74000 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|---|--------------------|---------------------------------|
| <i>Brought forward</i> | 71100 | 74000 |
| STEAMBOATS, PACKETS, AND FERRIES. | | |
| <i>To be voted on usual conditions.</i> | | |
| Steamer between Windsor, St. John, and Annapolis..... | | 3000 |
| Do. Halifax and Newfoundland, calling at Sydney going and returning | | 1500 |
| Do. Pictou and Prince Edward Island.. | | 800 |
| Do. Sydney and Bras d'Or Lake..... | 1000 | |
| Packet between Windsor and Parrsborough .. | | 100 |
| Do. Westport and Montegan..... | | 100 |
| Do. Weymouth Bridge and Sandy Cove..... | 80 | 280 |
| COUNTY OF CAPE BRETON. | | |
| For Ferry Boat at Little Bras d'Or..... | | 400 |
| Ferry between Low Point and Sydney Mines | | 40 |
| Do. Lingan and Bridgeport..... | | 20 |
| Do. North Bar and Town of Sidney... | | 20 |
| Do. at Sydney River, Town of Sydney..... | | 10 |
| Do.....do.....do.....do..... | | 10 |
| Do. Little Bras d'Or..... | | 80 |
| Do. Mira River Entrance..... | | 20 |
| Do. Grand Narrows | | 16 |
| Do.....do..... | | 16 |
| | 632 | |
| COLCHESTER COUNTY. | | |
| Ferry at Mouth of Shubenacadie River..... | | 40 |
| Do.....do..... | | 40 |
| | 80 | |
| <i>Carried forward</i> | 7292 | 74000 |
| | 71100 | 74000 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|---|--------------------|---------------------------------|
| <i>Brought forward</i> | \$7292 | 71100 |
| | | 74000 |
| STEAMBOATS, PACKETS, & FERRIES—Continued. | | |
| CUMBERLAND COUNTY. | | |
| Ferry at Wallace Harbor..... | 40 | |
| Do. Pugwash Harbor..... | 20 | |
| Do. between Amherst and Minudie | 60 | |
| | 120 | |
| DIGBY COUNTY. | | |
| Ferry at Petite Passage | 30 | |
| Do. ....do..... | 30 | |
| Do. at Grand Passage | 20 | |
| Do. ....do..... | 20 | |
| Do. at Bear River | 20 | |
| | 120 | |
| GUYSBOROUGH COUNTY. | | |
| Ferry at Clay Head..... | 30 | |
| Do. at Liscomb Harbor..... | 20 | |
| Do. ....do..... | 20 | |
| Do. between Carter's and McPherson's..... | 40 | |
| Do. Port Mulgrave and Port Hawksbury.. | 40 | |
| Do. at St. Mary's River | 20 | |
| Do. ....do..... | 20 | |
| Do. Auld's Cove and McMillan's Point <i>Under Government regulations</i> | 300 | |
| | 490 | |
| HALIFAX COUNTY. | | |
| Ferry at Sheet Harbor | 50 | |
| Do. Ship Harbor | 40 | |
| Do. ....do..... | 40 | |
| Do. Necum Teuch | 40 | |
| Do. North West Arm..... | 40 | |
| Do. Sambro | 20 | |
| | 230 | |
| <i>Carried forward</i> | 8252 | 71100 |
| | | 74000 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|---|-----------------------|---------------------------------------|
| <i>Brought forward</i> | \$8252 | 71100 |
| STEAMBOATS, PACKETS, & FERRIES—Continued. | | |
| COUNTY OF HANTS. | | |
| Ferry between Hantsport and Kempt | 30 | |
| Do. Londonderry and Douglas..... | 80 | |
| | 110 | |
| COUNTY OF INVERNESS. | | |
| Ferry between Port Hawksbury and Port Mulgrave | 40 | |
| Do. McMillan's Point and Auld's Cove <i>Under Government regulations</i> | 300 | |
| Do. at Margaree River..... | 20 | |
| | 360 | |
| COUNTY OF LEXENBURG. | | |
| Ferry at LaHave River | 50 | |
| Do. ....do..... | 50 | |
| | 100 | |
| COUNTY OF PICTOU. | | |
| Ferry at Pictou Harbor | 30 | |
| COUNTY OF RICHMOND. | | |
| Ferry at mouth of Grandique River..... | 60 | |
| Do. ....do.....do.....do..... | 60 | |
| Do. between McPherson's and Carter's Landing..... | 40 | |
| Do. Discouse to River Bourgeois & St. Peter's | 50 | |
| | 210 | |
| COUNTY OF SHELBURNE. | | |
| Ferry at Sable River..... | 40 | |
| Do. Jordan River | 40 | |
| Do. between Cape Sable Island and the Main | 80 | |
| Do. at Port LeHerbert..... | 40 | |
| Do. ....do..... | 40 | |
| | 240 | |
| <i>Carried forward</i> | 9302 | 71100 |
| | | 74000 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|--------------------|---------------------------------|
| <i>Brought forward</i> | 71100 | 74000 |
| STEAMBOATS, PACKETS, & FERRIES—Continued. | | |
| VICTORIA COUNTY. | | |
| Ferry between Washabuck and Baddeck..... | 20 | |
| Do. at Big Harbor..... | 70 | |
| Do. ....do..... | 70 | |
| Do. at Southern Bay..... | 30 | |
| Do. at Great Bras d'Or..... | 60 | |
| Do. at Little Narrows | 10 | |
| Do. at St. Ann's Harbor..... | 30 | |
| | <u>290</u> | |
| YARMOUTH COUNTY. | | |
| Ferry at Tusket | 24 | |
| | | 9616 |
| DEBT. | | |
| <i>Authorized by Law.</i> | | |
| Interest due Savings Bank depositors | 21440 | |
| Do. holders of Railway debentures | 240000 | |
| Commissions to Messrs Barings..... | 2100 | |
| | <u>263540</u> | |
| MILITIA. | | |
| <i>Authorized by Law</i> | 10000 | |
| <i>To be Voted</i> | | 12000 |
| POST COMMUNICATION. | | |
| <i>To be Voted</i> | | 58750 |
| RETURN DUTIES. | | |
| <i>Authorized by Law.</i> | | |
| On Exportation | 24000 | |
| <i>Carried forward</i> | <u>368640</u> | <u>154366</u> |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|---|-----------------------|---------------------------------------|
| <i>Brought forward</i> | 368640 | 154366 |
| EDUCATION. | | |
| <i>Authorized by Law.</i> | | |
| Superintendent of Education..... | 1200 | |
| Travelling Expenses..... | 400 | |
| Principal of the Normal School..... | 1200 | |
| Teacher.....do..... | 800 | |
| Do. Model School..... | 800 | |
| School Books..... | 2400 | |
| Contingencies, Fuel, &c..... | 400 | |
| | <u>7200</u> | |
| COUNTIES. | | |
| Common Schools..... | 58880 | |
| County Academies..... | 7200 | |
| Superior Schools..... | 7200 | |
| Inspectors of Schools..... | 3000 | |
| | <u>76280</u> | |
| | | 83480 |
| <i>To be Voted.</i> | | |
| King's College..... | 1000 | |
| St. Mary's College..... | 1000 | |
| Horton Academy..... | 1000 | |
| Sackville Academy..... | 1000 | |
| Governors of Dalhousie College..... | 1000 | |
| St. Francis Xavier's Academy..... | 1000 | |
| Pictou Academy..... | 1000 | |
| Halifax Grammar School..... | 600 | |
| Infant School, Halifax..... | 200 | |
| Union School..... | 120 | |
| Repairing Model School..... | 50 | |
| Insurance Normal and Model Schools..... | 65 | |
| Teacher of Music for Normal School..... | 100 | |
| Industrial School Pictou..... | 100 | |
| School at African Settlement..... | 80 | 8315 |
| <i>Carried forward</i> | <u>452120</u> | <u>162681</u> |

| Heads and Items of Expenditure. | Authorized by law. | To be voted by the Legislature. |
|---|-----------------------|---------------------------------------|
| <i>Brought forward</i> | 452120 | 162681 |
| LEGISLATIVE. | | |
| <i>To be Voted.</i> | | |
| LEGISLATIVE COUNCIL. | | |
| Expenses of the President and Members of the Legislative Council | \$6468 | |
| Travelling Expenses | 800 | |
| Chaplain | 100 | |
| Clerk | 800 | |
| Law Clerk and Clerk of Parliament..... | 600 | |
| Gentleman Usher of the Black Rod | 300 | |
| Reporting and Publishing Debates..... | 350 | |
| Messengers | 260 | |
| Contingencies | 1250 | |
| Postage of Members..... | 700 | |
| | | 11528 |
| HOUSE OF ASSEMBLY. | | |
| Expenses of Speaker and Members of Assembly... | 16940 | |
| Travelling Expenses | 2780 | |
| The Speaker | 800 | |
| Chaplain | 100 | |
| Sergeant-at-Arms | 300 | |
| Assistant Sargeant-at-arms | 180 | |
| Clerk | 1200 | |
| Clerk-Assistant | 800 | |
| Reporting and Publishing Debates | 2200 | |
| Chairman of Committees | 160 | |
| Messenger | 160 | |
| Postage of Members | 2350 | |
| Contingencies | 1350 | 29320 |
| <i>Carried forward</i> | 452120 | 203529 |

| Heads and Items of Expenditure. | Authorized by law. | To be voted by the Legislature. |
|--|--------------------|---------------------------------|
| <i>Brought forward</i> | 452120 | 203529 |
| INDIANS. | | |
| Relief to Indians | 1200 | |
| <i>Upon Certificate that one half the following amounts have been assessed and paid by County.</i> | | |
| Overseers Poor, Dartmouth..... | 37 50 | 18 75 |
| Do. Cornwallis | 101 20 | 50 60 |
| Do. Clare..... | 17 50 | 8 50 |
| Do. do. District No. 10..... | 93 60 | 46 80 |
| Do. do. " " 11..... | 47 83 | 23 92 |
| Do. do. Salmon River..... | 17 00 | 8 50 |
| Dr. H. H. Reid | 9 00 | 4 50 |
| Dr. Charles Gray | 20 00 | 10 00 |
| Dr. Samuel Murray..... | 15 50 | 7 75 |
| | | 1380 |
| PUBLIC PRINTING. | | |
| <i>To be Voted</i> | | 8000 |
| GOLD FIELDS. | | |
| <i>To be Voted</i> | | 20000 |
| AGRICULTURE. | | |
| <i>To be Voted</i> | | 5000 |
| RAILWAY EXPENSES. | | |
| <i>To be Voted</i> | | 120000 |
| RAILWAY CONSTRUCTION. | | |
| <i>To be Voted</i> | | 5000 |
| <i>Carried forward</i> | 452120 | 362909 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|--------------------|---------------------------------|
| <i>Brought forward</i> | 452120 | 362909 |
| RELIEF. | | |
| <i>To be Voted. Overseers of Poor on usual conditions:</i> | | |
| Annapolis, District No. 1.....\$79 58 | | |
| Do.....do....." 2.....25 97 | | |
| Do.....do....." 3.....35 00 | | |
| Cape Breton 5 00 | | |
| Do.....John Comerford .....15 00 | | |
| Colchester, Lower Stewiacke.....73 45 | | |
| Cumberland .....22 50 | | |
| Digby, Digby Neck.....50 00 | | |
| Do.....Ann Connolly .....40 00 | | |
| Do.....Clare .....69 85 | | |
| Halifax, Dartmouth .....28 77 | | |
| Do.....Musquodoboit 9 60 | | |
| Inverness, Angus McEachern, balance .....28 00 | | |
| Kings, Cornwallis.....34 55 | | |
| Do.....Horton .....332 76 | | |
| Do.....do...to pay H. P. Harris 89 10 | | |
| Do.....Aylesford .....117 63 | | |
| Do.....do...to pay Ebenezer Caldwell .....54 30 | | |
| Lunenburg .....55 62 | | |
| Pictou, District No. 1.....58 90 | | |
| Do.....do....." 6.....101 00 | | |
| Shelburne, Dock's Island.....16 00 | | |
| Do.....District No. 1.....29 00 | | |
| Dr. Slayter, Health Officer Halifax .....64 75 | | |
| Rev. J. C. Cochran, Visiting Dispensary .....400 00 | | |
| Dr. E. L. Brown..... 29 00 | | |
| Rev. J. C. Cochran, Deaf & Dumb School .....2000 00 | | |
| Lunatic Paupers..... 3000 00 | | |
| <i>Carried forward</i> | 452120 | 369775 |

6866

| Heads and Items of Expenditure. | Authorized by law. | To be voted by the Legislature. |
|---|-----------------------|---------------------------------------|
| <i>Brought forward</i> | 452120 | 369775 |
| NAVIGATION SECURITIES. | | |
| <i>To be Voted.</i> | | |
| To remove obstructions West Branch Tusket River 200 | | |
| " " Argyle River.....50 | | |
| " Lobster Rocks .....500 | | |
| Remove Fog Bell at Cape Forechu .....100 | | |
| " obstructions Jordan River .....200 | | |
| " " Clyde River.....200 | | |
| To replace Buoys in Barrington Passage, Slag Har- bor, and Port La Tour .....250 | | |
| Buoys in Ragged Island Harbour.....200 | | |
| On Grog Rock..... 75 | | |
| To build Beacon on Wesse's Ledge, Barrington.....900 | | |
| Towards improving the Harbor of Antigonish.....2100 | | |
| paying for deepening Harbor au Bouche.....1900 | | |
| completing St. Peter's Canal.....16000 | | |
| Low Water Wharf, Annapolis .....4000 | | |
| Buoys at Pubnico Harbor .....20 | | |
| " at Tusket River .....60 | | |
| Build Dam Indian Gardens and improve Liverp'l Riv. 600 | | |
| Deepening and improving Liverpool Harbor .....2400 | | |
| <i>Breakwaters, on usual conditions:</i> | | |
| Cranberry Head.....200 | | |
| Green Cove.....200 | | |
| Louis Head.....175 | | |
| Brulé Wharf.....600 | | |
| Hall's Harbor.....100 | | |
| Baxter's Harbor.....100 | | |
| Canada Creek .....200 | | |
| Bolser Brook .....200 | | |
| Abiteau at Hantsport.....4000 | | |
| Port Williams, Annapolis .....400 | | |
| Clearing Annapolis River from Paradise to Bridgt'n 100 | | 36040 |
| <i>Carried forward</i> | 452120 | 405815 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature |
|--|-----------------------|--------------------------------------|
| <i>Brought forward</i> | 452120 | 405815 |
| PUBLIC WORKS. | | |
| <i>To be Voted.</i> | | |
| Chairman of Board and Department..... | 4450 | |
| Light House Service | 40000 | |
| Sable Island | 4307 | |
| Schooner "Daring" | 4778 | |
| Hospital for Insane | 22470 | |
| Government House | 2500 | |
| Provincial Penitentiary..... | 10005 | |
| Province Building | 4000 | |
| Light House, Battery Point, Lunenburg Harbor | 600 | |
| Petite Reviere, Digby | 1500 | |
| Tusket River | 1500 | |
| | | 96200 |
| MISCELLANEOUS EXPENSES. | | |
| <i>To be Voted.</i> | | |
| Travelling expenses Executive Councillors | 400 | |
| Keeper of Provincial Building..... | 320 | |
| Seal Island, to aid vessels in distress..... | 120 | |
| Mud Island. do. | 80 | |
| Commissioners for signing Province Notes..... | 400 | |
| Fuel and Crier Vice Admiralty Court | 50 | |
| British American Association | 1000 | |
| Commissioners Revising the Statutes | 360 | |
| Publishing and Binding do. | 4000 | |
| Legislative Library | 1000 | |
| A. & W. Mackinlay..... | 1200 | |
| John Bowes & Son, Binding..... | 70 | |
| Publishing and binding Journals, &c..... | 1400 | |
| Fruit Growers Association..... | 400 | |
| A. Downs..... | 200 | |
| | | 11000 |
| <i>Carried forward</i> | 452120 | 513015 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|-----------------------|---------------------------------------|
| <i>Brought forward</i> | 452120 | 513015 |
| ROADS AND BRIDGES. | | |
| <i>To be Voted</i>.....160000 | | |
| SPECIAL GRANTS. | | |
| On main post road from Richmond Co. line to Victoria Co. line..... | 1000 | |
| Opening and improving roads to New Mines, Cow Bay, Bridgeport, Little and Big Glace Bay, and Schooner Pond | 3000 | |
| Leitche's, Creek Bridge..... | 800 | |
| Alma Bridge..... | 800 | |
| Sydney Bridge | 300 | |
| Mira Road to Gabarus..... | 400 | |
| Post road at Bay to new line leading to Mira..... | 300 | |
| Milton to Annapolis Co. line, Great road..... | 1200 | |
| New road between Liverpool road and Greenfield .. | 800 | |
| New road from Caledonia to Liverpool road..... | 800 | |
| Lunenburg Co. line to Mill's Village, new road to Bridgewater | 800 | |
| New road between Darrow's, at Beach Meadows, and Port Medway road..... | 400 | |
| Build Bear River bridge | 12000 | |
| Great Roads, Shelburne..... | 4000 | |
| Maitland Road, Annapolis..... | 3000 | |
| Road from Truro to Tatamagouche..... | 1000 | |
| Acadia Iron Works to Sutherland's lake | 1000 | |
| Guysborough to Antigonish Co. line.... | | |
| Halifax Co. line to Guysborough and Port Mulgrave | | |
| Kelly's Cove to St. Ann's, new road.... | 2800 | |
| Ingonish to Cape North..... | 400 | |
| Bridge over Salmon River, Bay St. Lawrence..... | 400 | |
| over Cape North River | 400 | |
| across Pugwash harbor..... | 8000 | |
| <i>Carried forward</i> | 230660 | 513015 |
| | 452120 | 513015 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|-----------------------|---------------------------------------|
| <i>Brought forward</i>.....\$203600 | 452120 | 513015 |
| ROADS AND BRIDGES—Continued. | | |
| Bridge across Wallace River..... | 2000 | |
| Nappan River | 800 | |
| Shennimecas River | 400 | |
| Road from Apple River to Shelee, new line..... | 800 | |
| Sherbrooke Road | 500 | |
| Elmsdale to Slate Quarry..... | 400 | |
| Bridge at Tenny Cape..... | 800 | |
| Alteration of road at Ellenwood..... | 400 | |
| Old Kempt road from Whitehouse's | 400 | |
| New bridge on West Branch Tusket River at Robichau's..... | 100 | |
| Main Post Road from Pubnico to Shelburne Co. line | 500 | |
| New road from Walter Cook's to Argyle street | 200 | |
| Alteration round hill at Peter Marling's..... | 100 | |
| New road from Tusket River road to Pleasant Val- ley road, past Anthony Hatfield's..... | 200 | |
| Road from John Thurston's to Whitehouse's | 400 | |
| Bridge over Broad Brook at Kelly's Cove..... | 100 | |
| On road from Anthony Hatfield's to Pleasant Val- ley Bridge..... | 110 | |
| Argyle Bridge..... | 1200 | |
| Repair Gavel's Bridge..... | 200 | |
| New bridge over Big Meadow Brook, Kempt..... | 50 | |
| Abiteau at Eel Brook..... | 400 | |
| Bridge at Forks Road | 400 | |
| and road over Lent's Cove..... | 200 | |
| at Job White's, Kempt, and upper road towards Mortin's | 400 | |
| To build bridge over Hurlburt's Falls, and to make road leading thereto..... | 800 | |
| To pay debt, and repair Lower Cornwallis Bridge... | 2000 | |
| <i>Carried forward</i> | 217460 | 513015 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|-----------------------|---------------------------------------|
| <i>Brought forward</i> | 217460 | 452120 |
| ROADS AND BRIDGES—Continued. | | |
| Repair Lower Horton Bridge | 500 | |
| Lovett Bridge, Cornwallis River | 200 | |
| Morden Road..... | 300 | |
| Givan Wharf Road..... | 300 | |
| Scott's, Bay Road | 400 | |
| Canada Creek Road | 200 | |
| Sandy Point Road..... | 200 | |
| Black Hole Road | 100 | |
| Marster's, Mountain Road..... | 100 | |
| Wood Hollow Road..... | 200 | |
| Belcher Street Road | 200 | |
| To repair Sherbrooke Road..... | 600 | |
| Lake George Road..... | 800 | |
| Deep Hollow Road..... | 300 | |
| New Half-way River Road..... | 200 | |
| Bridge at Waterville, Aylesford..... | 300 | |
| New road from Woodworth's, up mountain | 300 | |
| Scott's, Bay Road, up mountain..... | 200 | |
| Meagher's Grant to shore..... | 1000 | |
| Tangier Harbor to Musquodoboit | 800 | |
| Tangier to Ecum Secum..... | 1200 | |
| Guysborough road from Rutherford's to Co. line.... | 500 | |
| Complete connection with Railway between Middle Musquodoboit and Lower Stewiacke..... | 500 | |
| New Ross to Hants Co. line, new road to Windsor.. | 1500 | |
| Other great and post roads in township of Chester.. | 1500 | |
| Post road between Martin's River and head Mahone Bay | 800 | |
| <i>Carried forward</i> | 230660 | 452120 |
| | | 513015 |

| Heads and Items of Expenditure. | Authorized by Law. | To be voted by the Legislature. |
|--|-----------------------|---------------------------------------|
| <i>Brought forward</i> | 230660 | 452120 |
| 513015 | | |
| ROADS AND BRIDGES—Continued. | | |
| Public landing at Tancook Island and road..... | 800 | |
| Road from Creek, LaHave River, to Kingsbury, in- cluding Bridge at Ritsey's Cove..... | 800 | |
| Great and post roads in township of Lunenburg.... | 3100 | |
| Great and post roads in township of New Dublin... | 2900 | |
| Guysborough to Cape Canso..... | 1800 | |
| Guysborough to Antigonish county line | 500 | |
| Halifax county line to Port Mulgrave..... | 2000 | |
| Plaister Cove to Whycomah..... | 1000 | |
| New line from Judique to Victoria Co. line..... | 800 | |
| Do. between N. E. Margaree and Cheticamp.. | 300 | |
| From N. E. Margaree to mouth of Margaree..... | 200 | |
| New line from Port Hood to Indian Point..... | 200 | |
| Bridge at Big Intervale, N. E. Margaree | 200 | |
| at Murray's on S. E. Mabou..... | 500 | |
| on River St. Dennis | 500 | |
| S. E. Mabou, at Livingston's..... | 100 | |
| " Worth's | 100 | |
| S. W. Mabou..... | 500 | |
| on road from McIsaac's to main road, Broad Cove..... | 100 | |
| New section of road at Mabou..... | 250 | |
| " " Margaree | 250 | |
| Sherbrooke to Wine Harbor..... | 700 | |
| Inverness Co. line to Cape Breton Co. line | 1000 | |
| Roads in Western Halifax, at disposal of the Gov- ernor and Council..... | 4000 | |
| Digby Special Grant..... | 3960 | |
| | | 257220 |
| | 452120 | 770235 |

Statement of Expenditure of 1863, and Estimate of 1864, for the undermentioned Services.

| Specification. | Expenditure 1863. | Estimate 1864. |
|--|---------------------|-------------------|
| Civil List..... | 59812 85 | 59300 00 |
| Agriculture..... | 5711 71 | 5000 00 |
| Coroners' Inquests..... | 1330 00 | 1400 00 |
| Criminal Prosecutions..... | 2432 75 | 2400 00 |
| Crown Land Department..... | 14082 60 | 14000 00 |
| Distressed Seamen..... | 200 00 | 200 00 |
| Debt, Savings' Bank and Bank of Nova Scotia... | 21684 20 | 21440 00 |
| " Railway Interest..... | 244586 79 | 242000 00 |
| Drawback of Duties..... | 24456 64 | 24000 00 |
| Gold Fields..... | 13083 57 | 20000 00 |
| Education..... | 67728 03 | 91795 00 |
| Indians..... | 1335 72 | 1350 00 |
| Immigration..... | 2644 80 | |
| Judiciary Expenses..... | 1418 66 | 1400 00 |
| Legislative Expenses..... | 37789 21 | 40848 00 |
| Miscellaneous..... | 13749 24 | 11000 00 |
| Militia..... | 26240 00 | 22000 00 |
| Navigation Securities..... | 12199 99 | 36040 00 |
| Public Printing..... | 9839 27 | 8000 00 |
| Public Works..... | 96418 44 | 96200 00 |
| Poors' Asylum..... | 8100 00 | 8100 00 |
| Post Communication..... | 58764 59 | 58750 00 |
| Revenue Expenses..... | 58771 67 | 58060 00 |
| Railway Expenses..... | 127962 58 | 120000 00 |
| " Construction..... | 4000 00 | 5000 00 |
| Relief..... | 7060 80 | 6866 00 |
| Rations to Troops..... | 148 20 | 150 00 |
| Roads and Bridges..... | 140000 00 | 257220 00 |
| Road Compensation..... | 249 15 | |
| Steamboats, Packets, and Ferries..... | 10472 67 | 9616 00 |
| | <u>\$1072274 13</u> | <u>1222355 00</u> |

Revenue of 1863, as compared with the Estimate.

| Heads of Revenue. | Estimate 1863. | Collected 1863. |
|---|------------------|--------------------|
| Customs and Excise Duties..... | \$740000 | \$861989 41 |
| Light Duty..... | 32000 | 32343 80 |
| Casual Revenue..... | 40000 | 40933 19 |
| Crown Lands..... | 28000 | 22233 29 |
| Canada, N. B. and P. E. I..... | 5000 | 4362 80 |
| Great Britain for Sable Island..... | 2000 | 2013 33 |
| Hospital for Insane..... | 15000 | 17420 31 |
| Gold Fields..... | 16000 | 19247 05 |
| Railway Revenue..... | 140000 | 149674 42 |
| Post Office..... | 46600 | 33932 00 |
| Board of Revenue..... | 1400 | 1480 00 |
| | <u>\$1066000</u> | <u>1185629 60</u> |
| Revenue from above sources in excess of Estimate..... | | <u>\$119629 60</u> |

ABSTRACT A.

Liabilities of the Province for Services of 1863.

| | |
|--|--------------------|
| Civil List | 15018 34 |
| Agriculture | 550 00 |
| Board of Works | 27601 96 |
| Crown Land Department | 3289 00 |
| Distressed Seamen..... | 200 00 |
| Drawbacks | 2289 00 |
| Education | 12650 79 |
| Indians | 73 50 |
| Immigration | 200 00 |
| Militia | 2000 00 |
| Miscellaneous | 1874 61 |
| Navigation Securities | 9186 39 |
| Post Communication | 17574 17 |
| Public Printing..... | 1881 95 |
| Poors' Asylum | 2100 00 |
| Revenue Expenses | 23689 53 |
| Railway Expenses..... | 8387 81 |
| Railway Interest..... | 624 13 |
| Roads and Bridges..... | 8122 85 |
| Road Compensation | 33 30 |
| Steamboats, Packets, and Ferries | 6332 00 |
| Transient Poor | 86 00 |
| | <u>\$143765 33</u> |

ABSTRACT B.

Liabilities of the Province for Services performed previous to 1863.

| | |
|--|------------------|
| Education..... | 50 00 |
| Militia Arms | 4000 90 |
| Navigation Securities | 559 73 |
| Revenue Expenses..... | 420 00 |
| Road Compensation..... | 179 75 |
| Indians | 232 83 |
| Indian Reserves..... | 794 64 |
| Steamboats, Packets, and Ferries | 92 00 |
| | <u>\$6329 85</u> |

FINANCIAL SECRETARY'S OFFICE. }
Halifax, 19th March, 1864. }



APPENDIX No. 12.

CORRESPONDENCE RELATING TO THE INTERCOLONIAL RAILWAY.

(COPY.)

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 25th February, 1863.

The committee of the Executive Council having carefully considered the despatch of his Grace the Secretary of State for the Colonies, of the 17th of January last, in relation to the recent Intercolonial Railway negotiations, beg to submit the following memorandum in reply thereto :—

Your Excellency's advisers concur in the views urged upon the Imperial authorities by the Canadian delegation, who were lately in England.

They also observe by the papers in their possession that the Hon. Messrs. Howe and Tilley, although consenting as a last resort to accept the conditions proposed by the Lords of the Treasury, fully concurred in the objections entertained by this Government and its delegates against the proposed Sinking Fund.

Without entering into further discussion of the difference existing between the Imperial and Colonial proposals, your Excellency's advisers consider it due to the delegates from the other Provinces to call attention to their last communications to the Colonial Office before leaving England, in "which the hope is expressed that the Chancellor will reconsider the matter of the Sinking Fund, and that the Colonies may be enabled to convince the Imperial Government and Parliament that under all the circumstances of this peculiar case, a Sinking Fund should not be insisted upon, and that the Imperial Authorities may be induced to rely upon the honor and ample revenues of the Provinces for the prompt payment of the instalments as they became due."

The Committee, upon a careful reconsideration of Canada's share in this whole negotiation from its commencement, upwards of twenty years ago, as well as from the nature of the stipulations and limitations of liability now first put forward by the Imperial Treasury, are of opinion that a more exact survey than any yet made is indispensable, in order to ascertain the proximate cost of the road before a final decision or legislation can be had on the different proposals of the Imperial and Colonial Governments.

The Hon. Mr. Tilley made known in London to the Imperial Government and the other delegates, that he had instructions not to pledge New Brunswick to a greater expenditure for the whole road than three millions and a half, and that if the estimated amount was to exceed that sum he would have to submit the whole question again to his Government.

The last Imperial proposal restricted the Imperial guarantee of interest to a capital of three millions sterling, and even this guarantee was not to be asked of the Imperial Parliament until the sufficiency of the Colonial revenues to meet the charges to be imposed upon them was established to the satisfaction of the Treasury, until the route and surveys had been submitted to and approved by the Imperial Government, and till it could be shewn to the satisfaction of Her Majesty's Government that the whole work could be done without application for any Imperial guarantee over and above that to be given on the three millions sterling.

As the survey might establish the fact that the road would cost more than three, or three and one-half millions; and as in that event further conferences would be

necessary with the Imperial Government and the other Provinces, your Excellency's advisers have agreed that an appropriation shall be asked from the Legislature of Canada, in the present Session, for the purpose of making such a survey as is necessary to the final determination of the several proposals.

They have acquainted the other Provinces of their determination in this respect, in a conference had with the Hon. Mr. Tilley last month at Quebec; and they are gratified to learn since, that His Grace the Duke of Newcastle is prepared to appoint an Imperial officer to co-operate with those of the Provinces for the joint survey.

The reasons, Imperial and Colonial, political and military, in favor of the project itself, have been so often urged upon the consideration of Her Majesty's Government, that it is unnecessary to recapitulate them.

The Committee, however, beg to cite here the last testimony on behalf of the Intercolonial road, as a necessary measure of Colonial defence, which they find in the Report of the Royal Commission on the defence of this Province, recently presented to your Excellency. After noticing the existing means of communication between Canada and England, during the season when the navigation is closed, and pronouncing the present lines of communication to be "not available during hostilities," the Commissioners conclude by expressing their hope "that some arrangement will soon be come to through which an undertaking so important to the British North American Provinces as the Quebec and Halifax Railway, may be carried out.

Your Excellency's advisers have full confidence that the Government and Parliament of Great Britain will grant the proposed guarantee of interest on the most liberal terms, in consideration of the importance of this great work, as a measure of defence, and a means of extending and securing the political and commercial influence of England over an immense territory, extending from the Atlantic to the Pacific.

(Certified)

(Signed)

WM. H. LEE,
C. E. C.

(COPY.)

(No. 43. Legislative.)

*Government House, Halifax, N. S.,
29th April, 1863.*

MY LORD DUKE,—

I have much satisfaction in informing your Grace that I have this day assented to an act passed by the Legislature of this Province, accepting the terms offered by Her Majesty's Government for the construction of an Intercolonial Railroad; and I now enclose the copy of a Minute of my Executive Council, together with a copy of the bill which has been passed.

I have, &c.,

(Signed.)

MULGRAVE.

His Grace the DUKE OF NEWCASTLE, K.G.

(Copy of a Minute of the Executive Council of Nova Scotia.)

Council Chamber, Halifax, Nova Scotia, 29th April, 1863.

The members of the Executive Council of Nova Scotia having had under consideration an act entitled, "an Act to authorise a loan for the construction and management of an Intercolonial Railway," which has now passed into a law, a copy whereof accompanies this Minute, desire to call the special attention of His Excellency the Lieutenant-Governor to the same, and to request that copies

be forthwith despatched to His Grace the Duke of Newcastle, Principal Secretary of State for the Colonies, to the Governor-General of Canada, and to the Lieutenant Governor of New Brunswick. It is peculiarly gratifying to the members of the Executive Council of Nova Scotia to be in a position thus to assure His Grace the Duke of Newcastle, as well as the Governor General of Canada and the Lieutenant Governor of New Brunswick, and through the latter, the members of their respective administrations, that the Legislature of Nova Scotia has now honorably redeemed the pledges given by the Provincial Delegates, at the Convention held at Quebec in September 1862, in relation to this subject, as well as the assurances subsequently afforded by the Hon. Mr. Howe to the Principal Secretary of State for the Colonies, that the guarantee offered by the British Government in relation to this matter, would be accepted by the Legislature of Nova Scotia, the Legislature of New Brunswick having passed a similar act, as the undersigned have ascertained.

(Signed)

JOSEPH HOWE,
A. G. ARCHIBALD,
J. McCULLY,
J. H. ANDERSON,
WILLIAM ANNAND,
B. WIER.

(COPY.)

*Government House, Halifax, N. S.,
29th April, 1863.*

MY LORD,—

I have the honor to enclose a minute of my Executive Council, in which I am requested to forward to your Excellency a copy of an act which has passed the Legislature of this Colony, by which the pledges given by the Provincial Delegates at the Convention held in Quebec, in September last, have been ratified, and provision has been made for the acceptance of the terms offered by Her Majesty's Government for the construction of an Intercolonial Railroad.

As I understand that a similar act has already passed the Legislature of New Brunswick, the responsibility of finally accepting or refusing the guarantee offered by H. M. Government, and consequently the completion or abandonment of the Intercolonial Railroad at any rate for many years, now rests entirely with Canada.

Although I am aware that some hesitation at present exists on the part of your Excellency's Government, as to accepting the terms offered by H. M. Government, I sincerely trust that these difficulties may be overcome, and that this great work, the advantage of which has been so long and so universally admitted, may be at last undertaken.

I have, &c.,

(Signed)

MULGRAVE.

His Excellency VISCOUNT MONCK.

No. 60.—Nova Scotia.

Downing Street, 10th October, 1863.

SIR,—

I have the honor to acknowledge the receipt, together with other Acts of the Legislature of Nova Scotia, of "chapter 21, an act to authorize a loan, and for the construction and management of an Intercolonial Railway," passed in April last.

In my despatch, No. 33, of the 16th of May last, I intimated to you my satisfaction at this evidence of the readiness of the Legislature of Nova Scotia to promote this undertaking.

Her Majesty's decision upon this act, as well as upon a similar one received from New Brunswick, will, however, be reserved until the arrival of the corresponding act from Canada.

I have the honor to be,

Sir,

Your most obedient, humble servant,

NEWCASTLE.

The officer administering the Government of
Nova Scotia.

*Government House, Quebec,
6th July, 1863.*

MY LORD,—

I have the honor to enclose an approved Minute of my Executive Council, on the subject of the survey of the line of the proposed Intercolonial Railway

I have the honour to state for your Lordship's information that the Government of Canada are prepared to join with your Government and that of New Brunswick in carrying into effect the survey, and I shall be glad to hear that your Lordship's Government and that of New Brunswick have appointed competent Engineers to co-operate with one to be named by the Canadian Ministry, for the accomplishment of the work.

I send a despatch identical with this by this day's mail to the Lieutenant Governor of New Brunswick, and I would suggest that your Lordship should communicate with Mr. Gordon on the subject.

I have also sent a copy of the Minute and of this despatch to the Secretary of State for the Colonies.

I have the honor to be,

My Lord,

Your Excellency's most obedient servant,

MONCK.

His Excellency the EARL OF MULGRAVE, &c., &c., &c.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor-General in Council, on the 6th July, 1863.

The committee of the Executive Council respectfully requesting reference to the Minute in Council of 25th February last in relation to the Intercolonial Railway, are of opinion that it is desirable again to communicate to the Governments of the Sister Provinces of Nova Scotia and New Brunswick their readiness at any time to enter upon the proposed survey of the contemplated Intercolonial Railway, and to appoint a competent Engineer in connection with the like professional gentleman, to be named by the other Provinces, to carry out the survey. They respectfully submit that it is their intention to ask the present Parliament, which is soon to meet, to sanction the appropriation of \$10,000 (which the late Parliament had had submitted to it during its last session, which, however, closed its labours without passing the usual supplies) towards Canada's share of the survey.

They respectfully recommend that a copy of this Minute be transmitted, when approved by your Excellency, to his Grace the Duke of Newcastle.

(Certified)

WM. H. LEE,
C. E. C.

(COPY.)

*Government House, Halifax, Nova Scotia,
August 3rd, 1863.*

MY LORD,—

In reply to your despatch of July 6th, enclosing a minute of your Executive Council on the subject of the survey of the line of the proposed Intercolonial Railroad, I have much pleasure in informing your Lordship that my Council concur in the proposal made by the Canadian Government, and I have the honour to enclose the copy of a Minute of Council upon the subject, which has been approved by me.

I have further to assure your Lordship that no time will be lost by my Government in communicating with that of New Brunswick, with the view of selecting some competent Engineer to co-operate on the part of the two Provinces with the one to be named by the Canadian Ministry.

I have, &c.,

(Signed) MULGRAVE.

His Excellency VISCOUNT MONCK, &c., &c., &c.

(COPY.)

The undersigned members of the Executive Council having carefully considered the Report of a committee of the Honourable the Executive Council of Canada, proposing to join the Imperial Government and the Governments of Nova Scotia and New Brunswick, in a survey for an Intercolonial Railway, and having examined the Minute of Council of the Canadian Government of the 25th February last in relation to the Intercolonial Railway, to which their attention was invited, fully concurring in the reasons therein urged in favor of the proposed survey, are of opinion that it is highly desirable that this survey should be entered upon and completed with as little delay as possible, and therefore respectfully request your Excellency to communicate to the Government of Canada their readiness at once to engage in that undertaking.

The undersigned further respectfully recommend that a copy of this Minute be transmitted to his Grace the Duke of Newcastle, and also to the Lieutenant Governor of New Brunswick.

(Signed)

J. W. JOHNSTON,
CHARLES TUPPER,
W. A. HENRY,
JAMES McNAB,
ISAAC LE VESCONTE,
JOHN McKINNON,
ALEXANDER MacFARLANE,
JOHN CREIGHTON,
S. L. SHANNON.

Halifax, Nova Scotia, July 29th, 1863.

(COPY.)

*Government House, Quebec,
August 26, 1863.*

MY LORD,—

I have the honor to enclose, for your Excellency's information, a copy of an approved minute of the Executive Council of Canada, appointing Mr. Sandford Fleming, C. E., to conduct, on the part of the Government of Canada, the proposed survey of the line of the Intercolonial Railway.

I have also to state that Mr. Fleming is prepared to commence operations so soon as your Excellency's Government and that of New Brunswick shall have appointed engineers to co-operate with him.

I send a despatch, identical with this, to the Lieutenant-Governor of New Brunswick, and I would suggest that your Excellency should communicate with Mr. Gordon, in order that so soon as the necessary appointments shall have been made, I may be informed to what place it is expedient Mr. Fleming should repair to meet his colleagues in the survey.

I have, &c.,

(Signed)

MONCK.

His Excellency the MARQUIS OF NORMANBY, &c., &c., &c.,
Nova-Scotia.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council, on the 22nd August, 1863.

The Committee having reference to that part of the order in Council, of 25th February last, stating the readiness of the Provincial Government to co-operate with the Imperial Government and the Lower Provinces in the proposed survey of the route of the Intercolonial Railway, have had before them the despatch dated 3rd August, 1863, from His Excellency the Lieutenant Governor of Nova Scotia, enclosing a minute of his Executive Council, concurring in the proposal so made. They accordingly advise that in pursuance of the same a competent Engineer be forthwith appointed by your Excellency to co-operate with those to be appointed by the Imperial Government and the Lower Provinces, in the joint survey of the contemplated line.

The Committee respectfully recommend that Mr. Sandford Fleming, Civil Engineer, be appointed.

(Certified)

(Signed)

W. H. LEE,
C. E. C.

(COPY.)

(No. 71.—Miscella.)

*Government House, Halifax, N. S.,
6th August. 1863.*

MY LORD DUKE,—

I have the honor herewith to enclose, for your Grace's information, a copy of a Minute of my Executive Council, in which they express their willingness to engage in a joint survey for the proposed Intercolonial Railway.

I have, &c.,

(Signed)

MULGRAVE.

His Grace the DUKE OF NEWCASTLE.

Fredericton, 1st October, 1863.

SIR,—

I have the honor to transmit to you the copy of a letter which I have recently addressed to His Excellency the Governor General of Canada. I regret that this document was, through inadvertence, not sent to your Excellency at an earlier date.

I have the honor to be,

Sir,

Your most obd't servant,

ARTHUR H. GORDON.

His Excellency MAJOR GENERAL DOYLE, &c., &c., &c.

(COPY.)

Fredericton, September 18th, 1863.

MY LORD,—

I have the honor to transmit to your Excellency the accompanying copy of a Minute of my Executive Council, presented to me to-day.

I readily assent to the adoption of the course recommended by this Minute, and entirely concur in the hope therein expressed, that no further departure from the terms of the agreement entered into by the three Provinces will be hereafter proposed by your Excellency's advisers.

I have, &c.,

ARTHUR H. GORDON.

His Excellency VISCOUNT MONCK, &c., &c., &c.

(COPY.)

To His Excellency the Honourable A. H. GORDON, C. M. G., Lieutenant-Governor of New Brunswick, &c., &c., &c.

In recommending your Excellency to appoint, in conjunction with the Government of Nova Scotia, an Engineer, to make the preliminary exploration and survey of the line of the proposed Railway, previous to the passing of the Railway bills by the Canadian Legislature, we are aware that we are not adhering strictly to the arrangements agreed upon at Quebec by the Representatives of the three Provinces in September last, and subsequently confirmed by Her Majesty's Representative in each, which provided that no surveys should be authorised until the necessary Legislation should be had by the several Colonies and joint Commissioners appointed.

As such previous survey, however, is desired by the Canadian Government, they bearing five-twelfths of the cost, we are induced to advise your Excellency to make the necessary appointments for that purpose, in full faith that no other departure from the compact entered into between the three Provinces will be proposed; and that the construction of the Railway, if found practicable, will be undertaken upon the basis of that agreement.

We respectfully recommend that a copy of this Minute be transmitted to the Governor General of Canada.

(Signed)

S. L. TILLEY,
W. H. STEEVES,
CHARLES WATTERS,
P. MITCHELL,
J. McMILLAN,
JAMES STEADMAN,
GEO. L. HATHEWAY,
WILLIAM E. PERLEY.

Executive Council Room,
September 16th, 1863. }

Government House, Fredericton, 6th October, 1863.

SIR,—

I have the honour to enclose for your Excellency's information, a copy of a despatch, with enclosure, received by me yesterday from His Excellency the Governor General of Canada.

I have the honor to be,

Sir,

Your obedient servant,

ARTHUR H. GORDON.

His Excellency

The Administrator of the Government, Halifax.

(COPY.)

Government House, Quebec, 29th Sept., 1863.

SIR,—

I have the honour to enclose a copy of a Minute of the Executive Council, on the subject of your despatch of the 18th inst.

I have, &c.,

(Signed.) MONCK.

His Excellency the

HON. ARTHUR H. GORDON, C. M. G., &c.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor-General in Council, on the 29th Sept., 1863.

The Committee of the Executive Council having had referred to them the Despatch of the 18th September instant, of His Excellency the Lieutenant-Governor of New Brunswick, transmitting copy of a Minute of his Executive Council, on the subject of the contemplated survey for an Intercolonial Railway, have the honor to submit for your Excellency's consideration, the following observations in relation thereto.

The Committee find that, whilst the Executive Council of New Brunswick advise the appointment of a surveyor to act in conjunction with the surveyor appointed by this Province to conduct the proposed survey, they would seem to qualify the recommendation by associating with it a hope that the survey being accomplished, the basis agreed upon by the convention held in September, 1862, will be adhered to, if the construction of the Railway be hereafter found practicable.

The Committee learn with pleasure, that, so far as the survey is concerned, their plans are cordially acquiesced in by the Executive of New Brunswick; and they look forward with satisfaction to the consummation of the important undertaking, of which the survey is the preliminary step. In order that there may be no misapprehension, however, between the Governments of the Provinces having a common interest in this matter, the Committee think it right to call to mind the manner in which the negotiations conducted in London terminated, and the general position in which the question of an Intercolonial Railway at present stands in this Province.

The Committee would remind your Excellency that the conditions proposed by the Imperial Government, in connection with the assistance to be rendered towards the construction of the Railway, differed in some important particulars from the agreement of September, 1862, and from the instructions which the delegates sent on the part of Canada, were charged to carry into effect. The Committee may refer to the distinct refusal on the part of the Imperial Government to regard the contribution which Canada might make to the Intercolonial Railway, as being to that extent an expenditure for defensive purposes,—the proposed sinking fund,—and to the conditions set forth, as in the ninth of the series of propositions presented by the Imperial Government.

“Parliament not to be asked for this guarantee until the line and surveys shall have been submitted to and approved by Her Majesty's Government, and until it shall have been shewn to the satisfaction of Her Majesty's Government that the line can be constructed without further application for an Imperial guarantee.” The Imperial Government thus making the proposed assistance by way of loan contingent upon the results of a previous survey, establishing the sufficiency of the guarantee for the full purposes for which it was to be granted, the delegates were therefore constrained to decline the acceptance of a proposal, fettered by conditions so much at variance with their instructions; and their decision received

the approval of their colleagues as being in harmony with the spirit of the agreement arrived at by the Quebec Convention, and in entire conformity with the unequivocal tone of public opinion in the Province.

The negotiations founded upon the understanding entered into by the convention of September, 1862, were regarded as terminated with the return of the delegates to this Province; and it was hoped that the report of this Council of 25th February last would have sufficed to prevent misconception as to the necessary abandonment of the basis upon which the negotiations up to that time had been founded, and to shew that any further action by the Government of this Province must be the subject of subsequent consideration.

It is further to be observed, that the carrying out of the agreement of September, 1862, necessarily depended upon the success of the negotiations with the Imperial Government, and the assent of the Legislatures of the three Provinces being obtained. These negotiations having failed, and it being manifest that the construction of the Railway could not be attempted without Imperial aid, the Canadian Government did not feel that they were in a position to invite any action on the part of the Canadian Legislature beyond making a provision for a preliminary survey, the results of which may lead to further negotiations, and on a different basis from that agreed to by the convention.

In order to promote the construction of a work which the events of each succeeding year invest with greater importance, the Committee addressed themselves to the task of devising plans, whereby the attainment of the object might be secured in a manner consistent with the interests and resources of this Province. They found that the examination of the route, and the satisfactory completion of a survey, were also indicated by the Imperial Government as conditions precedent of any negotiations; and they then informed your Excellency that they had decided upon recommending an appropriation by the Legislature of Canada for the purpose of making such a survey as is necessary to the final determination of the several proposals.

In conformity with this determination, they have asked an appropriation of \$10,000 during the present session, and they have also appointed an Engineer to proceed with the survey so soon as the requisite arrangements can be completed. The action of the Legislature has proceeded so far as that it may be regarded as having rendered the appropriation a certainty; and the immediate commencement of the survey is, therefore, dependent only upon the unqualified concurrence of the Provinces of Nova Scotia and New Brunswick.

The necessity of a prompt decision on the part of the Government of New Brunswick with a view to an early commencement of the survey is obvious, inasmuch as the season during which this survey may be most advantageously performed is rapidly passing away.

(Certified) WM. H. LEE,
C. E. C.

Fredericton, October 9th, 1863.

SIR,—

Having in my despatch of the 6th inst. communicated to you a despatch I had received from the Governor General of Canada, under date 29th ult., I have now the honor to forward, for your Excellency's information, a copy of a despatch which I have addressed to Lord Monck in reply thereto, together with a copy of a memorandum by my Executive Council on the same subject.

I have the honor to be,

Sir,

Your obedient servant,

ARTHUR H. GORDON.

His Honor

The Administrator of the Government, Halifax.

(COPY.)

Fredericton, 7th October, 1863.

MR LORD,—

- I have received with much regret your Excellency's despatch of the 29th ult.
2. I now for the first time learn that the advisers of your Excellency consider the engagement of September, 1862, to have been terminated on the return of the Canadian Delegates to Quebec in January last. I believe this intimation will be as novel to the Government of Nova Scotia as it is to my advisers and myself.
 3. Before entering upon the examination of the paper enclosed in your Excellency's despatch, your Excellency will permit me briefly to review the history of the transaction to which it relates.
 4. By a despatch from the Duke of Newcastle, addressed to your Excellency the Earl of Mulgrave and myself, dated April 12th, 1862, an offer was made to the Governments of Canada, New Brunswick, and Nova Scotia, of "an Imperial guarantee of interest towards enabling them to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the Intercolonial Railway—the nature and extent of such guarantee, *it was stated*, must be determined by the particulars of any scheme which the Provincial Governments may be disposed to found on the present proposal, and on the kind of security which they would offer."
 5. In the month of September, 1862, on the invitation of your Excellency, Delegates, duly appointed on behalf of Canada, New Brunswick, and Nova Scotia, for the purpose of considering this proposal, met at Quebec, and after prolonged and careful discussion, signed two instruments of the nature of a Treaty between the Provinces, which were subsequently confirmed by your Excellency, the Earl of Mulgrave, and myself.
 6. The obligations incurred by these instruments were few and simple.
 7. The contracting clauses of the former of them consisted: 1st, of an agreement to accept the proposal contained in the Duke of Newcastle's despatch; 2nd, an agreement as to the proportional incidence of the expenses of the work so to be undertaken. A second and subsidiary instrument of the same date provided for the conduct of the surveys, which were to determine the line of road, and for the management of the road when built. It was also agreed that a joint delegation should proceed to England to arrange the terms of the loans and the nature of the securities required.
 8. It is much to be regretted that the instructions given to the Delegates were not agreed upon in common; or at all events that those given by each Province were not communicated to the Governments of the other Provinces interested. What the instructions were which the Canadian delegates received we have never up to this day been informed. Those from New Brunswick and Nova Scotia in effect consisted of directions to secure from the Imperial Government the best terms which they could obtain consistently with an honest adherence to the engagement to accept the proposal of the Duke of Newcastle—a proposal which, it must be observed, had been accepted without reserve or qualification at Quebec.
 9. Probably the instructions given to the Canadian delegates were of a similar character, but so far as any knowledge on the subject is possessed by the Lower Provinces, they might have been of a precisely opposite description. The Canadian delegates never communicated them in extenso to their co-delegates in London, and Mr. Howe and Mr. Tilley were as much surprised as the Duke of Newcastle at the absolute rejection of a Sinking Fund, which, though objected to by all the delegates in common, had neither at Quebec nor elsewhere been previously stated to be an insuperable obstacle to the completion of the arrangements for the loan, nor can any such reservation be found in the agreement of September, 1862.
 10. The Canadian delegates returned and reported the failure of their attempt to secure the conditions they deemed essential to permit the fulfilment by Canada of her share of the undertaking; all action on her part was therefore, for the time, suspended.
 11. But whilst it was understood by New Brunswick that Canada declined to take any immediate action, it was also believed that she was but waiting for the grant of the more favorable terms she sought from the Imperial Government, and

that the action she was pledged to take would be taken as soon as those terms were granted.

12. Certainly it is hard to see how a difference between the English and Canadian Governments as to the details of an arrangement for the re-payment of the proposed loan could affect the obligations which had been undertaken between Canada, New Brunswick, and Nova Scotia, as to the proportion of the expenses which were justly incident on each Province in the event of the work proceeding. At all events no intimation that Canada repudiated her share in that compact was given, nor has any such been given up to the present moment. It is possible to read even the memorandum contained in your Excellency's despatch of the 29th ult. rather as a warning that the arrangement may not be adhered to than as a positive intimation that it will not be so.

13. In the belief that although the immediate action of Canada was suspended, the engagement entered into by her was still considered to be binding, the Legislatures of New Brunswick and Nova Scotia passed acts giving to that engagement the force of law. Did the Government of Canada give any contradiction to this supposition? By no means, although the letter of the Lieutenant Governor of Nova Scotia of 29th April, 1863, transmitting the act passed by the Legislature of that Province, afforded a natural opportunity for such an intimation, even if it had not been obvious that a communication so interesting to all the Provinces should be made by Canada to the other parties to the contract at the earliest possible moment, and thus prevent the waste of time on the part of Legislatures in giving effect to that which had, in truth, ceased to have any existence.

14. In the course of the past summer a letter was addressed by your Excellency to Lord Mulgrave and myself, expressing the willingness of the Canadian Government to go on with the survey, and requesting us to appoint an engineer to act in conjunction with those appointed by Canada and the Imperial Government. No plan is proposed in this despatch for the arrangement of the survey, no scheme is laid down as to the payment of the expenses it would entail. It is evidently taken for granted that the appointment would be made and the expenses met according to a pre-arranged and well-understood plan. Could there be a clearer proof that the agreement of 1862 was not supposed to have lost its force but was held to be still binding on those who were parties to it? But, as though to place this fact beyond the region of dispute, it is to be observed that when on the 18th July I wrote to inform your Excellency that there was much difficulty in departing, even in a matter of detail, from the engagement of 1862, and when again I wrote to the same effect on 26th August, your Excellency did not undeceive me or inform me that I was in error, since the engagements of that agreement had ceased to be binding since the end of January. Courtesy would, no doubt, have dictated the communication of such an opinion if entertained; but the only response of your Excellency was an intimation that you had appointed a Surveyor, and some eagerness appeared to be felt that Lord Normanby and I should do the same.

15. I maintain, then, that the members of my Council were fully justified in assuming the engagement to be in full force, and in expressing a hope that no further departure from it could be suggested by your Excellency's advisers; at all events, my Lord, here and in Nova Scotia that engagement is in force, and is binding. It possesses here the force of law; and though the Government of New Brunswick may depart from its letter, they are not disposed to repudiate a solemn obligation deliberately contracted, nor can they consent to violate the statute law of the Province.

16. Such it appears to me, my Lord, is a brief summary of the recent transactions connected with the Intercolonial Railway scheme; they do not appear, however, to have been viewed by your advisers in a precisely similar light.

17. The paper enclosed in your Excellency's despatch commences by an expression of the pleasure felt by the Executive Council of Canada at learning that it is the intention of New Brunswick and Nova Scotia to concur with Canada in the prosecution of the projected survey; but, they continue, that "to prevent misconception, they desire to call to mind the manner in which the negotiations

“conducted in London terminated, and the general position in which the question “of an Intercolonial Railway at present stands in Canada.” According to this paper the negotiations in London terminated in consequence of the proposal by Her Majesty’s Government of conditions inconsistent with the Quebec agreement, and that the abandonment of the basis on which the negotiations had till that time proceeded was a necessary consequence of these proposals, which, however, it may be observed, the delegates did not seek to modify by discussion with H. M. Government. This necessity, it was added, had, it was hoped by the Canadian Government, been made apparent to the Government of New Brunswick and Nova Scotia by a memorandum of 25th February,—which, I may remark, was not seen in New Brunswick till April. Your Excellency’s advisers proceed however to state that, desirous nevertheless to take such steps as seemed open to them towards the accomplishment of the work, they were willing to undertake “a survey of the line in conjunction with the other Governments.” The remainder of the paper is taken up in recounting the exertions made by the Canadian Government to effect this survey, and the necessity for an immediate decision by New Brunswick, as the season for surveying operations is now passing rapidly away.

18. I cannot say, my Lord, that I am prepared to admit the accuracy of the assumptions or the justice of the reasonings contained in this paper; on the contrary, it appears to me difficult to reconcile its arguments with the facts which I have already stated.

19. I will proceed to examine its contents a little more in detail.

20. Your Council remind your Excellency that the conditions proposed by the Imperial Government in connection with the assistance to be rendered towards the construction of a railway “differed in some important particulars from the agreement of September, 1862.” Is it too much to ask the Executive Council of Canada to point out the articles of the engagement from which these proposals differ? I cannot find in that instrument any agreement that the expenditure on the railway should be held to be an expenditure for defensive purposes, or that a Sinking Fund should not be established; whilst the only other point mentioned as being contrary to the agreement of 1862 seems to have reference to one of the securities which were evidently to be required, and to ascertain the nature of which was one of the objects of the joint delegation to England.

21. The Council refers to their memorandum of February 25th, as a proof that the agreement of 1862 was held to be abandoned on the return of the Canadian delegates from England. I may observe that this memorandum has never been officially communicated to the Lower Provinces, though it is true it may be found in a collection of parliamentary papers received from Quebec in the month of April last.

22. I have read and re-read this memorandum with close attention, but I fail to find any such announcement as that which it is now said to convey. True, the separate negotiation which Canada entered into with the Mother Country as to the terms of the loan was shewn to be suspended, and consequently she declined to take any immediate action; but how a negotiation, to which they were strangers, could affect the obligations of Canada to the Lower Provinces it is difficult to perceive, and that this view was taken in Canada also is, I think, shewn by the fact that no communication of this nature was made to New Brunswick or Nova Scotia on the adoption of the memorandum in question or during the passage of the Railway Bills in these Provinces, although, as I have before observed, every consideration would have dictated the communication of so important a fact to the Provinces equally parties with Canada to the agreement thus said to be set aside.

23. “It is further to be observed,” say your Excellency’s advisers, “that the carrying out of the agreement of September, 1862, necessarily depended upon the success of the negotiation with the Imperial Government and the assent of the Legislatures of these Provinces being obtained.” This is no doubt true, so far as the immediate carrying into effect of the agreement is concerned; but it may be remarked that in the opinion of two of the parties to the Quebec agreement the negotiation in England did not fail, and that the Legisla-

tures of New Brunswick and Nova Scotia have by very large majorities given full effect both to the agreement itself and to the arrangements entered into with the Home Government in consequence of that agreement. That the Parliament of Canada has not hitherto given their assent is undoubtedly true, for that assent has never up to this time been sought, but I have yet to learn that it has been refused.

24. I rejoice to perceive that your Excellency's advisers are of opinion "that the events of each succeeding year invest this work with greater importance."—It is unnecessary to assure your Excellency that its importance is fully appreciated in the Lower Provinces. The acts of their Governments and their Legislatures shew far better than words can do the value which they attach to the completion of this great work. As in the eyes of your Excellency's advisers its importance is held to be increasing, I trust I am not too sanguine if I anticipate that it may one day assume dimensions which will induce them to fulfil engagements which they have of their own accord deliberately undertaken.

25. As regards the prosecution of the survey, my Lord, I trust that there may be no misunderstanding with respect to the action which New Brunswick is prepared to take, and the view which she is prepared to maintain. There is no objection on the part of the Government of New Brunswick to undertake a preliminary survey, but in undertaking it they desire that it should be unequivocally understood that they consider the engagements contracted in 1862 to be still binding alike on New Brunswick and on Canada.

26. And now, my Lord, before concluding this despatch, I must request your Lordship's attention to a question of far deeper moment than any connected with the Intercolonial Railway alone.

27. The engagement of 1862 was one of a solemn character, approaching as nearly in its "nature to a treaty as the political condition of these Provinces permits." It was signed by duly appointed Plenipotentiaries. It was confirmed by your Excellency, by Lord Mulgrave, and myself, on behalf of the Provinces we govern. It was not the private agreement of individuals which could be repudiated at the expense solely of the honor of the men who signed it. It was not the undertaking of a Government which might be repudiated at the expense of some discredit to their party, or over-ruled by their opponents should they replace them in power. It was an Inter-provincial act, and it is not easy to see how it can be abandoned without peril to the credit of that Province, which, without the consent of the other contracting parties, refuses to abide by its engagements. Such a disavowal of contracted obligations between independent nations, could, I do not hesitate to say, be probably followed by a suspension of all diplomatic relations.

28. When in 1842 King Louis Phillippe refused to ratify a treaty with England signed by his Ambassador, he was strictly in his right, for the permanent chief of the state might refuse to confirm the acts of his Plenipotentiary; but he was felt to have weakened the Royal authority in France, and to have done that which brought discredit on his country. The case, however, is far stronger when a treaty is ratified. It then becomes a national obligation, and those who may have most lamented its conclusion, if they subsequently take office, become without scruple its most active agents in carrying its provisions into effect. Over and over again have English statesmen said, "I opposed the conclusion of such a treaty and condemned the advice which recommended it, but it is now binding on my Sovereign and country, and their honor must be preserved." Your Excellency as her Majesty's representative, has confirmed this obligation, and it is with deep regret that I see it set aside. I feel well assured that your Excellency has not acted or abstained from action in this matter without good and sufficient reasons; into their nature and character it is not for me, however, to enquire, neither is it my function to express an opinion as to the course pursued by the Canadian Government—the Parliament and people of Canada are their judges. But there is an aspect of this question of which it does concern me to speak. By the mass of the British people the British North American Provinces are looked on as one whole, and all suffer together in consequence of any conduct on the part of the chief and foremost of them which may merit or meet with reprobation. Every act which bears or seems to bear an aspect of selfishness or bad faith, sinks deeply

into the mind of England as a proof that her sons in North America have sunk from her high standard of generosity and honor. True, among those who know them closely, the conduct of New Brunswick and Nova Scotia acting loyally in the spirit and letter of their obligations, will but give increased confidence in their honor and integrity. But, nevertheless, New Brunswick must, to a large extent, feel the effects of what is done by her greater and more powerful neighbor, and it is therefore that she claims a right to protest against a course which cannot be persisted in without injury to herself as well as to those who may more justly suffer.

29. If a solemn agreement deliberately made with two other Provinces, calmly considered, voluntarily entered into, confirmed by your Excellency's approval and signature, is to be looked upon as a thing of no weight, what Provincial obligations may be looked on as secure?

30. I cannot suppose that your Excellency's advisers can be insensible to the responsibility attaching to the assumption of such a position; nor will I believe that the people of Canada, even those who disapproved the engagement of 1862, desire to see it overthrown at the risk of spreading abroad a suspicion which, even if unjust, cannot fail to be generally injurious—that in that country grave interests of a permanent character are lightly dealt with, and great questions of Intercolonial policy are decided not on their merits or in accordance with any fixed principle, but are taken up, trifled with, and abandoned, to suit the political exigencies of the passing hour.

I have, &c.,

(Signed) ARTHUR H. GORDON.

His Excellency the VISCOUNT MONCK.

(COPY.)

Fredericton, 5th October, 1863.

MY LORD,—

I have communicated to my Council the memorandum of the Executive Council of Canada, enclosed in your Excellency's despatch of 29th ultimo, and I have now the honor to transmit to your Excellency a memorandum which I have just received, and which contains the remarks of the Executive Council of New Brunswick on its contents.

Having explained at some length in my despatch of yesterday's date the views entertained by the Government of this Province in regard to the question to which this memorandum refers, I feel that no further remarks of mine are now necessary.

I have, &c.,

(Signed) ARTHUR H. GORDON.

His Excellency VISCOUNT MONCK, &c., &c., &c.

(COPY.)

To His Excellency the Hon. Arthur Hamilton Gordon, C.M.G., Lieutenant-Governor and Commander-in-Chief of the Province of New Brunswick, &c. &c.

The Committee of the Executive Council have had under consideration the despatch of the Governor General of Canada, bearing date 29th September, and the enclosed memorandum of the Committee of Council, in answer to your Excellency's despatch of the 18th of the same month, in relation to the proposed survey of the Intercolonial Railway, and have the honor to submit, for your Excellency's approval, the following reply thereto:—

The Committee receive with pleasure the assurance from the Government of Canada, that they look forward with satisfaction to the consummation of this important undertaking,—one which they characterize as invested with greater importance by the events of each succeeding year.

In the opinion thus expressed by the Government of Canada, the Committee cordially unite. The action taken by the Government and Legislature of this Province gives the most unmistakable evidence of the importance they attach to

the early completion of the proposed Railway, and that interest is not in the slightest degree diminished.

The Committee have, however, to express their surprise, that the Canadian Government considered the agreement of September, 1862, to have been abandoned on the return of their delegates from England, in January last; and that the Minute of Council of the 25th February is considered by them as sufficient to prevent any misconception on this point.

It is alleged by the Canadian Government, as a justification of the assumed abandonment of the agreement of 1862, that the conditions upon which the Imperial Government proposed to give the desired guarantee were at variance with the terms of that agreement, and the instructions given by them to their delegates. If, by the instructions referred to, they allude to the stipulation made by them, that the expenditure made by Canada for the construction of the Railway must be considered by the Imperial Government as so much expended for purposes of defence, the Committee have to observe, that no such proposition formed any part of that agreement; and the refusal by the Imperial Government to so consider it, in the opinion of the Committee, cannot be considered as a just ground for the abandonment of that contract, and to which, indeed, it had no relation.

The Committee have carefully examined the agreement of 1862, and the proposal of the Imperial Government of December following, but have failed to discover any inconsistency whatever between the two.

The Committee, so far from considering the Minute of 25th February last as expressive of an abandonment of the agreement entered into at Quebec, view it as a continuation, on the part of the Canadian Government, of the negotiations with the Imperial Government on the basis of that agreement; and the Committee consider the confidence expressed by the Executive Council of Canada in that memorandum, that the Government and Parliament of Great Britain would, in consideration of the importance of this great work as a measure of defence and a means of extending and securing the political and commercial influence of England over an immense territory, extending from the Atlantic to the Pacific, grant the proposed guarantee of interest on the most liberal terms, as a renewal of the application made to the Imperial Government by their delegates, relative to the sinking fund.

The Committee are also of opinion that the temporary disagreement existing between the Imperial and Canadian Governments are not of a nature sufficiently important to warrant the conclusion, that the basis of the joint arrangement between the Provinces must necessarily be abandoned.

It is true the Government of New Brunswick, to meet the wishes of Canada, advised your Excellency to consent that a preliminary survey should be had prior to the contemplated Legislation on the part of Canada; but in thus advising your Excellency, the Executive Council of New Brunswick expressed the hope, that no further deviations from the details of the Quebec agreement would be sought for, and that all further proceedings towards the accomplishment of the great work in view would be in strict accordance with the terms of that agreement.

The Committee respectfully request your Excellency to forward a copy of this Minute to His Excellency the Governor General, and sincerely trust that the Canadian Government, upon further consideration, will heartily co-operate with Nova Scotia and New Brunswick in carrying to a successful termination (upon the basis already agreed upon) this great Intercolonial undertaking, so long and ardently sought for by the people of British North America.

(Signed.)

S. L. TILLEY,
W. H. STEEVES,
CHARLES WATERS,
P. MITCHELL,
JAMES STEADMAN,
JOHN McMILLAN,
WILLIAM E. PERLEY,
GEORGE L. HATHEWAY.

Executive Council Chamber, }
7th October, 1863. }

(COPY.)

*Government House, Halifax, N. S.,
20th October, 1863.*

SIR,—

I have the honor to inform you that yesterday was the first opportunity I have had of assembling a quorum of the Executive Council of this Province since the receipt of your Excellency's despatches of the 1st, 6th, and 9th instant, when I availed myself of the occasion to call their attention to them and their enclosures, and beg to inform you with reference to them that my Executive advisers are strongly of opinion that the agreement entered into by the Governments of Canada, New Brunswick, and Nova Scotia, in 1862—that Canada should bear but five-twelfths (5-12) of the cost of the railway from Truro to Riviere de Loup, assigned to that colony much less than her fair proportion, whether considered in relation to her population and resources, or to the advantages and necessities of such a work; yet they regarded the proposed survey as so indispensable to any rational consideration of this important question, that they were prepared to co-operate in it upon the assurances given by Canada that she was sincerely desirous of seeing the road constructed, that she would bear five-twelfths (5-12) of the cost of the survey, and that if the survey should establish the facts that a line could be found acceptable to the British Government—the cost of which should not exceed the ability of the three Provinces—she would be prepared to assist in any feasible plan for its construction as far as she was able.

Should the survey prove the practicability of such a route, my advisers believe that the intelligent public sentiment of Canada would not long permit any Administration there to leave that great country, with all its commercial relations, dependent for five months of the year upon the fiscal arrangements of an independent, if not rival, State; and for the same period cut off from communication with the Parent State by any line of transit available for war purposes. The solid, practical advantages of the survey would thus, in their opinion, have been secured, and would have remained of the greatest benefit, quite independently of the views which might happen to be entertained by those by whom it was proposed.

Holding these opinions, I need not add the regret with which my Government have learned that the Government of Canada have raised any question as to the extent to which she would ultimately be willing to be bound, or that, having done so, your Government should have regarded it as an insuperable obstacle to proceeding at once with the survey.

I have, &c.,

(Signed.)

HASTINGS DOYLE.

His Excellency the

HON. ARTHUR H. GORDON, C. M. G.

(COPY.)

*Government House, Halifax, N. S.,
23rd October, 1863.*

MY LORD,—

On the 14th instant I received from Lieutenant-Governor Gordon the copy of a despatch which he had addressed to your Excellency, dated 7th October, having reference to the position now occupied by Canada on the question of the Intercolonial Railway. I availed myself of the first meeting of the Executive Council of this Province, after its receipt, to submit it to them, and have now the honor to transmit to your Excellency the copy of a despatch which, by the advice of my Government, I forwarded to Mr. Gordon, embodying their views upon the subject of his communication.

I have, &c.,

(Signed)

HASTINGS DOYLE.

His Excellency VISCOUNT MONCK.

(COPY.)

(No. 91.—Miscellaneous.)

Government House, Halifax, N. S.,
28th October, 1863.

MY LORD DUKE,—

I have the honor to inform you that, on the 14th inst., I received from the Lieut. Governor of New Brunswick the copy of a correspondence between the Governor General and that gentleman, relative to the proposed survey of the line of Intercolonial Railroad, and the position now occupied by Canada on that great question; and I now enclose to you the copy of a despatch, which, by the advice of the Executive Council of this Province, I addressed to Mr. Gordon, embodying their views on the subject.

I have, &c.,

(Signed.) HASTINGS DOYLE.

His Grace the DUKE OF NEWCASTLE, K.G.

Fredericton, 29th October, 1863.

SIR,—

I have the honour to acknowledge the receipt of your Excellency's despatch of the 20th inst., conveying to me the sentiment of your Excellency's advisers, on the subject of the recent discussions between this Government and that of Canada, respecting the proposed survey for the Intercolonial Railroad.

I can assure your Excellency that the Government of New Brunswick entirely share the regret expressed by your advisers, that any circumstances should have arisen to throw difficulties in the way of proceeding with the proposed survey, to the importance of which, as your Excellency is aware, my advisers are fully alive; but the Government of Nova Scotia is too enlightened not to perceive, and too just not to admit, that when a question has been raised as to the nature of the understanding upon which the survey was to be undertaken, it was impossible for this Government to do otherwise than state that which was its own conscientious conviction and belief. If by the "unqualified concurrence" required by the Canadian Government it is meant that the Government of New Brunswick are to admit that the engagements entered into in 1862 terminated in January last, it is not to be supposed that they can acquiesce in a statement in the accuracy of which they do not concur, and the admission of which would stultify their own acts and those of the Government of Nova Scotia during the past eight months; nor, when the Canadian Government distinctly intimated by their memorandum of the 29th September that in their view the agreement of 1862 was no longer binding, was it possible for this Government, without laying themselves justly open to a charge of want of candour and openness, to avoid expressing their dissent from this opinion!

I may observe, however, that my advisers have not as yet stated, as appears to be supposed by the Executive Council of Nova Scotia, that they regard the attitude assumed by the Government of Canada as an absolutely insuperable obstacle to proceeding with the survey; on the contrary, if your Excellency will refer to my despatch to the Governor General, you will find it stated that "there is no objection on the part of the Government of New Brunswick to undertake the preliminary survey. In undertaking it, however, they desire that it should be unequivocally understood that they consider the engagement contracted in 1862 to be still binding alike on New Brunswick and on Canada;" and although it is most undoubtedly the case that a reasonable prospect of the work being undertaken if the survey prove satisfactory, and a previous understanding as to the mode in which the expense of that work, if undertaken, is to be borne, are generally considered in this Province as indispensable preliminaries to the commencement of the survey, it is quite open to my Council to recommend that it should still be gone on with, if under all the circumstances they should deem it advisable to do so.

In conclusion, I hope it is almost unnecessary to assure your Excellency that it is the chief desire of my Government in this matter to act in strict accordance and concert with that of Nova Scotia.

I have the honor to be,

Sir,

Your most obedient servant,

ARTHUR H. GORDON.

His Excellency

The Administrator of the Government, Halifax.

*Government House, Quebec,
October 31st, 1863.*

SIR,—

I have the honor to acknowledge the receipt of your Excellency's despatch of the 20th October, enclosing a copy of a despatch addressed by you to the Lieut. Governor of New Brunswick, on the subject of the proposed survey of the Intercolonial Railway.

I shall not fail to bring immediately before the Executive Council of this Province the contents of your despatch, and I am gratified to find that the Ministers of Nova Scotia are impressed with the propriety of prosecuting the survey with as little delay as possible.

I have the honor to be,

Sir,

Your Excellency's most obedient servant,

MONCK.

His Excellency

MAJOR GENERAL DOYLE, &c., &c., &c., Halifax.

Fredericton, 31st October, 1863.

SIR,—

I have the honor to forward, for your Excellency's information, a copy of a despatch which I have lately received from the Governor General of Canada, together with a copy of a reply thereto, which I have addressed to his Excellency.

I have the honor to be,

Sir,

Your most obd't servant,

ARTHUR H. GORDON.

His Excellency

The Administrator of the Government, Halifax.

(COPY.)

Government House, Quebec, October 17th, 1863.

SIR,—

I have the honor to acknowledge the receipt of your Excellency's despatch of the 7th inst., on the subject of the course pursued by the Government of Canada in reference to the negotiations connected with the construction of the Intercolonial Railway.

In this despatch it appears to me that you directly charge the Ministers of the Crown in Canada with want of good faith in their dealings in this transaction, and, if not directly, at least by implication, I am myself included in this imputation.

It is not my desire or intention to engage with your Excellency in a controversial correspondence on this subject, but I wish to place on record the facts of the case as they appear on the authentic documents connected with it, and to suggest to you that those facts may be honestly read in a different sense from that which your Excellency attributes to them.

I do not mean in this communication to express any opinion on the wisdom or policy of the course pursued by the Government of Canada, my wish is to state the case as it seems to me to bear on the grave charges of want of good faith which you have brought forward.

The conference at Quebec in September, 1862, of the delegates from the Governments of the three Provinces, was held in consequence of the receipt of a despatch from the Duke of Newcastle, to which you allude in your despatch, dated April 12th, 1862.

That despatch rejected, on the part of Her Majesty's Government, a proposition made in 1861 jointly by the Governments of the three Provinces, as to the mode of raising the funds necessary for the construction of an Intercolonial Railway.

The despatch, however, suggested, *in general terms*, a new basis of arrangement for raising the necessary funds by means of "an Imperial guarantee of interest towards enabling them (the three Provinces) to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing the railway," leaving the *terms* of the guarantee for subsequent negotiation.

By the memorandum of agreement signed at Quebec on the 12th September, 1862, the delegates of the three Provinces expressed themselves *in terms as general as those used in the Duke of Newcastle's despatch*, "prepared to assume under the Imperial guarantee the liability for the expenditure necessary to construct this great work." It was also agreed that a joint delegation should proceed to England to arrange the details of the proposal which had been made and accepted only in general terms.

I think it is plain that on the obtaining of the guarantee of the Imperial Government depended the whole of the remainder of the agreement, and that supposing a failure in this respect, the remaining terms of the contract, which only concerned the mode of using that guarantee, would fall to the ground.

I think it is also a fair inference from the course of action pursued, that the joint delegation which it was determined to send to England was not sent for the mere purpose of accepting whatever terms might be offered, but that it had powers to discuss and reject those terms if they appeared unreasonable.

I heartily concur with your Excellency in your expression of regret that the instructions to that delegation were not given in writing, and by the three Governments in common, as such a course would have effectually prevented the misunderstanding which has since unfortunately arisen.

When the delegates arrived in London they found that one of the conditions which the Imperial Government considered indispensable, was the provision of a Sinking Fund for the extinction of the debt to be guaranteed by Great Britain.

Without pronouncing, one way or the other, an opinion whether it was a wise course or sound policy for the Canadian delegates to refuse the guarantee on this ground, it is at all events plain that the obligation to provide a Sinking Fund made a great difference in the nature and value of the proposed guarantee.

It is also apparent that this proposal was then, for the first time, brought officially under the notice of the delegates from Canada.

No one ever supposed that Her Majesty's Government was guilty of a breach of good faith in attaching this condition to the offer of a guarantee made originally without any allusion to it; and whatever view you may entertain as to the policy of such a proceeding, I can scarcely think that on reflection you will still hold the opinion that such a charge can fairly be made against the Canadian Government for refusing to accede to a condition not contained in the original offer, or alluded to in the acceptance by them of the guarantee.

If I am right in my opinion that the delegates sent to London on the part of the Governments of the three Provinces, respectively, were armed with powers to reject the conditions which Her Majesty's Government might attach to the offer of the guarantee, and did exercise those powers by refusing the guarantee on the

terms proposed—the basis of the arrangement having by these means failed, the other stipulations of the agreement which were dependent upon the success of this fundamental term, of course fell with it.

With regard to the agreement as to the proportional incidence of the expenditure, I must beg leave to remind your Excellency that a memorandum was agreed to by the delegates of New Brunswick and Nova Scotia in 1861, in which a different apportionment between the three Provinces of the incidence of expense was adopted from that which was agreed to in 1862, but the negotiation having then broken down in consequence of the failure to secure the Imperial assistance on the terms proposed, no imputation of bad faith was made against the Governments of New Brunswick or Nova Scotia, because in 1862 they did not consider themselves bound by the arrangement of 1861 on this incidental portion of the plan; nor do I think any such imputation could in fairness be made against them.

I regret very much that your Excellency was not furnished officially and immediately with a copy of the Minute of the Council of this Province of 25th February last. I readily admit you should have had it, and I can only account for the omission by the fact that just at that time Mr. Tilley was here in personal communication with the members of the Canadian Government.

With respect to the question as to the survey of the line of Railway which has now been proposed, it appears to me that whether the basis of 1862 be adhered to or abandoned, a trustworthy survey is absolutely necessary, in order to make any progress towards the completion of this work, and I trust that any misunderstanding which may have arisen will not be allowed to impede this indispensable step.

I have, &c.,

(Signed)

MONCK.

His Excellency the Hon. A. H. GORDON, C. M. G.

(COPY.)

Fredericton, October 27th, 1863.

MY LORD,—

I have to-day received your Excellency's despatch of the 17th instant, and, although like your Excellency, I have no wish to enter into any controversy upon the subject to which it relates, I feel compelled to reply briefly to one or two of the remarks made by your Excellency.

2. In the first place I must be permitted to express my deep regret that your Excellency should have conceived me to have desired, either directly or by implication, to cast upon your Excellency any imputation of bad faith. I most certainly had no such intention, for I entertained no such idea, and I regret that my despatch should in your Excellency's opinion, be open to such a construction, as I explicitly stated therein that I felt no doubt that the course pursued by your Excellency had been dictated by good and sufficient reasons. Nor have I, as far as I am aware, expressed any direct judgment on the course pursued by your Excellency's advisers. Their acts are susceptible of wearing an appearance of bad faith, and are so viewed in many quarters. I have therefore felt myself entitled to protest against the injury which may be thus indirectly inflicted on this Province; but I have expressly stated that these suspicions might very possibly be unjust, although it was not unnatural that such suspicions should have been excited by the acts which caused them.

3. I cannot say that the reasoning of your Excellency's despatch has led me to consider as inaccurate the views put forward in my despatch to your Excellency of the 7th instant.

4. I cannot perceive, nor indeed does your Excellency attempt to maintain, that the proposals of the British Cabinet were inconsistent with the agreement of 1862 as is urged by the Executive Council of Canada in their Minute of September 29, 1863, and whilst I quite admit that the question of a Sinking Fund was for the first time officially mentioned to the representatives of Canada in London, your

Excellency cannot have forgotten that it was frequently in the minds of those who took part in the Conference at Quebec, and who were well aware that such a condition was invariably insisted on in similar cases by the Imperial Government. Neither there, nor subsequently in England until the very eve of their departure, did the representatives of Canada assert that it was impossible for them to agree to its imposition, whilst in the opinion of the Governments of New Brunswick and Nova Scotia, the establishment of a Sinking Fund accompanied by the concessions ultimately granted by the British Government as to the period at which the payments to that fund were to commence, and the nature of the securities in which it was to be invested, did not really in any appreciable degree diminish the value of the proposed guarantee. I have no desire, however, to resume a discussion on this controverted point.

5. That the Minute of February 25th, 1863, was, however, intended by some members at least of the Canadian Government to close the negotiation and to convey an intimation to the Lower Provinces of its close, I am bound to believe on their testimony to that effect; but if so, it is unfortunate that the document itself should have been so singularly ill-calculated for its purpose. Its apparent object is to propose a new arrangement for the re-payment of the contemplated loan, thereby it would seem continuing rather than abandoning the negotiations between the Imperial Government and that of Canada; and it certainly failed to carry any sense of its true intention even to some members of the Canadian Government who took part in its preparation; whilst how that could be a notification to the Lower Provinces which was not communicated to them, I own I am at a loss to conceive. On this point, I may observe, that your Excellency is in error in supposing Mr. Tilley to have been at Quebec at the time that that Memo. was prepared. The Memorandum bears date 25th February. Mr. Tilley left Quebec on 27th January, and so far was he from conceiving the agreement of 1862 to have been abrogated, that he, as your Excellency is aware, introduced a Bill into the Legislature of this Province to give the effect of law to that agreement.

6. Your Excellency observes that the Lower Provinces agreed in 1861, to a different apportionment of the expense to that arranged in 1862, and that no imputation of bad faith followed its abandonment. This is most true; but there is an extremely important difference to be observed between that case and the one now under consideration. The agreement of 1861 was abandoned by the common consent of all the parties to it; but the complaint now made by the Government of New Brunswick is that, in this case the negotiations for the preliminary survey has been permitted to go on without any intimation on the part of the Government of Canada, that an entirely fresh arrangement for the construction of the subsequent work would have to succeed the survey, although it must have been quite apparent from my various despatches and those of Lord Mulgrave, especially that of 29th April, transmitting to your Excellency the copy of a Minute of the Executive Council of Nova Scotia, as also from the acts of the Governments and Legislatures of this Province and Nova-Scotia, that, although the execution of the agreement was known to be suspended, its provisions were here still imagined to be binding.

7. I quite concur with your Excellency in attaching a very high importance to the completion of the survey, and I will communicate to my Council for their consideration and advice your Excellency's hope that "no misunderstanding which may have arisen will be allowed to impede this indispensable step"—nor will I anticipate the course that my advisers may deem it proper to recommend. But I am aware that when they assented to the preliminary survey, it was in the full belief that, should that survey prove satisfactory, the work would when undertaken be carried out in the manner contemplated by the agreement of 1862—not perhaps immediately, but whenever the difficulties between the Imperial Government and that of Canada had been satisfactorily arranged; and I am also aware that, however desirable that such a survey may be, a previous agreement as to the course to be followed in the event of such a survey proving the feasibility of the work, is generally considered in this Province to be necessary to justify the outlay which would be required for the purpose.

I have, &c.,

(Signed) ARTHUR H. GORDON.

His Excellency VISCOUNT MONCK, &c., &c., &c.

Quebec, 2nd November, 1863.

SIR,—

I have the honour to enclose for your information a copy of a despatch wherein the Duke of Newcastle directs Mr. Sandford Fleming to be appointed as the representative of the Imperial Government in the contemplated survey of the line of the Intercolonial Railway.

I have the honor to be, Sir,

Your obedient servant,

MONCK.

His Excellency MAJOR GENERAL DOYLE.

(COPY.)

(No. 107.)

Downing Street, 17th October, 1863.

My LORD,—

I have to acknowledge the receipt of your Lordship's despatch of the 14th September, No. 87, enclosing a copy of an approved Report of a Committee of your Executive Council, in which it is recommended that the Engineer appointed to act on behalf of the Imperial Government in the contemplated survey of the proposed line of Intercolonial Railway should be sent to Halifax as soon as possible.

The character of Mr. Sandford Fleming, whom in your despatch No. 81 you mention as having been nominated by the Government to undertake the preliminary survey of the line of Intercolonial Railway, is so unexceptionable, and the selection of him by the Governments of Nova Scotia and New Brunswick is such a further convincing proof of his qualification for the office of Engineer for the line, that I am quite ready to avail myself of his services as the representative of the Imperial Government; your Lordship will accordingly be pleased to appoint Mr. Fleming at once to the situation.

It is agreeable to me to feel that by selecting Mr. Fleming as the combined representative of Her Majesty's Government and of the North American Provinces specially interested in this important subject, much delay has been avoided, and that the wishes of your Government for the immediate commencement of the survey, as far as this appointment is concerned, have been complied with.

It will of course be understood that in waiving their rights to appoint a separate Engineer for effecting the survey, Her Majesty's Government do not abandon the right to satisfy themselves that the line is one which will answer the purposes in which the Imperial Government is interested, and that it can be constructed without application to the Imperial Government for any further guarantee.

I have, &c.,

(Signed)

FREDERIC ROGERS,

In the absence and by the authority
of the Duke of Newcastle.

Government House, Quebec,
November 7 1863.

SIR,—

I have the honor to transmit herewith for your Excellency's information, copies of letters and enclosures that have passed between the Lieutenant Governor of New Brunswick and myself on the subject of the Intercolonial Railway, prior to my despatch of the 17th October on the same subject, a copy of which was communicated to your Excellency on the 31st ultimo.

I have the honor to be, Sir,

Your Excellency's most obedient servant,

MONCK.

His Excellency MAJOR GENERAL DOYLE, &c., Halifax.

(COPY.)

Quebec, December 21st, 1863.

SIR,—

Referring to previous correspondence on the subject, I have the honour to transmit herewith a copy of a Report of a Committee of the Executive Council, approved by me on the 18th instant, in reference to the Intercolonial Railway.

I have, &c.,

(Signed)

MONCK.

His Excellency the Administrator of the Government
of Nova Scotia.

Copy of a Report of a Committee of the Honorable the Executive Council, appointed by His Excellency the Governor General on the 18th December, 1863.

The Committee of the Executive Council have had under consideration a memorandum of the Executive Council of New Brunswick in reference to the Intercolonial Railway, transmitted by his Excellency the Lieutenant Governor of that Province, under date the 8th October last; and they have the honor to submit, for your Excellency's approval, the following observations in reply:—

The Committee cannot refrain from expressing their regret that the Government of New Brunswick continues to attach undue importance (in the judgment of the Committee) to the details of the provisional agreement entered into at Quebec in September, 1862.

The Committee have already reported to your Excellency that in their opinion that convention is practically at an end, not by reason of any action on the part of Canada, but as a result of the conditions insisted upon by the Imperial Government, and the consequent failure of the negotiations in London. An unyielding adherence to the convention of 1862, in its entirety, and a determination to make it the unalterable basis of further proceedings, can only have the effect of indefinitely postponing the entire project. On the other hand, the Committee are anxious to see a survey undertaken at the earliest possible period, that the information may be acquired which the discussions in London have shewn to be an essential preliminary to further negotiation.

It is gratifying to know that the steps taken to secure a survey are concurred in by the Imperial Government, and the Committee trust that the Government of New Brunswick will waive all further objection, and thus assist in restoring the question of an Intercolonial Railway to a position more favorable to a satisfactory solution.

The desire of the Government of New Brunswick to treat with Canada, as though it were irrevocably committed to the details of the preliminary arrangements of the representatives of the three Governments in 1862, appears the more surprising to the Committee when they remember that the assent of the Imperial Government—the fourth party to the compact—was refused unless new conditions of a very important character were agreed to, and also unless Canada acquiesced in a distinct repudiation of considerations by which the views of its Government had been largely influenced.

Of the nature of these considerations the Committee need not here speak.

It is enough that to the then Government of Canada they formed cogent reasons for assenting to the plan adopted by the convention, and that they were set aside as inadmissible by the Imperial Government.

The Committee would also remark that the attempt to treat as fixed and unalterable, stipulations in an arrangement, which, in its very nature, could have no force or effect until assented to by four separate Governments, (one of which from the first refused its assent) and which, moreover, required to be confirmed by four distinct Legislatures, (a confirmation which became impossible by a failure of the preliminary agreements between the four Governments) seems as unreasonable as it is unprecedented.

The Committee do not forget that at a previous stage of this question, New Brunswick was itself a party to a proceeding similar to that of which it now complains. The agreement of 1862 was not the first upon the same subject, nor is a change of basis now made for the first time.

One of the preliminaries which Canada is now asked to adhere to inflexibly, corresponds with a condition embodied in the arrangement of 1861, which was allowed to dissolve and disappear on the failure of the negotiations in England without remonstrance or objection on the part of New Brunswick.

The Committee submit that Canada may, without subjecting itself to a charge of bad faith, now do what New Brunswick and the other parties to the negotiation have already done under similar circumstances, without imputation or complaint from any quarter.

If the requirement of the Imperial Government in relation to an exploratory survey of a central route were unreasonable, the Committee might have hesitated before acceding to it, but the Committee are constrained to admit the propriety of the demand of the Imperial Government for trustworthy data, as to the cost of the undertaking, before lending the Imperial guarantee.

The Committee need scarcely remind your Excellency that this survey was always regarded in Canada as an important element in the negotiations in England, as well as a necessary preliminary to the proper discussion of the project in the Canadian Legislature.

The Government of this Province did not press the demand for a preliminary survey, during the conference at Quebec in 1862, for reasons which the Government of New Brunswick ought not to ignore. The survey was deferred at the earnest solicitation of the delegates from that Province, for the purpose of averting apprehended difficulties in their own Legislature.

For the failure of the negotiations in England, New Brunswick is therefore to a large extent responsible, because one of the conditions insisted upon by the Imperial Government was omitted from the basis of agreement at Quebec to promote the convenience of that Province.

The Committee are of opinion that the present attitude of the Government of Canada is one that in no respect prejudices the interests of any of the parties to the provisional agreement of 1862.

In its memorandum of February last, the Canadian Government simply desired to place that convention in its true light, as a preliminary arrangement that had fallen to the ground, not by any act of Canada, but because the final terms, as presented at a later stage of the negotiations, were not accepted by all the contracting parties; and the Committee may remind your Excellency that several gentlemen, not unfriendly to the project of an Intercolonial Railway, but who had opposed its prosecution under the convention of 1862, joined the administration in May last on the distinct understanding that the convention of 1862 was practically at an end.

In the meantime a reconstruction of the whole question is rendered necessary, as well to satisfy the people of Canada as to comply with the prudent command of the Imperial Government.

Of this new proceeding an exploratory survey is the first step.

What shall follow must be largely dependent upon the result of the engineering operation, and upon the views of all the parties to the enterprise, as they may be founded upon or revised in accordance with the information which may then be available.

The Government of Canada reserves to itself the right of weighing, scrutinizing, and dealing with the propositions which may hereafter be submitted, untrammelled by conditions or stipulations which events have annulled.

In conclusion, the Committee would renew the expression of their hope that the Government of New Brunswick will, on a reconsideration of the whole case, consent to co-operate with Canada, Nova Scotia, and the Imperial Government, in undertaking a preliminary survey which it is now evident must precede all further negotiations, and to defer discussions which properly belong to a subsequent stage of the question.

(Certified)

(Signed)

WM. H. LEE,
C. E. C.

(COPY.)

Quebec, 15th March, 1864.

SIR,—

I have the honor to enclose for your information a copy of the instructions given by this government to Mr. Sandford Fleming, for the survey of the line of Intercolonial Railway.

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

MONCK.

His Excellency Major General DOYLE, &c.

(COPY.)

Secretary's Office, Quebec, 11th March, 1864.

(Canada.)

SIR,—

I now address to you, in writing, instructions by the government of Canada, for the survey intrusted to you of the route of the proposed Intercolonial Railway, the substance of which instructions has already been communicated to you in a verbal manner, such mode of communication having been adopted at the time, in order to avoid delay, in your departure from Quebec, on the duty in question.

1. You are instructed, on the part of the Government of Canada, to proceed immediately to a survey and examination of the territory through which the proposed line of railway between this Province and those of New Brunswick and Nova Scotia would run.

2. This survey and examination are intended for the purpose of enabling the Government of Canada to form an estimate of the practicability of the proposed undertaking, and of its probable cost, in order that the expediency of engaging in the work itself may be judged of in a satisfactory manner.

3. The information so obtained will also be at the service of the other Governments interested, if desired.

4. On a general examination of the country, you will consider the routes which have on previous occasions been contemplated for the object in question, as well as any others which may seem to you worthy of attention.

5. Your notice will be especially given to any obstacles which may present themselves as requiring serious expense to surmount, and to the best methods of overcoming such obstacles, or of avoiding them by deviations from the direct line.

6. You will also pay attention to the distance of what may in other respects appear the most eligible line from the frontier of the United States at various points.

7. You will make your calculations in the matter of the probable cost of the work with a due regard to economy, but at the same time to full efficiency.

8. Similar considerations will guide you as regards the survey and examination.

9. You will endeavour to act in a cordial and harmonious spirit with any persons who may be appointed either on the part of the sister colonies, or of the Imperial Government, to co-operate with you.

10. The completion of the survey and examination at as early a period as possible, is highly desirable.

11. You will report your progress from time to time to the Provincial Secretary of Canada.

I have, &c.,

(Signed)

A. J. FERGUSON BLAIR.

Secretary.

SANDFORD FLEMING, Esq., Civil Engineer, }
Fredericton, New Brunswick. }

(COPY.)

(Nova Scotia.—No. 15.)

Downing Street, 19th March, 1864.

SIR,—

I transmit to you, for your information, a copy of a correspondence which has passed between this Department, the Treasury, and Mr. Watkin, the President of the Grand Trunk Railway, on the subject of the proposed Intercolonial Railway.

From this correspondence you will learn the understanding upon which Her Majesty's Government are prepared to accede to the proposition now submitted to them, with regard to the construction of a line of railway between Truro and the Bend, in the Provinces of New Brunswick and Nova Scotia, as a part of the larger project for completing the railway communication between Halifax and Quebec.

The question whether this section of the railway should be at once undertaken is of course entirely for the decision of the Provincial Legislatures, and I need hardly say that I shall myself view with interest any step which tends to facilitate the completion of the plan contemplated in the negotiations of 1862-3.

I have, &c.,

(Signed) FREDERIC ROGERS,

(In the absence, and by the authority of the Secretary of State.)

The officer Administering
the Government of Nova Scotia. }

SIR F. ROGERS TO MR. HAMILTON.

(COPY.)

Downing Street, 11th March, 1864.

SIR,—

In the months of December, 1862, and January, 1863, I had the honor, by direction of the Duke of Newcastle, to submit to you for the consideration of the Lords of the Treasury, certain proposals made on behalf of the colonies of Canada, Nova Scotia, and New Brunswick, in relation to the completion of a line of railway now partly in existence between Halifax and Quebec.

The conclusions approved by their Lordship's and His Grace were recorded in two memoranda, which, though not embodied in the usual form of departmental correspondence, were placed in the hands of the Colonial delegates, and have since been recited in full in the Provincial acts, to which I shall presently refer. It has hitherto not been thought necessary to make these transactions the subject of more formal reference to their Lordships, because all further proceedings were contingent in the first instance on Colonial legislation, and this legislation has as yet but partially taken place. But while the prosecution of the undertaking, as a whole, is thus in abeyance, a proposal has reached His Grace which, without entailing any additional expense or liability on the Imperial Government, may lead to the immediate commencement of one part of the line. This proposal His Grace is desirous of recommending strongly for the favorable consideration of their Lordships.

The case now stands as follows: In the memoranda already alluded to Her Majesty's Government state the terms on which they are prepared to propose to Parliament to guarantee a loan of £3,000,000, to be spent in completing railway communication between Quebec and Halifax.

It is stipulated that the line shall be approved by the Home Government—that arrangements there described shall be made for repayment of the loan, and that

Her Majesty's Government shall approve the surveys, and must be satisfied that the line can be constructed without further application for an Imperial guarantee. It is also stipulated that bills shall be "immediately" submitted to the Colonial Legislatures for giving effect to the plan.

Such bills have been submitted to the legislatures of New Brunswick and Nova Scotia, and passed. Copies of the act are now enclosed for their Lordships' information. It will be observed that they contain transcripts of the memoranda of December, 1862, and January, 1863. The Canadian Government has not submitted any bill, and appears to deny its obligation to the other two colonies to do so.

But it appears possible that, notwithstanding the backwardness of that government, the two lower provinces may think it worth while at once to construct a certain portion of the line—*i. e.*, from Truro, the present terminus in Nova Scotia, to what is called the Bend—if they can be assured that they will not by this premature action prejudice their claim on the Imperial guarantee, supposing that this guarantee should eventually be granted.

It appears just to his Grace that if the undertaking is a valuable one, (which it certainly is) the lower provinces ought not to suffer by their forwardness in commencing it, provided their work is really what it ought to be in reference to the main scheme.

But if the railway is at once commenced, questions might arise (in which Her Majesty's government ought not to be involved) as to the proportion in which the different provinces are entitled or called upon to share in the advantages or burdens of the guaranteed loan. And it is also to be borne in mind that in strictness of construction Her Majesty's Government may now perhaps be entitled to withdraw the promises contained in the memoranda of 1862–3, on the ground that the condition provided of "immediately" submitting the necessary bills to the Colonial Legislatures has not been performed. This right Her Majesty's Government would implicitly waive if they sanctioned the commencement of the railway by Nova Scotia and New Brunswick.

His Grace thinks that the first of these two questions, (that respecting the apportionment of the guarantee,) so far as regards the advantage derivable from the guarantee, is almost exclusively for the consideration of the provinces themselves; and as regards the liabilities attaching to it, that Her Majesty's Government have no reason for desiring any alteration in consequence of the proceedings now contemplated, the only object of this country being to ensure that the road is made and the debt properly secured.

On the second point it appears to his Grace that the present may be a proper opportunity for fixing a definite period within which, if at all, the Legislatures must effect their legislation.

His Grace would therefore propose that the promoters of this undertaking (who, he understands, have already brought their case under the consideration of the Lords of the Treasury,) might be answered to the following effect—that if the Lower Provinces shall, at their own expense, commence the construction of a railway on a line approved by Her Majesty's Government, between Truro and the Bend, and if subsequently the proposed loan of £3,000,000 shall be raised under the Imperial guarantee in virtue of the offer contained in the above mentioned memoranda, the railway between Truro and the Bend and the works constructed therefor by the Lower Provinces, (as far as Her Majesty's Government is concerned,) be considered to form part of the railway on which the loan of £3,000,000 is to be expended; and Her Majesty's Government see no reason for requiring any change in that part of the memoranda which declares that five-twelfths of the loan shall be chargeable against Canada, three and a half twelfths against Nova Scotia, and three and a half twelfths against New Brunswick.

It may be added that the further question, what part of that sum of £3,000,000 should be paid over to New Brunswick and Nova Scotia, in consideration of the works effected by them without the concurrence of Canada, will be mainly a question for the Provincial Governments; but that the Imperial Government before being party to any such payment in respect of this section of the railway, must have sufficient security that the whole scheme will be prosecuted with effect.

It must be clearly explained that this assurance is given merely for the purpose

of providing (as far as Her Majesty's Government is concerned) that New Brunswick and Nova Scotia shall not be prejudiced by commencing the railway in anticipation of a final arrangement, (if such arrangement should ever take effect) and is not to be understood as in any varying, or keeping alive, or extending that arrangement, or as imposing on the Imperial Government any liability to assist in the construction of the shorter line now contemplated, whether by way of guarantee or otherwise, except in pursuance of the offer of December, 1862, and January, 1863. It follows of course that if that offer should fall to the ground, this assurance will fall with it. And it should be particularly pointed out that the present correspondence is not to affect the right of the Home Government to determine for itself at what period the offer of 1862-3 shall be held to be cancelled by the failure of the Canadian Government to fulfil the first of the proposed conditions, viz., that of submitting immediately to the Colonial Legislatures the bills required for carrying that offer into effect.

It might, however, be added that Her Majesty's Government consider that offer as still subsisting, but would certainly cease to do so unless a definitive arrangement were made, and the necessary Colonial laws passed within five year's of the date of the first memorandum, *i. e.*, before December, 1867.

I am, &c.,

(Signed) FREDERIC ROGERS.

(COPY.)

MR. PEEL TO SIR F. ROGERS.

Treasury Chambers, 18th March, 1864.

SIR,—

I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed copy of a letter from Mr. Watkin, the President of the Grand Trunk Railway of Canada, dated 15th ult. ; and with reference to your letter of 11th inst., I am to request that you will state to His Grace the Duke of Newcastle that my Lords are very averse to entertain the proposition now made in relation to the construction of the line of Railway between Truro and the Bend, in the Provinces of New Brunswick and Nova Scotia, as a part of the larger project for completing railway communication between Quebec and Halifax, without knowing the views of the Governments of those Provinces.

If, however, it should be the desire of the Governments of the Provinces of New Brunswick and Nova Scotia that the arrangement proposed in your letter of 11th instant, with the conditions annexed, should be carried into effect,—and if the Legislatures of the Provinces should make provision accordingly,—this Board will be prepared to assent to that arrangement.

But their Lordships desire that it may be distinctly understood that the construction of the line now proposed between Truro and the Bend, is undertaken by the two Provinces at their own risk, that no claim of any kind is to be made upon the Imperial Government, if the whole project of 1862-3 should not be carried out, and that Her Majesty's Government is not to be involved in any question that may arise between the three Provincial Governments with reference to the arrangements now proposed.

I am, &c.,

(Signed) F. PEEL.

SIR F. ROGERS, Bart.

(COPY.)

MR. WATKIN TO MR. HAMILTON.

Grand Trunk Railway of Canada,
21, Old Broad Street, E. C., Feb. 15th, 1864.

SIR,—

Provisional arrangements were made in 1862 and 1863 between Her Majesty's Treasury, and delegates from Nova Scotia and New Brunswick and Canada, in reference to the Intercolonial Railway.

The railway, as projected, was composed of two integral portions, one extending from Truro, in Nova Scotia, to a Junction with the St. John and Shediac line, at a place below Shediac, usually known as the "Bend," and which portion was about one hundred miles in length; the other extending from the Bend, through portions of the Provinces of New Brunswick and Canada, to Riviere du Loup, where it effected a junction with the system of the Grand Trunk Railway, of which I am President, and by means of which system a direct through communication is secured to the extreme western boundary of Canada.

In the papers drawn up under your supervision, I believe, in 1863, it was proposed that the British Government should have the right of laying down the exact course of the line of railway, and that in consideration of this, and other matters, the Imperial guarantee should be extended to an issue of £3,000,000 sterling of Provincial bonds to be devoted to the construction.

I need not trouble you with further details with which you are so familiar.

Since the issue of these documents the Provinces of Nova Scotia and New Brunswick have each passed acts in their Parliament, accepting and confirming the arrangement so far as those two Provinces are concerned; but these acts contain a provision that if within two years the Province of Canada should not assent and legislate, then that their own legislation should be considered void, therefore their legislation of 1863 will be void in the year 1865.

Unfortunately Canada has not yet made any practical step in advance in the way of legislation; nor is there any great likelihood that the Canadian Parliament, in the session about to commence, will carry through the needful measures.

Under these circumstances the Provinces of Nova Scotia and New Brunswick were anxious that Her Majesty's Government should permit the Imperial guarantee to operate as regards the capital required to be expended on the first link of the railway, viz., that between Truro and the Bend, but on consulting His Grace the Duke of Newcastle, at the request of members of the Government of the two Provinces, I find him indisposed to recommend a compliance with the wishes so expressed.

As matters stand the Parliaments of Nova Scotia and New Brunswick will, in the coming session, be urged to devote, in other directions, the capital to be set apart for the construction of the Intercolonial.

As regards Nova Scotia, a strong effort will be made to extend their existing railway system for local purposes to Pictou; and more than that, both Nova Scotia and New Brunswick are at this moment appealed to join with parties in the State of Maine in connecting their respective railway systems with the railway system of the United States.

And as the latter proposal involves a much smaller cost and length of railway to construct than the Intercolonial, and as it will give for New Brunswick a short route into districts with which they have a very considerable trade, such a proposal finds many and ardent supporters.

Under these circumstances, I have suggested to His Grace the Duke of Newcastle, in accordance with what I believe to be wishes of those in the Lower Provinces who are anxious still for the realization of the Intercolonial project, that Her Majesty's Treasury should protect these two Provinces from damage in the event of their taking action in the right direction, and not waiting for Canada.

Provided they can be induced to construct without delay, and out of their own funds, the first link in the Intercolonial system above alluded to, which I consider will cost about £800,000 sterling, will Her Majesty's Treasury consent that in the

event of the complete construction of the Intercolonial Railway under the approval of Her Majesty's Government, the fair rateable proportion of capital attributable to this first link shall be then included in the guarantee?

It might be distinctly understood that some reasonable limit of time should be fixed by Her Majesty's Government, and also that the whole arrangement is still contingent upon Imperial legislation, that no present guarantee is required, and that no liability or guarantee can accrue unless the whole scheme is carried out under the approval of the Treasury and the confirmation of Parliament.

I have, &c.,

(Signed) EDWIN W. WATKIN.

G. A. HAMILTON, Esq., Secretary Treasury, Whitehall.

SIR F. ROGERS TO MR. WATKIN.

(COPY.)

Downing Street, 19th March, 1864.

SIR,—

The Duke of Newcastle desires me to inform you that he has received from the Lords of the Treasury a copy of your letter of the 15th of February, contemplating the construction by New Brunswick and Nova Scotia of the first link of the Intercolonial railway between Truro and the Bend, and suggesting that the line so constructed should be held to be part of the larger scheme contemplated in the laws recently passed by those two Provinces and by the memoranda of December, 1862, and January, 1863, recited in those laws.

I am directed by His Grace to inform you in reply that, if the Lower Provinces shall, at their own expense, commence the construction of a railway on a line approved by Her Majesty's Government, between Truro and the Bend, and if subsequently the proposed loan of £3,000,000 shall be raised under the Imperial guarantee in virtue of the offer contained in the above memoranda, the railway between Truro and the Bend, and the works constructed thereupon by the Lower Provinces shall (as far as Her Majesty's Government is concerned) be considered to form part of the railway on which the loan of £3,000,000 is to be expended; and that His Grace sees no reason for requiring any change in that part of the memoranda which declares that five-twelfths of the loan shall be chargeable against Canada, three and a half twelfths against Nova Scotia, and three and a half twelfths against New Brunswick.

The further question of what part of that sum of £3,000,000 should be paid over to New Brunswick and Nova Scotia in consequence of the works effected by them without the concurrence of Canada, will be mainly a question for the Provincial Governments, in which it must be understood that Her Majesty's Government is not to be involved. But the Imperial Government, before being party to any such payment in respect of this section of the railway, must have sufficient security that the whole scheme will be prosecuted with effect.

It is scarcely necessary to observe, that this assurance is given merely for the purpose of providing (as far as Her Majesty's Government is concerned) that New Brunswick and Nova Scotia shall not be prejudiced by commencing the Railway in anticipation of a final arrangement (if such arrangement should ever take effect), and is not to be construed as in any way varying, or keeping alive or extending, that arrangement, or as imposing on the Imperial Government any liability to assist in the construction of the shorter line now contemplated, whether by way of guarantee or otherwise, except in pursuance of the offer of December, 1862, and January, 1863. Therefore no claim whatever is to be made on the Imperial Government, unless the whole project is carried into execution; and if the offer

of 1862-3 should fall to the ground, this assurance will of course fall with it. It must also be understood that the present correspondence is not to affect the right of the Home Government to determine for itself at what period the offer of 1862-3 shall be held to be cancelled by the failure of the Canadian Government to fulfil the first of the proposed conditions, viz. : that of submitting immediately to the Colonial Legislatures the bills required for carrying that offer into effect.

I am to add, however, that Her Majesty's Government consider that offer as still subsisting, but would certainly cease to do so, unless a definite arrangement were made, and the necessary Colonial laws passed within five years of the date of the first memorandum, *i. e.*, before December, 1867.

I am, &c.,

(Signed)

F. ROGERS.



APPENDIX No. 13.

ADDRESSES OF CONGRATULATION.

(COPY.)

(Nova Scotia.—No. 31.)

Downing Street, May 5th, 1863.

MY LORD,—

I have the honor to request that you will acquaint the House of Assembly and Legislative Council of Nova Scotia, that their address to the Queen, which was enclosed in your despatch, No. 37, of the 15th of April, has been laid before Her Majesty, who was pleased to receive it very graciously. Her Majesty was much gratified by the expressions of loyalty and attachment which it contained.

I have, &c.,

(Signed)

NEWCASTLE.

The Right Honorable the EARL OF MULGRAVE, &c., &c.

(COPY.)

(No. 30.—Nova Scotia.)

Downing Street, 4th May, 1863.

MY LORD,—

I have the honor to acknowledge the receipt of your despatch, No. 37, of the 15th of April, and to acquaint you that the address to the Prince of Wales from the House of Assembly and Legislative Council of Nova Scotia, which was enclosed in that despatch, has been forwarded to Lieutenant General Knolleys, in order that it may be submitted to His Royal Highness.

I have, &c.,

(Signed)

NEWCASTLE.

The Right Honorable the EARL OF MULGRAVE.

Marlborough House, May 23rd, 1863.

Lieut. General Knolleys has been commanded by the Prince of Wales to thank the Legislative Council and the House of Assembly of Her Majesty's Province of Nova Scotia, for their affectionate address on the occasion of his marriage. His Royal Highness deeply appreciates the warmth of their congratulations, and is very sensible of the loyalty and attachment with which they are animated towards Her Majesty the Queen.

To the President of the Legislative Council,
And the Speaker of the House of Assembly.

(COPY.)

(Nova Scotia.—No. 12.)

Downing Street, 16th March, 1864.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 12, of the 16th of February, enclosing a joint address to the Queen from the Legislative Council and House of Assembly of Nova Scotia, congratulating Her Majesty on the birth of a son to the Prince and Princess of Wales, and also a similar address to their Royal Highness on the same subject.

I have to request that you will inform the Legislative Council and House of Assembly, that I duly laid their address before the Queen, and that Her Majesty was pleased to receive it very graciously.

You will also inform them that I caused to be communicated to the Prince and Princess of Wales the joint address of the two Houses to their Royal Highnesses, and that they have received with much satisfaction this expression of the attachment and good wishes of the Legislative Council and Assembly of Nova Scotia.

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

NEWCASTLE.

The Officer Administering the Government }
of Nova Scotia. }

APPENDIX No. 14.

PRINCESS OF WALES.

(COPY.)

(Nova Scotia.)

Downing Street, 15th January, 1864.

SIR,—

It is my pleasing duty to announce to you that on the evening of the 8th instant, at 2 minutes before 9 o'clock, Her Royal Highness the Princess of Wales was happily delivered of a Prince, to the great joy of the nation, and of all the Royal family. Her Royal Highness and the infant Prince have, through Divine mercy, continued to do well up to the present time.

I have, &c.,

(Signed)

NEWCASTLE.

The Officer Administering the Government }
of Nova Scotia. }



APPENDIX - No. 15.

GOVERNMENT FORMATION.

(COPY.)

(No. 55—Legislative.)

*Government House, Halifax, N. S.
11th June, 1863.*

MY LORD DUKE,—

I have the honour to inform your Grace that the elections which took place on the 28th May have resulted in the return of an overwhelming majority on the part of the Opposition, and the consequent defeat and resignation of the Government.

So soon as the result was known Mr. Howe informed me that it was the desire of the Government at once to tender their resignations, as they were unwilling to retain office for a day longer than was necessary, after ascertaining that the majority against them was so unmistakeable.

I at once assured him that although I should regret closing the official connection which had subsisted between us for more than three years, I thought that under the circumstances the course which the Government proposed to adopt was the proper one, and on Friday last, the 5th June, their resignation having been tendered to me in an official form, I at once communicated with Mr. Johnston and entrusted to his hands the formation of a new Government.

I have now the honor to enclose for your Grace's information the names of the gentlemen whom I have this day, by the advice of Mr. Johnston, appointed to seats in the Executive Council and the different Departmental offices.

I have, &c.,

(Signed) MULGRAVE.

His Grace the DUKE OF NEWCASTLE, K.G.

HON. J. W. JOHNSTON, Attorney General.

“ CHARLES TUPPER, Provincial Secretary.

“ W. A. HENRY, Solicitor General.

“ JAMES McNAB, Receiver General.

“ I. LEVESCONTE, Financial Secretary.

J. MCKINNON,

A. MCFARLANE, } Without office.

S. L. SHANNON, }

JAMES McDONALD, Railway Commissioner.

ALPIN GRANT, Queen's Printer.

(COPY.)

No. 43.—Nova Scotia.)

Downing Street, 29th June, 1863.

MY LORD,—

I have the honour to acknowledge the receipt of your despatch No. 55 of the 11th instant, reporting the resignation of Mr. Howe's Government in consequence of the result of the recent General Election, and communicating to me the names of the members of the new Government of which you had entrusted the formation to Mr. Johnston.

I have, &c.,

(Signed)

NEWCASTLE.

Governor the Right Honorable }
the EARL OF MULGRAVE. }

APPENDIX No. 16.

GOVERNOR'S PRIVATE SECRETARY.

(COPY.)

(No. 103.—Miscella.)

*Government House, Halifax, N. S.,
December 10th, 1863.*

MY LORD DUKE,—

I have the honor to transmit herewith a Minute of Council, by which your Grace will perceive that it has been decided by the members of the Government to withdraw the salary of the Private Secretary to the Lieutenant Governor of this Province from the estimates which are annually laid before the House of Assembly.

There can be no doubt that the Government have a perfect right, if they see fit, to do so, because no provision whatever is made for the salary of that officer in the Civil List; but I confess I do not see how a Lieutenant Governor can perform his duties here without a Private Secretary; and it will be seen by despatches which have already been written on the subject, that those who have filled the office of Lieutenant Governor here do not consider the salary attached to that office to be adequate to meet their expenses, much less to enable them to appropriate out of it a sufficient sum to pay the salary of a Private Secretary.

I have, &c.,

(Signed) HASTINGS DOYLE.

His Grace the DUKE OF NEWCASTLE, K. G.

(COPY.)

The Executive Council, after due consideration of the subject of the Provincial expenditure connected with the office of Lieutenant Governor, remark as follows :

The salary of the Lieutenant Governor is established by law at £3000 sterling, paid from the revenue of the Province. A commodious residence is also provided at the public expense, and all repairs necessary for the same are invariably paid out of the Provincial Treasury. The rooms and apartments which are usually appropriated for the reception of company on public days are furnished from the revenue of the Colony. In addition to this, £200 currency has been for several years past appropriated from the Provincial Treasury to defray the expense of light and fuel for the residence of the Lieutenant Governor.

The further appropriation by annual vote of the Legislature of £200 sterling for the payment of a Private Secretary for the Lieutenant Governor, is almost invariably the subject of acrimonious discussion in the Assembly, injurious to the position of the Queen's Representative, in consequence of the impression that prevails that the salary and other emoluments of office of the Lieutenant Governor are disproportionately large compared with those of the most laborious public officers of the Colony.

Under these circumstances, together with the conviction on the part of the Council that, while it is the duty of the Executive to provide for any service connected with the Government, any private duties required by the Lieutenant Governor should not be charged upon the Colony. The Council do not propose to submit the amount in the Estimates, for that service, after the term of office of the present Lieutenant Governor expires.

The Executive Council request his Honor the Administrator of the Government to transmit this Minute of Council to his Grace the Duke of Newcastle prior to the appointment of the successor of Lord Normanby.

Certified.

(Signed) JAS. H. THORNE,
C. E. C.

(COPY.)

(No. 1.—Nova Scotia.)

Downing Street, 9th January, 1864.

SIR,—

I have the honor to acknowledge the receipt of your despatch No. 103 of the 10th of December.

I regret to learn from the Minute of the Executive Council that it is the intention of the Government of Nova Scotia to take a course which will either deprive the Lieutenant Governor of a Private Secretary, so obviously necessary to the Queen's Representative, or else effect a diminution in the salary of the Lieutenant Governor, which is already no more than adequate to the requirements of his position.

It is, however, possible that your Executive Council have been led to this conclusion by a misconception, as I perceive that they admit it to be the "duty of the Executive to provide for any service connected with the Government," while they suppose that the services of a Governor's Private Secretary are "private duties," not properly chargeable to the Colony.

You will do well, therefore to explain to the Executive Council that a Private Secretary is required by a Governor altogether in his official capacity, and in no sense as a private individual.

The decision upon a question which concerns their own interests and credit will then rest with the Executive Council and Legislature of Nova Scotia; though I cannot believe that the proposition, if properly explained to the latter body and to the people of the Province, will meet with the popularity which it is expected to obtain.

I have, &c.,

(Signed) NEWCASTLE.

The Officer Administering the Government }
of Nova Scotia. }

APPENDIX No. 17.

CROWN LANDS.

Crown Land Office, 1st February, 1864.

SIR,—

I have the honor to submit for the information of the Government the following report upon the general business of the Crown Land Department during the past year :

The receipts into the Treasury from this source of Public Revenue are considerably in excess of the former year. The number of applications for grants also shew that for settlement, as well as for manufacturing purposes, the demand for lands has kept pace with the increasing prosperity of the Province.

As a matter of some interest, especially to the Representatives, I have apportioned to each county the respective sums entered to their credit. These will shew how far they have shared in the above applications and receipts. The payments, however, from the Island of Cape Breton, are to some extent in reduction of their liabilities for land, under the act of 1859.

The following abstract exhibits the result :—

| | |
|-----------------------------|-------------|
| Annapolis, | \$1201 60 |
| Antigonishe, | 176 00 |
| Colchester, | 477 37 |
| Cumberland, | 725 79 |
| Digby, | 1297 60 |
| Guysboro, | 374 00 |
| Halifax, | 1644 40 |
| Hants, | 1104 88 |
| King's, | 176 00 |
| Lunenburg, | 2193 03 |
| Pictou, | 622 00 |
| Queens, | 1223 20 |
| Shelburne, | 772 20 |
| Yarmouth, | 250 00 |
| Cape Breton, | 2365 56 |
| Inverness, | 1598 34 |
| Richmond, | 1936 06 |
| Victoria, | 1210 99 |
| | \$19349 02 |
| Nova Scotia Proper. | \$12,238 07 |
| Cape Breton, | 7,110 95 |

In some of the older counties, especially those where the Township grants prevail, there has been less activity than in others. There is, however, considerable Crown Lands still, in these counties, which will be taken up as soon as existing impediments are removed. Some misunderstanding prevails, as I have observed in a former report, respecting the interpretation of those grants, which, I trust, will in due time be removed, and the rights of the Government be made more apparent.

The comparative statement and general abstract annexed will present a full account of receipts and expenditures, which will be found to correspond with the yearly account of the department laid before the Financial Secretary.

The work in Cape Breton, under the act of 1859, is progressing very favour-

ably, and I have no doubt, when brought to a conclusion, will contribute very much to the welfare of the people, and attach them more strongly to their homes. In the uncertain state of their titles, and the confusion which existed about their lines and bounds, there was much cause for dissatisfaction. The plans representing the different sections of the Island where surveys have been perfected, are a gratifying evidence of the care which has been taken to adjust existing differences, so as to leave no ground of complaint amongst neighbours. These plans will be exhibited whenever required by the Government.

In connection with this branch of my Report, I have caused to be prepared a list, showing the names of the inhabitants whose lands have been surveyed, together with the number of acres and the amount payable by them. This document presents a very large sum due to the Province. The times of payment were fixed by law, and obligations were taken in accordance with it. The Crown Land Committee recommended an extension of the time of payment, and an abatement of the interest; and I have some difficulty in dealing with the alteration. I respectfully suggest that, in considering some other questions which will probably receive the attention of the Legislature relating to this subject, that the question as to the time and mode of payment may not be overlooked. As the grants are to be suspended until payment is fully made, great changes in the position of families may in the meantime occur, and cause as heretofore much difficulty in determining upon the grantees. Without bearing hard upon those interested, I think the earlier the payment, the less embarrassment will arise.

It was a part of the original design, in passing the act, that facilities should be afforded in the payment of the purchase monies, by giving employment upon the public roads, and opening up communications between different parts of the Island; and judging from reports which I have received of the great want of roads through settlements, I strongly urge upon the attention of Government the advantage of rendering these monies available in the mode I have pointed out, and as originally contemplated.

It should, however, be borne in mind that the cost of surveying the numerous lots occupied by the settlers is a charge upon the general Revenue, and is in advance of payments; therefore, a portion at least of these monies should be paid in cash, and at a short date.

The act passed during the last Session of the Legislature to provide for the distribution and settlement of industrious Emigrants, will, I think, require some modification, so as to make it harmonize with the act relating to the Crown Lands, with which it conflicts in some particulars. Much misapprehension prevails throughout the Province as to its intended operation; and I am continually receiving letters and applications from parties who are under the impression that lands may now be granted free of cost and restriction.

I do not think it necessary to refer more particularly to the subject of Immigration in this general report, especially as it is proposed to submit for the consideration of the Government, in a special report, some views, which, in conjunction with the Immigrant Agent, we have arrived at, after a conference on the subject; also to comprehend the practical working of the departments in reference to this service.

In compliance with orders of the Government, several new lines of road have been traced out, and a portion of the lands divided into lots, to meet the demand of Emigrants. Other sections of the Province are being explored for the same purpose. These surveys are described in the several reports which will be submitted.

I shall have occasion during the present Session of the Legislature to propose some enactments which I consider necessary to facilitate the working of the department, and to provide against some existing difficulties in Cape Breton. Upon these matters, I am not quite prepared to report fully at present, but will shortly communicate the nature of them to the Government.

I have the honor to be, Sir,

Your obedient servant,

SAMUEL P. FAIRBANKS,
Commissioner Crown Lands.

Abstract of Receipts and Expenditures for Crown Lands, 1863.

| | | | | | | |
|---|---|---|---|---|-----------------|-----------|
| Gross proceeds Crown Lands, | - | - | - | - | \$19,349 | 02 |
| Searches, | - | - | - | - | 28 | 10 |
| | | | | | <u>\$19,377</u> | <u>12</u> |
| Receipts on applications for mining licenses, | - | - | - | - | 2690 | 00 |
| “ for trespasses on Crown lands, | - | - | - | - | 166 | 17 |
| | | | | | <u>\$22,233</u> | <u>29</u> |
| <i>Disbursements.</i> | | | | | | |
| Paid Deputy Surveyors, | - | - | - | - | \$4426 | 42 |
| Under account 1859, C. B., | - | - | - | - | 3133 | 59 |
| Rejected petitions, | - | - | - | - | 2903 | 67 |
| Registrar of Deeds, | - | - | - | - | 161 | 10 |
| Rejected petitions and surveys of mining areas, | - | - | - | - | 558 | 44 |
| Miscellaneous, per account, | - | - | - | - | 1607 | 02 |
| | | | | | <u>\$12,790</u> | <u>24</u> |
| Nett Revenue, | - | - | - | - | \$9,443 | 05 |
| Nett Revenue, 1862, | - | - | - | - | 6,346 | 84 |
| | | | | | <u>\$3,096</u> | <u>21</u> |

SAMUEL P. FAIRBANKS,
Commissioner Crown Lands.

Abstract of Grants issued, with number of Acres—Number of Petitions and Acres applied for, with monies paid in 1863.

| Counties. | No. Grants. | Acres Granted. | No. Petitions. | Acres applied for. | Am't. Paid. |
|--------------|-------------|--------------------|----------------|--------------------|-----------------|
| Annapolis, | 11 | 1389 | 26 | 2900 | \$1201 60 |
| Colchester, | 11 | 1250 | 10 | 1100 | 477 37 |
| Cumberland, | 19 | 2610 | 18 | 2500 | 725 79 |
| Digby, | 12 | 2444 | 22 | 2900 | 1297 68 |
| Guysboro', | 7 | 500—2 water lots, | 8 | 400—3 water lots, | 374 00 |
| Halifax, | 22 | 3404—2 water lots, | 33 | 3700—water lot, | 1644 40 |
| Hants, | 14 | 1396 | 22 | 2740 | 1104 88 |
| Kings, | 4 | 400 | 5 | 500 | 176 00 |
| Lunenburg, | 26 | 2956 | 46 | 5162—3 islands, | 2193 03 |
| Pictou, | 15 | 1331—2 water lots, | 12 | 1289 | 622 00 |
| Queens, | 18 | 1949 | 24 | 2609 | 1223 20 |
| Shelburne, | 4 | 425—1 water lot, | 16 | 1500—water lot, | 772 20 |
| Sydney, | 2 | 192 | 5 | 500 | 176 00 |
| Yarmouth, | 4 | 400—3 water lots, | 5 | 600 | 250 00 |
| Cape Breton, | 23 | 2594—3 water lots, | 39 | 4648 | 2365 56 |
| Inverness, | 36 | 4861 | 54 | 8093 | 1598 34 |
| Richmond, | 25 | 2197—5 water lots, | 46 | 4950 | 1936 06 |
| Victoria, | 11 | 997 | 28 | 3440 | 1210 99 |
| | <u>264</u> | <u>31295</u> | <u>419</u> | <u>49531</u> | <u>19349 02</u> |

SAMUEL P. FAIRBANKS,
Commissioner Crown Lands.



APPENDIX No. 18.

MINES AND MINERALS.

Crown Land Office, Halifax, N. S.,

3rd February, 1864.

SIR,—

In submitting my Report upon the Mines and Minerals of the Province for the year 1863, I have great satisfaction in stating that the anticipations expressed in my last year's Report have been fully realized. An unusual degree of interest has been awakened both at home and abroad in this promising branch of industry, and in the increased quantity of coals raised and exported there is afforded the best proof that the trade is prosecuted with vigor and success.

My report of 1862 shewed an excess over 1861 of seventy thousand tons in the export, and during 1863 the quantity exceeds that of 1862 to the extent of thirty seven thousand tons.

The great body of coals has been shipped from the mines of Cape Breton; but owing to more recent explorations extensive fields of coal have also been discovered in the county of Cumberland, and partially worked. Preparations are now making to work them upon a larger scale. As an evidence of the great interest which the mines are creating, I will simply notice the fact, that throughout the Province there have been one hundred and fifteen applications for licenses in the year 1863, yielding \$2690.

The abstract accompanying this document will show the several mines from whence the shipments have been made, with the quantities from each; and in order to exhibit the increase, I have prepared a comparative statement of the two last years—distinguishing each mine, with their respective operations.

I have endeavored to collect the fullest information as to the amount of labor employed, and other expenditures upon the several mines in operation throughout the Province. With this object I addressed the circular herewith to the several proprietors and managers, who have generally responded to my enquiries. The result is given in the detailed statement which also accompanies this report.

It was to be expected that at the commencement of mining operations in a country where very little knowledge prevailed on the subject, there would be some difficulty in framing such regulations as would be adapted to the varied circumstances that might arise in conferring titles upon applicants for licenses. Some amendments are called for, and I have respectfully to solicit such a revision of them as experience proves to be necessary, rendering them more definite, and calculated to guard against abuses which have resulted from an erroneous interpretation of them. I am of opinion that the regulations should leave no uncertainty as to the periods that the several licenses should commence or expire, and that the power should rest with the Executive to exercise their discretion in deciding upon the areas as well as the extent and nature of the privileges to be conferred for the convenient working of the mines, and the shipment of their products.

I also recommend some check to the disposition manifested by individuals to multiply their applications for licenses for the purpose of speculation. The moderate charge of \$20 for a license to search for minerals, gives the exclusive right over five square miles for one year; and therefore for a comparatively small sum a very extensive area might be monopolized, whilst other applicants for the purpose

of actually working the mines, would be excluded to the injury of the Province. I think the number of licenses to be granted to one individual should also be left to the discretion of the Executive.

The large amount of capital already expended within the Province by enterprising individuals from the United States, has operated beneficially in a variety of ways, independent of their mining operations. The policy of holding out every encouragement to skill and capital, from whatever quarter they originate, appears to me unquestionable; and I have therefore given every assurance to strangers, in answer to their enquiries about the minerals and other resources of the Province, that they would be dealt with in a liberal spirit, and any commercial enterprise they might be disposed to embark in would receive encouragement and protection—an assurance which I believe will meet the approval of Government, as I know it has given confidence to the enquirers. I believe that the present year will exceed all former ones in the advancement of our mining interests, and as regards the demand for the various qualities of coal we possess, we have the influence and co-operation of those interested and residing in the United States, in the necessary efforts to provide a ready market for the supply.

In the present advanced condition of mines already worked, and the immediate prospect of others being opened, I consider it my duty to submit, for the consideration of the Executive, the propriety of selecting some person experienced in mining operations to superintend those branches which relate to the proper drainage, ventilation, and the underground works, so as to guard against injuries and accidents which arise from mismanagement of proprietors, as well as the injudicious conduct of the workmen. Serious loss may be apprehended without an occasional local superintendence. It is not possible for me to enter into details upon this subject, but its importance, I think, will commend it to the particular notice of the Government.

I have already, in a former communication, suggested the advantage of having at hand, for reference, the several reports upon the mines of Great Britain, which I understand are full of useful and valuable information. It is very desirable to have them early in the season, and they will, I am sure, prove the necessity of such an officer as I have recommended.

It will be found more convenient, I think, to continue in the Crown Land Department every other branch of the work with which it is now charged. When the duties of a local superintendent (should one be appointed) are defined, such mode of communication may be adjusted as I think will render the mining department more efficient and satisfactory.

Mr. Hendry whilst performing the duties of his office as Commissioner for settling titles in Cape Breton, has availed himself of the opportunity to obtain some valuable information respecting the mines and minerals of that Island, which he proposes to embody in a letter addressed to me, and I therefore beg to refer to it as an addition to the particulars I have referred to.

Before closing my report, I would respectfully suggest to the Government the advantage of having every case of controversy, applicable to mines as well as Crown Lands, first submitted to the Government in preference to any other appeal. The duty of this office to furnish full reports whenever called for by the Government, and the power now vested in them to decide in the first instance, recommend this channel as the most proper and convenient. Questions of law as well as of fact are continually arising, some of them very perplexing—fruitful of litigation if not well considered. Applicants are not always aware that the judgment of the Crown officers is necessary to the proper solution of such difficulties, and that the Government, with their advice, are best qualified to do justice to the parties interested.

SAMUEL P. FAIRBANKS,
Inspector of Mines.

To the Hon. PROVINCIAL SECRETARY.

Comparative Statement of Coals raised, sold and exported from the Mines of Nova Scotia, during the years 1862 and 1863.

| No. | Name of Mine and Proprietor. | Total quantity, Raised, Sold, and Exported. | | | | Increase, 1863. | | Decrease, 1863. | | |
|-----|-------------------------------------|---|--------|--------|--------|-----------------|--------|-----------------|--------|------|
| | | 1862 | | 1863 | | Large. | Slack. | Large. | Slack. | |
| | | Tons. | Slack. | Tons. | Slack. | | | | | |
| 1 | Albion Mines, Pictou, | 183064 | 18078 | 175673 | 22640 | Tons. | 7391 | Tons. | 1499 | |
| 2 | Sydney Mines, C. B., | 108594 | 3087 | 102785 | 1588 | | 5809 | | | |
| 3 | Joggins, Cumberland, | 3242 | 105 | 4425 | 223 | | 118 | | 478 | |
| 4 | Lingan, C. B., | 33574 | 629 | 35907 | 151 | | 2333 | | | |
| 5 | Little Bras d'Or—Collins, | 3408 | 500 | 2387 | 524 | | 24 | 1016 | | |
| 6 | Ditto —Gautrou & Collins, | 2522 | 25 | 1109 | 150 | | 125 | 1413 | | |
| 7 | Ditto —C. J. Campbell, | 1363 | 18 | 726 | 79 | | 61 | 697 | | |
| 8 | Great Bras d'Or, Ditto, | | | 3542 | 426 | | 426 | | | |
| 9 | Union Mines—MoLeod & Burchell, | 2062 | 286 | 3699 | 499 | | 1637 | 213 | | |
| 10 | Gl. Bay—Archbold, | 7523 | 207 | 26209 | 515 | | 18686 | 308 | | |
| 11 | Big Glace Bay—A. & J. Campbell, | 30 | 484 | 1303 | 24 | | 454 | 24 | | |
| 12 | Schooner Pond—Ross, Kaye & Symonds, | 370 | 135 | 15690 | 57 | | 933 | 57 | 185 | |
| 13 | Cow Bay, Block House—Belloni, | 16809 | 680 | 11764 | 3306 | | 9568 | 2026 | | |
| 14 | Ditto Gowrie—Archibald, | 2196 | | 540 | | | 540 | 211 | | |
| 15 | False Bay—Young and others, | | | 888 | 211 | | 888 | | | |
| 16 | Little River, Richmond—Kyle, | | | 219 | | | 219 | | | |
| 17 | Sea Coal Bay—J. Campbell, | | | 6058 | 32 | | 2637 | 82 | | |
| 18 | North Sydney—Roach and McInnis, | | | | 3050 | | | 1587 | | |
| 19 | River Hebert—Lawrence Company, | 3421 | 1463 | | | | | | | |
| 20 | River Hebert—Victoria Company, | | | | | | | | | |
| 21 | Maccan Mines—Patrick, | 352 | 370 | 1297 | 1171 | | 945 | 801 | | |
| 22 | Fraser Mines, Pictou, | | | | | | | | | |
| | | 368525 | 26183 | 394705 | 34646 | | 48565 | 10575 | 17385 | 2112 |

SAMUEL P. FAIRBANKS,
Inspector of Mines.

Abstract of Coal Sold and Exported from Nova Scotia in 1863.

| No. | Name of Mine. | Name of Proprietor. | Home Consumption. | | United States. | | Neighbouring Colonies. | |
|-----|-------------------------|-----------------------------|-------------------|--------|----------------|--------|------------------------|--------|
| | | | Large. | Slack. | Large. | Slack. | Large. | Slack. |
| 1 | Albion Mines, Pictou, | General Mining Association, | 12059 | 4991 | 158891 | 10533 | 5223 | 7116 |
| 2 | Sydney Mines, C. B., | Ditto, | 41948 | 700 | 17868 | 888 | 42969 | |
| 3 | Joggins, Cumberland, | Boggs, | 702 | 53 | 923 | | 2800 | 170 |
| 4 | Lingan, C. B., | General Mining Association, | 436 | 22 | 35130 | 129 | 340 | |
| 5 | Little Bras d'Or, | Collins, | 1301 | | 192 | 524 | 894 | |
| 6 | Do. | Gautrou & Collins, | 499 | | 294 | | 316 | 150 |
| 7 | Do. | C. J. Campbell, | 553 | 79 | 110 | | 63 | |
| 8 | Great Bras d'Or, | Do. | 1280 | 268 | 1726 | | 702 | 158 |
| 9 | Union Mines, | McLeod & Burchell, | 615 | 146 | 2795 | 297 | 288 | 56 |
| 10 | Glace Bay, | Archbold & Co., | 1182 | 136 | 25026 | 301 | | 78 |
| 11 | Big Glace Bay, | Alex. & J. Campbell, | 484 | 24 | | | | |
| 12 | Schooner Pond, | Ross, Kaye, & Symonds, | 749 | 57 | 554 | | | |
| 13 | Cow Bay—Block House, | Belloni, | 84 | | 15532 | | 110 | |
| 14 | Do. Gowrie, | Archibald, | 3601 | 818 | 5067 | 2118 | 3095 | 370 |
| 15 | False Bay, | Young and others, | 39 | | 109 | | 392 | 120 |
| 16 | Little River, Richmond, | Kyle and others, | 160 | 91 | 728 | | | |
| 17 | Sea Coal Bay, | J. Campbell, | 219 | | | | | |
| 18 | North Sydney, | Roach & McInnis, | | 32 | | | | |
| 19 | River Hebert, | Lawrence Company, | 250 | 350 | 5743 | 2700 | 65 | |
| 20 | River Hebert, | Victoria Company, | | | | | | |
| 21 | Maccan Mines, | Patrick, | | | | | | |
| 22 | Fraser Mines, | Pictou, | 1103 | 1066 | | | 193 | 105 |
| | | | 67228 | 8833 | 270188 | 17490 | 57450 | 8323 |

SAMUEL P. FAIRBANKS,
Inspector of Mines.

Office of Inspector of Mines, December 28, 1863.

SIR,—

It is necessary that I should prepare, for the information of the Government, a comprehensive report of the operations of the several Mines within the Province, including those of coal, copper, and iron; and I have therefore to request that you will, with the least possible delay, forward to me an answer to the several enquiries hereafter stated. It may be difficult in some instances to give the answers in detail; but if not, it is desirable that they should embrace the fullest information on the leading branches of enquiry, which relate,

1st. To the operations within the Mine;

2d. The cost incurred in providing the necessary means and accommodation for facilitating operations above ground;

3d. The amount of labor, with men, boys, and horses.

In order to be more explicit, the following particulars will serve to guide your answers:

1st. Boring and digging, in conducting search, with the number of hands so employed;

2d. The number of pits, slopes, and adits, within your lease;

3d. Thickness, dip, and direction of dip, of each seam of coal.

Expenditure.

1. Amount expended in the construction of Wharves.

2. “ on Railways and Tramways.

3. “ Rolling Stock.

4. “ Engines and Pumps.

5. “ Sinking Pits or Shafts, or in driving Head-ways, Tunnels, or Adits.

6. “ Erecting Dwelling Houses, Stores and Workshops.

Labour.

1. Number of Men and Boys, respectively employed in 1862 and 1863, distinguishing each year.

2. Number of Horses.

Miscellaneous.

Power of Steam Engines employed.

Describe mode of Ventilation, and mark the Air-courses on the plan of your works.

Add any remarks or information that will illustrate the general method of underground working and ventilation.

I am, Sir,

Your obedient servant,

SAMUEL P. FAIRBANKS,
Inspector of Mines.

To

MR. HENDRY'S REPORT.

Halifax, N. S., March 15th, 1864.

SIR,—

I left for Cape Breton so late last season, it was impossible to give anything approaching the time necessary to a careful and accurate inspection of the collieries in that Island.

The time devoted to this important service did not much exceed a fortnight.

While visiting the mines, anything that suggested itself or appeared proper to remark in reference to the importance of a thorough inspection, accurate surveys, and plans of the under-ground works, with the proper proportion of pillarage to be left for the support of the roof or upper strata, were fully communicated.

From the replies to your circular of the 28th December last, and from my own personal knowledge of the several mines in operation, I have been enabled to draw up a written description of each; and have prepared plans of the underground works of the following collieries, delineating the methods of underground working and ventilation, and the relative position of the surface boundaries. These are intended to illustrate, to the fullest extent, every point of interest which is connected with the mines and collieries of Cape Breton.

No. 1—Plan Loyds' Cove, or Seam No. 1—Sydney Mines underground workings to end of 1863.

No. 2—Plan of the Queen Pit, or Seam No. 2, being the principal underground workings at Sydney Mines to end of 1863.

No. 3—Plan of underground workings in Seam No. 3, Sydney Mines, to end of 1863.

No. 4—Plan of underground workings at Lingan, shewing extent of operations in that colliery, from its commencement, in 1854, to the end of 1863.

No. 5—Plan of Union Mines Colliery, correctly surveyed to end of November, 1863.

No. 6—Plan of Glace Bay Colliery, do. do.

No. 7—Plan of Big Glace Bay, do. do. to end of 1863.

No. 8—Plan of Acadia Colliery, do. do. do.

No. 9—Plan of Block House Colliery, correctly surveyed to end of November, 1863.

No. 10—Plan of Gowrie Colliery, do. do. do.

No. 11 and 12—Collins & Gautrou, Little Bras d'Oor, do. to end of 1863.

No. 13—Plan of Campbell, do. do. do.

No. 14—Plan of Campbell's, flat seam, Kelly's Cove, made from a pencil sketch of the Mine, (but not actually surveyed.)

With two exceptions the accuracy of these plans may be entirely relied upon.

Remark on Plan No. 2.—This plan is a tracing from the original, in Mr. Brown's office. It is full and elaborate. It was compiled in 1862 and 1863 by Mr. Brown, the General Mining Association's Agent, at Sydney Mines, from the latest plans and surveys in his office, on a reduced scale of three chains to an inch.

It was plotted on this reduced scale to shew all the underground works of seam number two, or "Queen Pit," on one sheet; and to exhibit the position of the shore and boundary lines in relation to the under-ground works. It shows all the work done by the Association in that seam since the colliery was first established under their original lease, up to December, 1863.

I am more particular in calling your attention to this plan, because it fully and clearly shews the method of ventilation pursued in a large and extensive colliery, conducted upon correct scientific principles.

The true position of the Drowned Mines, so called, is correctly shewn, and illustrates what has elsewhere been referred to, viz., the importance of correct plans being kept of old workings.

The Drowned Mines, so called from their being filled with water, lie to the rise of the present "Queen Pit" workings; and if by any want of accuracy as to the

breadth of barrier, the Drowned Mines were to be "tapped" from the deep workings, the consequences would be most disastrous, and probably accompanied by loss of life.

No such catastrophe, however, need be apprehended, as the correctness of the survey and plan, shewing the thickness of the barrier, has been thoroughly proved by borings marked on the plan.

REMARKS ON THE PLANS OF THE "OUT MINES."

The plans of the New, or Out Mines, in several instances shew great irregularity and want of proper system.

1st. As to a fair and regular proportion of pillage for support of the superincumbent strata.

2nd. As to ventilation suitable to extended operations without danger to the lives and health of the workmen. They shew, also, how important it is that proper regulations should be made and published to guide parties in working their coal seams.

The workings of last year are distinguished from the workings of previous years, and in general an improvement as to regularity may be observed.

VENTILATION.

This subject is so important in mining operations that a few remarks on the methods pursued in the Cape Breton collieries may not be deemed out of place.

Excepting "Queen pit," Sydney, all the collieries in the island of Cape Breton are limited in extent, having only been in operation a few years. Their underground works are near the surface, and only in a few instances extend many yards below the line of natural drainage. It should also be remarked that fire damp (carburetted hydrogen,) and other noxious gasses are not, as yet, found to exist in quantities to be perceptible in any of the coal pits except "Queen pit," Sydney.

Natural ventilation, therefore, appears to answer all the purposes at present. It is obtained by taking advantage of the difference between the temperature at a higher and lower level, and above and below ground.

With a few exceptions the new mines are drained by a water level, opening on the sea shore at or near high tide. At this point the air is generally at a lower temperature than at points on a level with the general surface of the surrounding country or in the mine. It will easily be seen, then, that this difference will produce sufficient ventilation where the space to be ventilated is comparatively free from noxious gasses and limited in extent; but would be quite inadequate were the underground passages to be traversed by the air currents very extensive. 1st, on account of its feebleness; 2nd, liability to stagnation, derangement, and reversal, from changes in the atmosphere, and direction of the wind on the surface.

The furnace appears to be the only certain means of producing an air current that may be relied upon. It is therefore the most sure and certain mode of ventilation, and should be insisted upon whenever the circumstances of the mines require it.

As the "Queen pit" is the only coal pit in the island which is ventilated by a furnace, I will endeavor to describe it. The furnace is placed near the bottom of the upcast shaft. The radiation of heat from the furnace rarefies the surrounding atmosphere, which produces a current upwards of great force. The returning currents in the neighborhood of the furnace are of such force as to be very striking, particularly to a stranger on first visiting the pit.

The cause or principle of furnace ventilation is so correctly, and at the same time so simply and plainly, described by Mr. Greenwell, in a lecture on ventilation, delivered before the "Bristol Mining School," that I take the liberty of inserting the following extract:

"As for every additional degree of heat, air expands 1.480 part it occupied at 32° of fahrenheit, it follows that it becomes bulk for bulk, as compared with unheated air 1.480 part lighter for every degree of added temperature.

"It is therefore clear, that the higher we raise the temperature of the air

contained in the upcast shaft, the greater difference in weight will there be between it and an equal column of cool air; and, as in the case of the ascension of the lighter scale of a balance, the ascension of the lighter column will similarly result.

“The difference in weight put into measurement, which is the difference in length between such a column of cold and hot air as would be equal to each other in weight; is the measure of the ventilating power in operation at any time.”

OF THE COAL MEASURES.

The rocks in the Island of Cape Breton, to a very large extent, belong to that system of rocks termed, by geologists, carboniferous, or coal producing. It is not, therefore, to be wondered at, that collieries are to be found in more or less active operation in each of the four counties into which the Island is divided.

The accompanying map of the Island will show approximately the proportion of area occupied by rocks belonging to the group above named,—the carboniferous being indicated by the yellow colour. The crop of coal seams, so far as their true position have been ascertained, are represented by the full, black lines. The dotted black lines are intended to show the continuation of crops where they have not been actually traced, but are pretty certain to exist nearly in the position indicated. This plan, so far as it represents the geology of the eastern end of the county of Cape Breton, and part of Victoria county, is compiled from Professor Leslie's geological and topographical surveys of the Bridgeport, Glace Bay, and Cow Bay Districts, conducted by him and his assistant, Mr. Lyman, during the summers of 1862 and 1863,—the results of which, at the end of each season, were transmitted for the information of Government, in compliance with that portion of section No. 1 of the printed regulations for leasing of mines, which requires that “The search is to be faithfully made, free of all expense to Government, and a report of the result transmitted, with all convenient speed, to the Commissioner of Crown Lands, for His Excellency's information.” Also from information kindly received from Mr. Brown, of the Sydney Mines, being the result of his geological surveys and borings, conducted with great care for many years past, in connection with the works of the General Mining Association. The information, therefore, may be considered of the most reliable character.

From the experience I have acquired in visiting the different coal areas of the Island of Cape Breton, and the examination of the geological features of the country, I think it of very great importance that there should be a scientific exploration and survey of that portion of the province by a competent and skillful geologist.

The sheet now under consideration presents opportunity of calling favorable attention to this matter, as it shews the advantage and economy, both as to time and expenditure of money; and gives certain evidence of the localities where the coal beds may be found.

Little doubt can exist that the period has arrived for acting upon this suggestion, which is offered with due deference to the opinion and judgment of those from whom the appointment must emanate.

I need not enumerate the beneficial results that would follow from such a survey. It would determine, however, the extent of the productive coal fields within the province—relieve the inhabitants of much uncertainty, as well as fruitless expense in making searches—and give confidence to capitalists abroad who may be disposed to embark their means in our mining operations.

On the maps prepared by me there are references which make them sufficiently plain. I also hand you Prof. Leslie's report on, and geological and topographical map of, his Surveys at Glace Bay District for 1863, already referred to.

I am, Sir,

Your obedient servant,

W. A. HENDRY.

To SAMUEL P. FAIRBANKS, Esquire,
Commissioner of Crown Lands and Inspector of Mines.

ABSTRACT OF RETURNS.

The following abstract, referred to in the general report of the Inspector of Mines, is compiled from information received from the several proprietors and agents throughout the Province, in answer to a circular addressed to each; and also from the personal inspection and report of the mines in Cape Breton by W. A. Hendry, the principal Surveyor of Crown Land Department, during the last year.

CUMBERLAND COUNTY.

JOGGINS COLLIERY.

This colliery is the property of the General Mining Association. It is worked on a small scale, under the management of Mr. Boggs, the agent.

Mr. Boggs reports that the amount expended during the past year in driving adits, was, \$800 00
 And in erecting houses, 200 00
\$1000 00

LABOUR.

| | |
|-------------------------|----|
| Number of men employed, | 28 |
| “ boys employed, | 8 |
| “ horses employed, | 10 |

One steam engine of 8 horse-power; two pits and two seams of coal—one two feet thick and the other three feet thick.

The seams dip at the rate of one yard vertical to 1.73 yards horizontal; the direction of dip being S. 28° W.

The method pursued in ventilating this mine is fully shown on the plan of the underground works.

The quantity of coal raised and shipped from this colliery during the past year was 4,648 tons, including large and small.

LAWRENCE COAL MINING COMPANY, RIVER HEBERT.

This colliery is held under a license to work, but a lease to issue in the names of Horace Barnes, John L. Lawrence, and George Hibbard, is now about to issue. Mr. Hibbard, the agent, reports that the year's expenditure on this coal mine is as follows:—

| | |
|--|-------------|
| Building wharves, | \$1000 00 |
| Tramways, | 2500 00 |
| Rolling stock, | 1500 00 |
| Engine machinery and pump, | 2000 00 |
| Sinking slope and driving air courses, &c., | 7000 00 |
| Building 18 houses, and stores, shops and sheds, | 5000 00 |
| 4 horse waggons, &c , | 600 00 |
| | \$19,600 00 |

The coal dips at an angle of 22° 30'; direction of crop, S. 80° E. There are two veins of coal—an upper and a lower. The upper being about 2 feet 6 inches thick. The lower gives about the same quantity of coal, but has a clay parting of 10 inches near the centre.

LABOUR.

During the past year 60 men were employed above and below ground. The engine in use is 12-horse power. It is used for raising the coal and for pumping the water.

COALS RAISED.

The gross amount of coals raised and shipped from this colliery during the past year, was 9,108 tons.

PICTOU COUNTY.

Ist. A mining area owned by Mr. John Campbell, situate adjoining the Fraser colliery, near the Albion Mines. No coal has been raised, or any seam of workable thickness been discovered on this area, so far as I have been able to learn.

FRASER MINES.

This lease was obtained in 1858, and worked for oil coal. The discovery of oil wells caused Mr. Fraser to abandon the working of his oil seam. He states that his expenditure, while working for oil coal, was \$8521. The lease, however, includes a limited portion of the coal beds worked by the General Mining Association, and to these Mr. Fraser has turned his attention.

He is now engaged in organizing a company, and has purchased the Carmichael lease which lies to the west of the Fraser lease and the lease to the General Mining Association, known as the Albion Mines.

The following extract from Mr. Fraser's letter of the 3rd February, 1864, gives his views and statement of his expenditures:

"During the first two years of my lease, our operations were confined to mining oil coal, during which period there was expended as follows:

| | |
|--|-----------|
| Preliminary work and trial pits, | \$900 00 |
| Clearing woods around mine, | 80 00 |
| Surveying and chopping lines round lease of square mile, | 33 20 |
| Cart road, bridges, and drains on do. | 100 00 |
| Upcast for ventilation, | 36 00 |
| Horse gin, ropes, pullies, and iron platforms, | 300 00 |
| Scale frame and shed, | 120 00 |
| Pumps and pipes, | 400 00 |
| Pit waggons and tools, | 120 00 |
| Powder, | 80 00 |
| Blacksmith shop and tools, | 98 00 |
| Carpenter's shop and stable, | 120 00 |
| Three horses, | 248 00 |
| Cart and harness, \$64; Surveying instruments, \$17 30, | 81 30 |
| Pit house and hovel for men at night, | 46 00 |
| House for overman and office, | 400 00 |
| Two blocks of houses for eight families, | 840 00 |
| Wharf below New Glasgow, | 220 00 |
| Expended in labor during the same time, | 4298 50 |
| | <hr/> |
| | \$8621 00 |

Two slopes were mined into the seam of oil coal, one of which, 215 feet long cost \$516 38; the other, 204 feet long, cost \$374 12.

In consequence of the discovery of oil wells in the United States, I was forced to abandon for the present the working of the oil coal, and turn my attention to the seams of Bituminous coals discovered within my limits, in developing which, a further sum of \$4691.54 was expended. Two pits were sunk, one of which, 164 feet deep, into what is called the McGregor seam, (a good coal of six feet thick,) the sinking of this one pit cost \$2400, the other is at the western extremity of my lease, and is 50 feet deep, into a seam of good coal 7 feet in thickness; this is believed to be the bottom part of what is known as the deep seam of the Albion Mines.

These coals are all situate at a distance of six and one-half miles from navigable

water—our sales have therefore been chiefly to parties who come with their teams to the mine—where the coals are sold at *twelve shillings per chaldron for large coal*, and seven shillings and six pence per chaldron for small coal. The chaldron measure is equal to *one and a half tons*. Our operations are now confined to an adit level into the crop of the McGregor seam, by which the limited demand is easily supplied.

The estimated quantity of Bituminous coals within my limits being too small to warrant the expenditure of so large a sum of money as would be necessary to construct a railroad six and one half miles—to erect wharves for loading—dwelling houses for workmen, waggons and locomotive engines for loading—sinking main shafts and stationary engines for working them. It is estimated that the necessary expenditure for an extensive work will amount to about Two hundred thousand dollars. I was therefore induced to purchase the Carmichael lease, which adjoins mine on the west, and which is believed to contain an extension of all the seams now being worked by the General Mining Company, as well as the seams on my own lease,—and have now every reason to expect that arrangements will shortly be made with capitalists, to open and work both properties in the most efficient manner.

CARMICHAEL'S LEASE, NEAR ALBION MINES, PICTOU.

This lease has been made over to J. D. B. Fraser, of Pictou, by consent of the Lieutenant-Governor. Mr. Carmichael states that he has expended in boring and sinking trial pits, and tunneling, \$3,200, but I am not aware that any workable seam of coal has been discovered within the boundaries of this lease.

The gross amount of coal shipped from the Fraser mine during the past year, was 2468 tons.

CAPE BRETON.

LITTLE BRAS D'OR COLLIERY.

This colliery was opened by Charles J. Campbell, Esq., in 1862, under a license to work. He reports having expended in that year over \$2000 in opening the mine and preparing to work. It is sub-let to one George Campbell, who states that during the present year he has expended as follows:—

| | | | | | | |
|----------------------|---|---|---|---|---|----------------|
| Clearing up the pit, | - | - | - | - | - | \$22 00 |
| Repairing waggons, | - | - | - | - | - | 3 00 |
| Making roads, | - | - | - | - | - | 20 00 |
| Driving cross cuts, | - | - | - | - | - | 24 00 |
| Searching for coal, | - | - | - | - | - | 4 00 |
| | | | | | | <u>\$73 00</u> |

The coal on this area, so far as has been discovered, appears to be limited in extent. It adjoins the southern line of the General Mining Association area on Boulardarie Island, and the underground workings now extend nearly to the barrier which divides this area from that of the General Mining Association.

The seam is from two feet four inches to two feet eight inches in thickness; dip, one yard vertical to six yards horizontal—direction of dip, nearly due east.

The mine is entered and the coal taken out by a tunnel and tramway, substantially constructed, and close timbered along the roof and sides. The tunnel is eight feet wide and five feet nine inches high, clear.

The mine is well ventilated—the fresh air enters by the tunnel, and the foul air escapes through an air shaft constructed near the crop of the coal, as shewn on the plan of underground workings.

The gross amount of coal shipped from this colliery during the past year, was 805 tons.

LITTLE BRAS D'OR, OR COLLINS AND GAUTROU.

This coal seam was opened and worked by the General Mining Association many years ago. The remains of their works are still to be seen on the ground.

In 1859, Mr. P. Collins, the present proprietor, obtained a license to work. He opened the seam at a point a short distance to the south of the old works of the General Mining Association, and entered the coal by a slope or inclined plane, which has been used since that time as the entrance to the colliery. The coal is brought to the surface in small carriages, drawn by horses, over a tramway, substantially laid on the incline above referred to. The grade is moderate, being about 1 to 9½. The coals are then deposited on the bank. They are subsequently screened and transported in waggons of a larger size over a tramway leading to the loading wharf, on the Little Bras d'Or, and distant from the mouth of the pit about two hundred and fifty yards.

This is a good example of a colliery on a small scale, conducted with profit to its owner. The capital laid out in its development has been very limited. Twelve thousand six hundred tons have been returned as raised and shipped from it during the five years it has been in operation, being an average of about two thousand five hundred tons a year.

There is some uncertainty about the extent or quantity of coal on this area, but it is generally supposed to be small. The coal is good for domestic fires, but inferior as a gas coal, on account of the brasses or iron pyrites which is mixed through it in their layers.

During the past year, Mr. Collins became interested in the adjoining colliery, owned by Gautrou and Laffin, in common. Laffin, by consent from the Lieutenant Governor, sold his interest to Collins, who thereby became the owner of one-half the colliery. Both collieries are worked in the same seam and nearly on the same level, the drainage along the water level of Collins' mine passing through and along the water level of Gautrou's mine.

Collins, having thus acquired an additional interest in the seam, purposes extending his works further to the deep, and, with that object in view, he sunk a shaft, during the past season, at a cost of thirteen hundred dollars.

The whole expenditure for the year by Mr. Collins, is as follows :

| | |
|---|-----------|
| Sinking shaft, | \$1300 00 |
| Driving a headway towards the shaft, | 240 00 |
| Labor on the surface in working the mine, | 240 00 |
| Erecting a store, | 800 00 |
| | \$2580 00 |

There were employed during the year—

| | | |
|---------|-----------|----|
| Men, | - - - - - | 27 |
| Boys, | - - - - - | 9 |
| Horses, | - - - - - | 9 |

Simon Gautrou's works on this seam are further to the northward, along the water level, and nearer the shore of Little Bras d'Or. The coal raised by him is brought out by an adit to a breastwork, built a few feet above the sea level, where it is shipped.

The underground work in both these collieries is conducted with so little regard to regularity, and a proper and fair distribution of pillarage, that if the rock forming the roof of the coal bed were not composed of a hard sandstone, it would have tumbled in before this. As the work of excavation goes on the risk of a crush increases; when it happens great destruction and loss will be the result; perhaps loss of life.

The thickness of this seam, as formerly reported, is from 5 feet six inches to 5 feet 8 inches. The dip is one yard vertical to ten horizontal—its direction N. 78° E.

Gautrou has made no expenditure in improvements. He raised and shipped during the past year twelve hundred and sixty tons of large and slack coal.

The ventilation is good, and the air courses are shown by the plan of the underground works, which also represents the weak pillars left to support the roof.

Gross amount raised and shipped during the past year was, by

| | | | | | |
|-------------|---|---|---|---|------------|
| P. Collins, | - | - | - | - | 2911 tons. |
| S. Gantrou, | - | - | - | - | 1259 " |

ROACH AND McINNES'. NEAR NORTH SYDNEY.

This area adjoins the General Mining Association's lease at the Sydney Mines. It contains one square mile, which the parties above named hold under a right of search.

An outcrop of a coal seam was discovered near the western end of the area, and about 20 chains southerly from the General Mining Association's southern line. The extent of this coal deposit is unknown at present, but may easily be ascertained. It is 5 feet in thickness, and dips easterly at the rate of 1 yard vertical to 9 yards horizontal.

The coal is entered by a slope driven from the crop nearly in the direction of the dip, about fifty yards in length, and the only coal raised is the material taken out while the slope was being cut.

Messrs. Roach and McInnes state that they have expended during the past season, in opening and discovering their seam so far, as follows:

| | |
|---|----------|
| On searching, digging, and driving a slope, | \$240 00 |
| Two small dwelling houses and a workshop, | 240 00 |

The quality of the coal has not been tested, or any quantity of coal actually shipped.

UNION MINES, BRIDGEPORT.

This colliery was first opened in 1858, and since that period has been worked more or less every year on a small scale. Two years ago the present Superintendent, Mr. Burchell, became interested, and since then has conducted it with considerable regularity and economy. The lease to Messrs. McLeod and Burchell contains two square miles, which are underlayed by several valuable coal seams, of profitable workable thicknesses. The appearance of the coal is good, and it bears a fair reputation in the market, both for gas and domestic purposes.

The thickness of the seam now being worked, known as the Caddigan or Harbor seam, is from 5 feet 6 inches to 6 feet of clear coal.

The seam dips at the rate of 1 yard perpendicular to 11 yards horizontal—direction of the dip S. 25° E.

The coal is brought from the bottom of the pit to the surface or bank over an incline, in small cars drawn by horses; thence by an inclined railway to the end of the wharf; thence in boats to the vessels anchored at some distance from the shore, in consequence of the shallowness of the water.

The want of a proper shipping place is the great drawback to the value of this colliery. It contains a very large body of coal, but until a suitable shipping place is obtained, can only be exported on a small scale.

| | |
|--|-------|
| The total expenditure on this mine is, on construction of wharf, | \$450 |
| On Rail and tramways, | 1500 |
| Rolling stock, | 850 |
| One small force pump, | 30 |
| Driving slope headway and level, | 1400 |
| Workshop and stores, | 400 |

\$4630

Twenty-one men, four boys, and five horses, have been employed during the year. Mr. Burchell also states that he has two anchors for mooring vessels while loading; also five boats, carrying three to four and a half tons each, with which they ship in favorable weather 150 tons a day.

This mine is very much improved, both as regards drainage and ventilation. The proportion and distribution of pillarage, which was so defective in 1861 that a portion of the upper strata or roof tumbled in, is still deficient. It is ventilated from the water level on the sea shore, the air passing thence round the face of the works, and out by the slope. The water level on the shore thus forming the intake of air, and the slope the outlet or upcast.

The gross quantity of coal shipped from this colliery during the past year, was 4,197 tons.

LITTLE GLACE BAY COLLIERY.

AN AMERICAN COMPANY.

This colliery includes 1½ square miles of area, a large portion being underlaid by four or five coal seams of workable thickness.—See Professor Lesley's plan section, and report of geological and topographical survey in 1862 and '63.

The coal from this mine stands high in the market, both for gas and domestic purposes. A recent analyses made at Windsor College, of an average sample of the Hub-vein coal, Little Glace Bay, gives the following :

| | | |
|------------------|-------|------------|
| Moisture, | 5.52 | } =100.00. |
| Volatile matter, | 31.02 | |
| Fixed Carbon, | 62.53 | |

It is shipped from an artificial harbor, which trends N. E. and S. W., skilfully constructed at a large outlay of capital.

The upper or main seam, (known as the Hub-vein) now being worked, is 8 feet thick. Its general dip is from 1 yard in 10 to 1 in 13. The direction of dip about N. 40° E., both, however, vary according to the part of the seam where they are measured, as will appear from an inspection of the plan on which the crops of the coal seams are marked, where it is shewn that the coal lies in the side of a basin; consequently the water line is continually curving round.

There are two slopes or inclined planes on this colliery—the slopes are distinguished as the old and the new. The former is now abandoned, except for purposes of ventilation; the latter has a double track tramway, and the coal is brought up from the mine through this slope by means of a winding engine of 30 horse power, thence to the harbor by large cars, over heavy iron rails, three-quarters of a mile in length, to the place of shipment.

EXPENDITURE FOR PRESENT YEAR.

| | | |
|--|---------|---------------------|
| Construction of harbor and wharves, | - - - - | \$73,000 00 |
| Expended on rail and tramways, | - - - - | 13,506 00 |
| Rolling stock, | - - - - | 8,886 00 |
| Engine and pumps, | - - - - | 10,659 00 |
| Sinking pits and headway, | - - - - | 5,450 00 |
| Erecting dwelling houses and stores, | - - - - | 12,809 00 |
| Steam tug, | - - - - | 10,098 00 |
| Boring and digging in conducting searches, | - - - - | 250 00 |
| | | <u>\$134,708 00</u> |

The average number of men and boys employed during the past year was 250, being an average of 91 hands over the preceding year.

There are four engines in use—1, a winding engine of thirty horse power, 2, a pumping engine of fifteen horse power; 3 and 4, dredge and tug-boat engines.

The pit is ventilated without any artificial means, by taking advantage of the adit and slope through the old works, and conducting the air through the new works, along the lower and counter levels, returning through the new works and new slope. The air currents are changed by a change in the direction of the wind. There is no present danger to be apprehended from this method of ventilation, as the mine so far has been pumped free from fire-damp and other dangerous gasses, but when the works come to be extended, a more certain and systematic method of ventilation will have to be adopted.

COAL RAISED AND SOLD.

The gross amount of coal raised and shipped from this colliery during the past year, was 26,724 tons.

BIG GLACE BAY COLLIERY.

CONTAINING 880 ACRES, LEASED IN 1863 TO JOHN AND ALEXANDER CAMPBELL.

The seam worked on this area was first opened in January, 1863, but nothing like an operation was commenced until last June.

The plan of the underground works shows that the mine has been opened with due regard to method and economy. It is entered by a slope or incline, over which the coals are taken out. The slope is 160 feet in length from its entrance to where it intersects the main headway or hauling road. It descends by a grade of one yard perpendicular to eight yards horizontal—is closely timbered along the sides and roof, having a width of 9 feet by a height of 6 feet clear.

The coal is hauled up the incline at present with horses, but Mr. Campbell, the proprietor, states that when the mine is sufficiently opened to receive a large number of coal cutters, he intends to use an engine for that purpose. This area contains a large body of coal of good quality, both for gas and domestic purposes.

The same drawback, however, applies to this mine that is referred to in reporting on the Union Mines colliery, viz., the want of a good shipping place. The quantity of coal, however, is sufficiently large to warrant an effort being made to cut a harbor into Big Glace Bay Lake, similar to the harbor so successfully opened at Little Glace Bay Lake. Vessels loading at this colliery are obliged to anchor some distance from the shore, and the coal is carried in large boats from a small wharf in front of the mine to the vessels.

The expenditure on this colliery to the end of 1863, is as follows:—

| | | | | | |
|-------------------------------------|---|---|---|---|-------------------|
| On exploring coal field, | - | - | - | - | \$100 00 |
| On opening two slopes or inclines, | - | - | - | - | 600 00 |
| On driving headways, | - | - | - | - | 800 00 |
| On constructing wharf and boats, | - | - | - | - | 400 00 |
| On rolling stock, &c., | - | - | - | - | 200 00 |
| On building and building materials, | - | - | - | - | 500 00 |
| On drainage, &c., | - | - | - | - | 100 00 |
| On tramways, | - | - | - | - | 200 00 |
| | | | | | <u>\$2,900 00</u> |

This coal bed is 8 feet thick; dip, one yard vertical to ten yards horizontal; direction of dip, N. 10° E. This area includes three beds besides, of workable thickness, that have not yet been opened. The method adopted in working is by board and pillar.

Ventilation by splitting the air, as shewn on the plan of the underground works. The two slopes serve a good purpose in ventilating the mine. The main slope, or that now in use, (constructed last June) serves as the intake, while the old slope (constructed in January, 1863,) serves as the outlet.

The number of coal cutters generally employed was 6. The largest number at any one time was 12 men and 3 boys. The largest number of overground laborers employed at any one time, was 20 men and 6 boys, but that number was required only occasionally.

The gross amount of coal raised and shipped from this colliery during the past year, was 508 tons.

SCHOONER POND COLLIERY.

The property of Messrs. Ross, Kaye, and Symonds, is situate to the northwest of the northern head of Cow Bay, and adjoins the coal lease held by Messrs. John and Alexander Campbell.

The seam now worked by the parties above named, was opened many years ago by private persons, who supplied themselves with coal for their own use. Mr. Ross, in 1862, commenced raising coal for shipment, and in the fall of that year obtained a lease from Government.

During the past year considerable progress has been made towards opening up *

and putting this colliery in working order. The expenditure on this colliery has been as follows :—

| | | | | | |
|---------------------------------|---|---|---|---|-----------|
| On boring and digging, | - | - | - | - | \$20 00 |
| On tramways, | - | - | - | - | 60 00 |
| On wharf, | - | - | - | - | 160 00 |
| On driving slope and headway, | - | - | - | - | 1362 00 |
| On preparing coal yard, &c., | - | - | - | - | 160 00 |
| On erecting houses and a store, | - | - | - | - | 1810 00 |
| | | | | | \$3572 00 |

Labour during 1863—25 men, 5 boys, and 5 horses.

The seam of coal now being worked at this colliery is 5 feet 6 inches thick, having a clay parting of about 5 inches. Other seams are said to exist on this lease, but I am not well informed as to their extent or character.

The coal from this area bears a good reputation as a gas coal, and for steam, manufacturing, and domestic purposes.

The quantity of coal on this seam is considered limited. The mine dips in the direction N. 8° W., at the rate of one yard vertical to eight yards horizontal.

The levels are driven on a course N. 70° W., and serve as air courses. The fresh air enters the mine at sea level on the Schooner Pond shore; it traverses the mine, and returning along the face of the works, escapes by the slope or inclined plane over which the coal is raised.

The coals are drawn out of the pit by a horse gin, and thence to a small wharf on the sea-shore, where they are shipped.

The wharf is very much exposed to the action of the sea, and vessels can only be loaded at it in calm weather.

The parties owning this colliery have applied for a grant of Schooner Pond, for the purpose of opening a harbor.—If a harbor were opened at Schooner Pond, it would add greatly to the value of this and other coal seams in the neighborhood.

The total amount of coals raised and shipped from this colliery during the past year, was 1378 tons.

BLOCK HOUSE COLLIERY. COW BAY.

This colliery is the property of Mr. Belloni, of New York. Mr. Belloni supplied the funds for the development of this mine almost from its first inception in 1859 and '60 by Mr. Marshal Bourinot. He has now the entire control of this operation, and has assumed the management personally. During the past season a large expenditure has been made, and is still going on.

There are three pits and one slope on this colliery. The coal is principally raised from the Dawson pit, so called, from a depth of 80 feet, by a winding engine of 50 horse-power.

A slope was opened during the present season, leading from the western end of the mine to the wharf, and a double tram or railway laid. It is not yet in full operation, but when completed, will somewhat lessen the expense of transporting the coal to the place of shipment.

The wharf which is of great length, was originally constructed 25 feet in width. The heavy storms during the fall of 1862 proved it not to be of sufficient strength to resist the action of the waves. It is now being built 75 feet in width, and when fully completed, will extend into the harbour about 1000 feet, and reach a depth of nearly 5 fathoms. This structure will be attended with a very large outlay, owing principally to the difficulty in procuring the enormous quantity of ballast required.

The average number of men employed at this colliery during the past year was 250.

| | | | | | | |
|---------|---|---|---|---|---|----|
| Boys, | - | - | - | - | - | 15 |
| Horses, | - | - | - | - | - | 12 |

| | |
|--|----------|
| Expenditure on a survey in conducting a search to ascertain exact position of coal within lease and license to work, - - - - | \$300 |
| Expended in construction of wharves, - - - - | 10,500 |
| On rail and tramways, - - - - | 3,373 |
| Rolling Stock, - - - - | 6,106 |
| Engines, boilers, pumps, &c., - - - - | 5,000 |
| In sinking pits, driving headways, tunnels and slopes, - - - - | 6,000 |
| Erecting dwelling-house, stores and work shops, - - - - | 6,600 |
| | \$37,879 |

A small portion of the expenditure above returned was made in 1862. The ventilation of this mine is exceedingly good, in consequence of the old French works being open on the shore, and the new slope, which opens near the shore on the top of the bank and the Dawson pit, near the western end of the underground works, so that a full free current of fresh air pervades the whole of the works. But I was informed that the direction of the currents are controlled by the direction of the winds.

The plan of the underground working exhibits the method of ventilation. It also shows a decided want of regularity in cutting out the rooms or bords, and an irregular and defective distribution of pillarage, which is very objectionable for two reasons.

1. The falling in of the roof (which in this case has already happened), causes deep holes on the surface, each of which forms a reservoir for water, which will pass into the mine below, and where the works are at all below the level of the natural drainage, will have to be pumped out, besides the continual soakage will keep the mine wet.

2. The coal in the pillars will be lost, both to the proprietor and to the Province—whereas had they been left of sufficient strength and thickness, nearly all the coal could have been taken out. The loss thus caused in a seam of 10 feet in thickness, becomes serious. I mention this matter more fully here, because the same course is pursued in several of the “out mines.”

There should be a rule to guide lessees as to the amount of or proportion of pillarage to be left. The size of the pillars should be in proportion to the thickness of the seam—a thick seam requiring larger pillars than a thin seam; the material of which the roofs are composed might also vary the proportion of pillarage required.

The gross amount of coals raised and shipped during the past year, was 15,690 tons.

GOWRIE COLLIERY. COW BAY.

HON. T. D. ARCHIBALD AND COMPANY.

This colliery has been in operation about two years, during which time a total expenditure of \$91,000 has been laid out in its developement. This includes the construction of a wharf, extending 770 feet into Cow Bay, and a breakwater, 100 feet by 50 feet, situate about 1200 feet from the shore of said Bay.

During the past year no searches or borings were conducted within the boundaries of the lease.

This coal area contains 1280 acres, wholly underlayed by two seams of workable thickness known respectively as the McAulay seam, and the Spencer seam.

The upper or McAulay seam is the one now being worked. It is from 4 feet 7 inches to 4 feet 10 inches in thickness—dips one yard vertical to 8 yards horizontal—direction of dip nearly east.

The workings extend along the crop above water level.

The pits are an old French pit, and the pit now in use, which was opened in 1862. Another pit, however, is being opened, at a point 890 yards from the shore, and 350 yards to the deep from water level.

Mr. Archibald states that this pit, when completed, will be over 200 feet deep. The coal and water will be raised from it by an engine of 30 horse power, and he expects at this point a decided improvement in the quality of his coal.

There is also a slope, which is substantially built and well timbered at the sides and overhead. It was opened last year, and is principally used as a roadway for the coal cutters to go and return from their work, and as an entrance for the horses and for ventilation.

The coal is raised by a small engine of 6 horse power from the pit, which was opened in 1862, to the surface or bank, thence over a good railroad to the wharf, where it is shipped.

The expenditure at this colliery for 1863, as follows :

| | |
|--------------------------------|------------|
| On wharf construction, | \$8,800 00 |
| On breakwater, | 6,500 00 |
| On railroads and tramways, | 42,800 00 |
| On rolling stock, | 2,360 00 |
| On headways and sinking shaft, | 1,800 00 |
| On houses, | 1,000 00 |

\$63,260 00

| | |
|-------------------------------------|-----|
| Average number of men for the year, | 120 |
| “ boys | 20 |
| “ horses | 6 |

The ventilation at this mine is simple and efficient. The air enters the shaft, is conducted along the water level to the western end of the works, returns along the face and escapes through the slope, as exhibited on the plan of the underground works.

The coal from this mine bears a good character in the market, being considered valuable for gas, steam, and manufacturing purposes.

Mr. Archibald has exhibited certificates from several parties in reference to its general character, testifying—1st. Superiority for marine steam purposes. 2nd. For gas purposes; and 3rd, for domestic purposes.

The certificates are from W. Campbell, Chief Engineer, R. M. S. *Africa*; from John H. Adam, President of the New York Gaslight company, and from W. T. Rickard, Assayist, 33 Bedford Row, Halifax.

The total amount of coal raised and shipped from this colliery during the past year, was 15,069 tons.

MIRE' BAY.

This colliery, owned and held under a license to work by Messrs. Young, Tracy and Slattery, lies on the north shore of Mire Bay, at "False Bay Beach" (so called).

The coal on this area underlies all the other coal beds that have been described in the counties of Cape Breton and Victoria. It gives about four feet of coal and has a clay parting.

Very little has been done towards working this seam on a paying scale—only 540 tons, round and slack, have been shipped from it. I am not aware of the reputation it bears in the market, but have seen it used on domestic fires. It burns with a bright flame and makes a pleasant fire.

The want of a shipping place is against this as a profitable colliery. At a large outlay "False Bay Beach" could be cut through and a good harbor formed.

The only question to be decided is, whether the coal seam is of sufficient value to warrant the outlay.

The total amount of coal shipped from this mine during the year, was 540 tons.

KELLY'S COVE OR NEW CAMPBELL TOWN COLLIERY.

IS SITUATE ON THE NORTH SIDE OF THE ENTRANCE OF GREAT BRAS D'OR.

A colliery was first established here two years ago by C. J. Campbell, Esq., the present proprietor, who has shown a great amount of energy and enterprise in developing the coal seams, and putting the colliery into good working condition.

Three distinct coal beds, of workable thickness, have been discovered within this area. The first lies nearly flat, gives from three feet six inches to three feet

ten inches of comparatively good coal. Dip, 1 yard vertical to five yards horizontal; direction of dip, N. 74° E.

The surface of the ground here is very uneven, and the strata much fractured, direction of strike or crop therefore uncertain. The plan of the underground works exhibits the system of ventilation, which appears well adapted to this mine in its present infant state.

The coal from this seam is drawn up an inclined plane by a wire rope attached to a horse-gin, and deposited on the bank. Mr. Laughlan, the principal "over man," informed me that they raise from 17 to 18 chaldrons per day, equal to about 26 tons.

The coal is then carried one and a half miles over a good tram road, in horse cars, to the loading wharf at Kelly's Cove.

The other two seams, situate two and a quarter miles from the loading wharf, dip vertically; direction of strike, N. 55° E. They are 83 feet apart, and appear to lie precisely parallel. Only the upper has been opened. It gives 3 feet of good looking coal—is entered by a tunnel at water level, about 80 or 90 feet below the crop. The work appears to be conducted systematically by the board and pillar method, modified to accommodate the circumstances of the seam. Good ventilation is obtained in this mine—the fresh air enters the mine by the tunnel at water level, passes through the works, and escapes through an upcast at the crop.

The second vertical seam is said to be six feet in thickness, with a clay parting. The quality of this coal has not yet been fairly tested.

Mr. Campbell describes the expenditure on this colliery for the year 1863, as follows:—

| | | |
|--|-------|-------------|
| Boring and digging in conducting searches, | - - - | \$1500 00 |
| Sinking pits and driving headways and tunnels, | - - - | 5500 00 |
| Erecting dwelling houses, stores, workshops, &c. | - - - | 13000 00 |
| On the loading wharf, | - - - | 4000 00 |
| On tramway, from pits to wharf, | - - - | 8000 00 |
| On rolling stock, | - - - | 2000 00 |
| | | \$34,000 00 |

The total amount of coal shipped from this colliery during the year, was about 4,000 tons.

RICHMOND COLLIERY.

This colliery, situate at Little River, in the county of Richmond, 2½ miles from the shore, at the mouth of Little River.

It was first opened by Mr. Hypolite Marraud, who, in 1859, obtained a license to work. He transferred his claim to an American company, who are working it under the name of the Richmond Coal Mines. The area includes two seams of coal of workable thickness, and having a dip nearly vertical, or 84° from the horizontal. The direction of dip is N. East, and the direction of strike N. West and S. East. The seams are 154 feet apart—the larger being the most southerly, and 4 in thickness, and the northern seam 3 feet in thickness.

The mine is entered by a vertical shaft 9 feet by 14 feet, and extends to a depth of 86 feet. From the bottom of this shaft, a drift or tunnel has been made, to the 3 feet seam, on the one side, and the 4 feet seam on the other side. The 4 feet seam has been worked out 700 feet along the seam, and the same depth as the shaft, and the 3 feet seam has been worked out 150 feet to same depth.

When visited last October, this mine was filled with water, occasioned by the engine, which was slight, breaking down, and the pump getting out of repair.

All the mining operations were therefore suspended—a new engine of 50-horse power had just been set up, and a pump with pumping gear daily expected.

Mr. Y. Kyle, the agent, has since informed me, that the pump, which is large and suitable, having cost \$1200, has been received, is set up, and that they are now engaged in raising the water, which will occupy several weeks.

Professor Dawson, in his report on the carboniferous rocks of this district,

referred to in describing the Sea Coal Bay Colliery, describes the quality of this coal.

The 3 feet seam is said to be of a good quality as a gas coal—well adapted for domestic fires and for blacksmith's use.

The 4 feet seam is of an inferior quality, contains much sulphuret of iron, and is mixed with thin layers of earthy matter, difficult to separate from the coal in mining.

There is a large bank of coal at the pit's mouth, but only a limited quantity has been shipped.

The loading wharf is distant from the mine $2\frac{3}{4}$ miles. It is situate on the shore of the Basin of River Inhabitants, near the mouth of Little River. It is 380 feet long, 10 feet wide, and substantially built. At the end of the wharf there is 16 feet of water at low tide, and the harbor appears to be favorable for shipping. A tram-way has been laid from the wharf to the mine. It appears well constructed, with an easy grade. The tram-way is precisely similar to the one built by Mr. Campbell at Kelly's Cove—the length is the same—the sharp angle at which the coals dip is also nearly the same—and the quantity of coals likely to be found extremely uncertain.

The amounts expended at this colliery are as follows :

| | | | | | |
|--|---|---|---|---|----------|
| Constructing wharf, | - | - | - | - | \$2804 |
| Railway, | - | - | - | - | 1938 |
| Rolling stock, | - | - | - | - | 4492 |
| Engine and pumps, | - | - | - | - | 5865 |
| Sinking shaft and draining tunnel, | - | - | - | - | 7500 |
| Erecting dwelling houses and stores, | - | - | - | - | 3000 |
| Amount expended in digging and boring, | - | - | - | - | 900 |
| | | | | | \$26,499 |

This sum includes the whole that has been expended on this colliery since its commencement three years ago.

| | |
|---|----|
| Average number of men employed in 1862, | 27 |
| “ “ “ “ 1863, | 32 |
| “ “ horses “ 1863, | 4 |

The shipments from this colliery for the past year only, amount to 1100 tons.

SEA COAL BAY COLLIERY, RICHMOND COUNTY.

This colliery was first opened in 1860 and '61, by Mr. John Campbell, the present proprietor. Very little progress has been made towards making this a profitable colliery, although a considerable sum has been laid out in its development.

Mr. Campbell describes his expenditure under different heads, as follows :

| | |
|---|-------------|
| Exploring in 1863, | \$336 00 |
| Expended during previous years in building a wharf, dwelling house and store, and blacksmith's forge, | 12,000 00 |
| Total expenditure to date, | \$12,336 00 |

The seams opened on this area dip at an angle of 70° with the horizon—direction of the dip south west. The general strike of the strata is from N. 50° W. to N. 56° W., with sharp dips and beds much fractured, rendering the quantity of coal in one locality very uncertain. For a full description of the geology of the country from Hawkesbury along the Gut of Canso to River Inhabitants Basin, and up River Inhabitants, see Professor Dawson's Report, in the Journals of the House of Assembly for 1849, page 187, App. No. 22. Mr. Campbell has also prepared a description of the coal measures within his lease as follows:—
“ Eight leads of coal, considered of workable size, have already been discovered.

They range in thickness from three to as much as eleven feet ; and several leads of smaller size are also known to exist, and there can be no doubt that other leads remain yet undiscovered, for not much over half of the coal bearing group of strata has, as yet, been explored in this field.

“ The vertical thickness of the coal-bearing portion of the carboniferous group here is about 1800 feet. The general strike of the strata is N. 50° W., with a dip to the south westward at an angle of 70° at their out-crop ; but at the greatest depth reached by mining the leads are found to curve rapidly to an angle of 60° of dip. This rapid change in the angle of dip is found to take place at the short distance of 63 feet from the out-crop of the strata, and at the depth of 25 feet below the sea level. Should this change be found to continue for some distance towards the dip at the same rate, the coal leads will incline to an angle much more convenient for mining than that which they present by their steep altitude at their out-crop.

“ There is another important feature in the character of this coal-field, which I deem worthy of some notice. The beds are found to improve greatly in the quality of their coal the farther they are followed along their strike to the south eastward, and also to the dip, or towards the centre of the trough. The coal has been mined from one of the leads for a distance of about 1600 feet along its out-crop, at two points, distant from each other over one quarter of a mile.

“ At the extreme end of the working to the north westward, the bed has a mudstone or bituminous shale parting near its centre, which thins out gradually in the opposite direction from a thickness of nine inches to less than one inch, where it leaves the bed nearly four feet thick of pure coal, at the greatest depth to which it has been explored by mining.

“ The large bed of coal on which the government received an unfavourable report some years ago, has been explored by means of a shaft sunk on it to a depth of 55 feet, and at that depth the lead is found to improve so much that at least six feet of good clean coal may be mined from it, and there is a fair prospect of the whole of it being found pure coal at a depth of 150 or 200 feet to the dip.

“ During the past summer an exploring shaft was put down to a depth of 42 feet through the boulder clay, which forms a deep surface deposit over the greater part of this district, rendering exploration both difficult and expensive.

“ From the bottom of this shaft exploring drifts were driven across the strata of the rock, and two beds of coal were discovered, one of them four feet in thickness, and of fair quality ; the other bed is between five and six feet in thickness, and would be a valuable seam of coal if it were not for a band of fire clay about fifteen inches in thickness near its centre. This exploring operation cost about \$336 ; but the shaft is made sufficiently large to be used as an air shaft, and has been timbered for that purpose.

“ The first work of a permanent character commenced in this coal field, was a tunnel or adit, cut across the strata at the sea level to a bed of coal, which it enters at a distance of one hundred and fifty yards from the sea shore, and about four hundred yards from the head of the wharf.

“ This tunnel is made large enough to admit horses, which are used in taking the coal out to the screens, and to the wharf. A slope is also cut in the coal at a grade of one foot in five, so that horses can be used in taking coal up from the lowest levels. A shaft was also put down at the head of the tunnel to a depth of twenty-five feet below the sea level ; and as the coal at that depth was found to be much better than that obtained at higher levels, the works were stopped until a steam engine could be put on the ground, and the coal mined from a much greater depth.”

Two hundred and nineteen tons is all the coal shipped from this colliery during the past year.

SYDNEY MINES. CAPE BRETON.

These mines are the property of the General Mining Association, and are situated on the north western side of Sydney Harbour. They were opened by that Association in 1827.

Three seams of coal are now being worked on this area, distinguished as the

Loyd's Cove seam, 6 feet 4 inches—dip 1 yard vertical to 9.5 yards horizontal—direction of dip, east.

Queen's pit seam, 5 feet 6 inches thick—dip 1 yard vertical to 9.5 yards horizontal—direction of dip, east. No 3 seam, 4 feet 8 inches thick—dip 1 yard vertical to 9.5 horizontal—direction of dip, east.

Another seam of coal was discovered last year at the Little Bras d'Or, near the western boundary of this tract; several holes were bored along the crop, and one, 100 feet deep, in which the coal was found to be 5 feet 4 inches thick, dipping easterly at an angle of 6 degrees. Four men were employed 3 months boring.

There are twelve distinct shafts on this area, seven levels or drains, and three adits.

The shafts are distinguished as follows :—

1. Fly pit shaft.
2. Pumping shaft on the "A." pit works.
3. Coal winding shaft on do. do.
4. do. do. do. do.
5. Pumping and winding shaft on the "B. pit" works.
6. do. do. do. C. do.
7. do. and downcast do. D. do.
8. Winding shaft do. do. do.
9. Upcast air shaft do. do. do.
10. Air shaft works at Cox hill.
11. do. do. do.
12. Coal winding shaft at Loyd's Cove.

Of the levels, three are driven northerly from the shafts 2, 5, and 7, and three are driven southerly from the same shafts; and one is driven from the shore at Loyd's Cove in a southerly direction.

Of the adits, one enters the seam at the shore of the harbour, and runs along the strike of the coal seam to the fly pit; a second enters the seam on the south side of the Little Pond Creek, and runs along the strike of the coal to the air shaft No. 10; the third enters the Loyd's Cove seam at its crop, and extends down the seam to the water level.

There are five engines in use on this colliery.

1st. A 30-horse power engine, used at the "B. pit" seam, No. 3, for raising the coal and pumping the water.

2nd. A 90-horse power engine, used at the Queen pit in raising coal.

3rd. A 150-horse power engine employed at the "Queen" or "D. pit" in pumping water.

4th. A 50-horse power engine erected in the "Queen pit," a short distance from the bottom of the coal winding shaft, for drawing the coal from the deep division up the incline. The coals are brought from the various workings in waggons drawn by horses, over light railways, to the several platforms along the incline, thence up the incline to the pit bottom. The coal is then raised to the surface through the coal wind shaft by engine No. 2, thence in large cars over a very substantial railroad—on which there are two locomotive engines—to the shipping place at North Sydney, sometimes called the "North Bar."

5th. A 40-horse power engine, used in connection with the iron foundery and the work and fitting shops. These latter bear a fair relation to the colliery, (which is conducted, as is well known, on a large scale), both as to extent, skill, and capability of the mechanics employed. All the implements and the principal machinery required for mining operations are continually being manufactured or repaired at the workshops.

The total number of hands employed last year was 401 men, 132 boys, and 79 horses. A full return was sent in by Mr. Brown, the agent, at the end of the year, shewing their occupations.

About 50 men and 6 horses were employed the greater part of last season, on

APPENDIX No. 18.—MINES AND MIN ERA.

| | |
|--|-------------|
| the following works, on which there were expended, in the construction of wharves, | \$4024 18 |
| On construction of Railways, - - - - - | 8258 33 |
| On Rolling Stock, - - - - - | 6760 00 |
| On Engines and Pumps, - - - - - | 2336 65 |
| On erecting dwelling-houses and shops, - - - - - | 1340 00 |
| | <hr/> |
| | \$22,719 16 |

The wharf at Sydney Mines has been extended 90 feet into deeper water, where very large vessels can load. This is important, as steamers of large burden, trading between England and Canada, and French and English men-of-war steamers, often put into Sydney for a supply of fuel.

The character of the Sydney coal has been well known in the market for the last 36 years. It is esteemed highly as a domestic and gas coal, and much in demand for marine steam purposes.

The course and method of ventilation is marked on the plan of the Queen pit, which is very full and elaborate. The air-currents are kept in motion by a large furnace at the bottom of the upcast shaft, No. 9. The fresh air passes into the pit through the downcast shaft, No. 7. It is then split into several main currents, and directed and guided by means of doors and stoppings, and after circulating through the workings, passes over the furnace to the surface by upcast shaft No. 9. This shaft is 8 feet diameter, and is exclusively used for ventilating purposes.

The downcast shaft, No. 7, is used both for pumping and ventilation. Mr. Brown, however, states that, with the view of keeping the ventilation perfect and distinct, he purposes sinking another shaft of the same size for a downcast, to be used exclusively for ventilating purposes.

The coals raised and shipped from this colliery during the past year amounted to 104,343.25 tons.

LINGAN MINES.

This colliery is also the property of the General Mining Association. It is situate at Lingan, on the north side of Indian Bay, in the county of Cape Breton. It was first opened by the Association in 1854. The annual shipment since that period has been gradually on the increase. Last year it amounted to over thirty six thousand tons. The coal is shipped from Lingan harbour, which has been considerably improved during the past season. Two new loading berths have been provided; and Mr. Brown states that the Association have made arrangements for deepening the channel of the harbour. They purpose to commence the work of deepening early the ensuing summer, and with that object in view have procured, or are about procuring, a dredge of the same kind as the one in use at Glace Bay harbour.

The depth now obtained at high water is 11 feet; this, it is hoped, will shortly be increased to 14 feet. It will be seen, therefore, that the harbor, in its present condition, is only adapted for vessels of light draft. Coal vessels, however, of considerable size, frequent the harbor; but in consequence of the shallowness of the water have to be loaded in the Bay, a short distance from the shore, by a lighter.

On this colliery there is one coal winding shaft, two adits, and one level. The adits enter the seam at the crop and extend to water level. The coal is brought up one of these adits by a winding shaft of 40-horse power, which is also used for pumping the water from the portion of the works below the water level. The coal when brought to the surface is screened and picked—thence carried to the wharf in large cars, on substantial rails, over an incline one mile in length.

The level is driven from the sea-shore in a northwesterly direction along the strike of the coal. The coal is nearly nine feet in thickness, but has a clay parting, which increases as you extend westerly along the strike. The dip is one yard vertical to 4.7 yards horizontal. Direction of dip, north east.

The character of this coal is well established in the market. It is highly esteemed as a gas coal, particularly at certain gas works in the United States. It makes a good domestic coal, but generally brings about fifty cents less in the market than the old Sydney coal.

There are two blacksmiths' shops and two carpenters' shops on this colliery, several stores, and a long range of comfortable dwellings for the workmen. There is also a number of private dwellings, shops, and boarding houses—a Roman Catholic Chapel, an Episcopal Church, and a school house.

The number of men employed during the past season was 132—21 boys and 22 horses. The expenditure beyond the ordinary working of the mine was for improvements made at the harbor.

ALBION MINES COLLIERY.

This colliery has been extensively worked by the General Mining Association since it came into their possession in 1827. The total amount of coal raised and shipped, to the end of last year, was 2,795,402 tons. The shipments for the past year was 198,313 tons.

Two seams are now being worked on this colliery. They are distinguished as the Upper, or Main Seam, and the Deep Seam. The main seam is from 30 to 33 feet in thickness, and the deep seam from 14 to 18 feet of clear coal. The seams lie nearly parallel to each other, and dip at an angle of 18° with the horizon, or one yard vertical to three yards horizontal.

There are three coal winding shafts. Two adits for ingress and egress for workmen and horses—one into the "main" or upper coal seam, the other into the lower, or "deep seam." Both adits enter the respective coal beds at the crop.

No borings or diggings for coal have taken place during the past year.

Number of men and boys employed in 1863, 660. (The average number of persons employed for the two preceding years was 630.) Number of horses, 86. Total steam power employed equal to 580 horse.

Expenditure for 1863 :—

| | | | | | |
|---------------------|---|---|---|--------|----------------|
| On dwelling houses, | - | - | - | \$1876 | 72 |
| One small Engine, | - | - | - | 250 | 00 |
| One barn, | - | - | - | 219 | 00 |
| | | | | | <u>72</u> |
| | | | | | <u>\$2,345</u> |

The mines are worked by the bord and pillar system, modified to accommodate the circumstances of the mine, leaving between each room sufficient wall or pillar to support the roof or superincumbent strata.

The ventilation is obtained by artificial means. In winter a large furnace is used, and in summer water power is added.

The distribution of the air currents are obtained by means of air doors and solid stoppings. It is guided round the various working places, then escapes by the upcast shaft where the furnaces are placed.

Tabular Statement, setting forth, in cistrons and bushels, the quantities of Coal annually raised and shipped from the Province, since the Mines were opened in 1827 by the General Mining Association, to the end of 1857.

| Year | Albion Mines, G. M. A. | | Sydney Mines, G. M. A. | | Langan Mines, G. M. A. | | Bridgeport Mines, G. M. A. | | Point Anson Mines, G. M. A. | | Little Bras d'Or Mines, G. M. A. | | Joggins Mines, G. M. A. | |
|------|------------------------|----------|------------------------|----------|------------------------|--------|----------------------------|---------|-----------------------------|--------|----------------------------------|---------|-------------------------|--------|
| | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. |
| 1827 | 36 08 | 57 | 4297 | | | | | | | | | | | |
| 1828 | 2185 02 | 11 21 | 5184 | | | | | | | | | | | |
| 1829 | 2061 37 | 20 25 | 4051 | | | | | | | | | | | |
| 1830 | 2051 | 40 84 | 5954 | | | | 579 | | | | | | | |
| 1831 | 3942 25 | 58 20 | 7403 | | | | 1581 | | | | | | | |
| 1832 | 5735 3 | 142 16 | 9906 | 72 | | | 1724 | | | | | | | |
| 1833 | 9285 42 | 122 23 | 7077 | 00 | | | 5448 | | | | | | | |
| 1834 | 6762 33 | 165 49 | 5794 | 10 | | | 4814 | | | | | | | |
| 1835 | 8092 57 | 374 60 | 7466 | 25 | | | 3563 | | | | | | | |
| 1836 | 15339 6 | 2181 11 | 15380 | 88 | | | 4127 | | | | | | | |
| 1837 | 15370 27 | 1674 22 | 16931 | 396 | | | 0094 | | | | | | | |
| 1838 | 14253 70 | 2040 27 | 13790 9 | 217 4 | | | 0279 30 | | | | | | | |
| 1839 | 20540 43 | 1569 34 | 21757 9 | 154 18 | | | 0239 0 | | | | | | | |
| 1840 | 10547 45 | 1376 09 | 18267 35 | 442 22 | | | 0019 27 | | | | | | | |
| 1841 | 20055 69 | 2400 8 | 23784 4 | 506 | | | 4330 6 | | | | | | | |
| 1842 | 16025 59 | 2640 39 | 24240 12 | 790 7 | | | 2042 | | | | | | | |
| 1843 | 10093 31 | 2224 | 23422 27 | 330 13 | | | | | | | | | | |
| 1844 | 11677 69 | 2492 39 | 22801 4 | 601 24 | | | | | | | | | | |
| 1845 | 20693 30 | 4028 39 | 24223 28 | 1653 15 | | | | | | | | | | |
| 1846 | 23663 69 | 3391 36 | 21437 1 | 1324 22 | | | 814 25 | | | | | | | |
| 1847 | 35104 | 5874 00 | 26061 10 | 1733 22 | | | 74 27 | | | | | | | |
| 1848 | 31194 24 | 5784 42 | 25149 7 | 1400 33 | | | 08 18 | | | | | | | |
| 1849 | 27143 3 | 5180 33 | 24953 18 | 1529 5 | | | 41 24 | | | | | | | |
| 1850 | 23831 00 | 5448 54 | 24230 12 | 2018 9 | | | 7 12 | | | | | | | |
| 1851 | 22233 30 | 4490 48 | 22904 21 | 1808 22 | | | | | | | | | | |
| 1852 | 23648 24 | 6325 12 | 20337 6 | 1759 6 | | | | | | | | | | |
| 1853 | 37410 60 | 7325 36 | 25963 30 | 1613 19 | | | | | | | | | | |
| 1854 | 36725 | 6253 6 | 33273 30 | 2077 9 | | | | | | | | | | |
| 1855 | 41833 24 | 4811 12 | 29332 4 | 2398 10 | | | | | | | | | | |
| 1856 | 39674 24 | 4962 48 | 33340 27 | 2393 3 | | | | | | | | | | |
| 1857 | 45913 | 7332 43 | 33363 3 | 3030 3 | | | | | | | | | | |
| | 592030 13 | 91244 24 | 504368 22 | 20094 24 | 450 1 | 3264 7 | 53797 31 | 1794 12 | 197 9 | 131 8 | 1033 26 | 1501 24 | 10028 11 | 1597 0 |

Tabular Statement of Coal, in tons and cwt., raised and shipped from 1858 to 1863, inclusive.

| | Albion Mines. | | Sydney Mines. | | Lingan Mines. | | Bridgeport. | | Point Anconi. | | Little Bras d'Or. | | Joggins. | | | |
|------|----------------------------|--------|-------------------------------------|--------|-------------------------------------|--------|--------------------------------|--------|--------------------------|--------|--------------------------|--------|---------------------------------|--------|------------------------------|--------|
| | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | | |
| 1858 | 100607 | 14344 | 93260 | 7407 | 3902 | 1040 | 1040 | 1040 | 198 | 07 | 3876 | 255 | 3876 | 5 | | |
| 1859 | 125250 | 13507 | 103371 | 6203 | 3100 | 1140 | 1140 | 1140 | | | 3807 | 212 | 3807 | 212 | | |
| 1860 | 151095 | 15011 | 111009 | 6603 | 15623 | 675 | 675 | 675 | | | 8071 | 248 | 8071 | 248 | | |
| 1861 | 159938 | 14117 | 93720 | 6738 | 35102 | 198 | 198 | 198 | | | 5138 | 15 | 5138 | 15 | | |
| 1862 | 183004 | 18078 | 108394 | 3087 | 33574 | 020 | 020 | 020 | | | 3242 | 10 | 3242 | 10 | | |
| 1863 | 175073 | 22640 | 102735 | 1558 | 35907 | 151 | 151 | 151 | | | | 105 | | 105 | | |
| | 895088 | 99299 | 612740 | 31003 | 132208 | 3885 | 3885 | 3885 | 188 | 07 | 23185 | 1 | 23185 | 977 | | |
| | | | | | | | | | | | | | | | | |
| | Little Bras d'Or. Collins. | | Little Bras d'Or. Genetro. | | Little Bras d'Or. Campbell. | | Union Mines. Burrell & McLeod. | | Glace Bay. Archbold. | | Big Glace Bay. Campbell. | | Schooner Pond. Ross and others. | | Hock House, Cow Bay. DeLion. | |
| | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. |
| 1858 | | | | | | | 600 | 400 | 400 | | | | | | | |
| 1859 | 450 | | | | | | 1858 | 2373 | 2373 | | | | | | 3598 | 138 |
| 1860 | 1474 | 150 | | | | | 1937 | 2207 | 2207 | | | | | | 7127 | 405 |
| 1861 | 8818 | | | | | | 1480 | 5208 | 5208 | 386 | 5 | | | | 10300 | 185 |
| 1862 | 8403 | 500 | 2522 | 25 | 1363 | 18 | 2002 | 7528 | 207 | 80 | | 370 | | | 15090 | |
| 1863 | 2887 | 524 | 1100 | 150 | 726 | 70 | 3600 | 20309 | 515 | 484 | 24 | 1303 | 57 | | | |
| | 11592 | 1024 | 3781 | 175 | 2080 | 97 | 11282 | 44079 | 1058 | 514 | 24 | 1073 | 57 | 49224 | 708 | |
| | | | | | | | | | | | | | | | | |
| | Gowrie, Cow Bay, Archbold. | | False Bay Beach. Tracey and others. | | Richmond Colliery. Kyle and others. | | Sea Coal Bay. Campbell. | | Lawrence Mines. Hibbard. | | Victoria Mines. | | Fraser Mines. | | MacKay Mines. | |
| | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. | Large. | Slack. |
| 1858 | | | | | | | | | | | | | | | | |
| 1859 | | | | | | | | | | | | | | | | |
| 1860 | | | | | | | | | | | | | | | | |
| 1861 | 2106 | 680 | | | 30 | | | | | | | | | | | |
| 1862 | 11704 | 3306 | 540 | 540 | 888 | 211 | 210 | | 8421 | 1403 | 408 | 852 | 884 | 465 | 160 | |
| 1863 | 13960 | 3986 | 540 | 540 | 918 | 211 | 219 | | 6068 | 8950 | 4257 | 1207 | 1171 | 97 | 80 | |
| | | | | | | | | | 9802 | 4513 | 2107 | 15 | 1875 | 1847 | 248 | |

REPORT ON THE LITTLE GLACE BAY COAL BEDS.

ON THE PARROTT AND CONVERSE LEASES, WITH SECTION,

Being the result of the Geological and Topographical Survey by J. P. LESLEY, Structural Geologist, conducted in 1863, in continuation of his surveys in 1862,—(vide Appendix No. 15, Journals 1863.)

The map which accompanies and illustrates this report represents the country of Little Glace Bay Brook, so much of it as is bounded by the Union Mine leases and Archbold's lease on the north, the sea on the east, Great Glace Bay on the south, and the great west line of the three rights of search of 1862. It corresponds therefore in area to the southern half of the map of the survey of 1862. But the area designated has been thoroughly surveyed during the summer of 1863, and the new map shews the numerous lines of survey, staked at every station and levelled. The levels of the stakes are not mentioned in the map, but can be obtained very nearly by reference to the blue contour lines, which are all marked so many feet above mean high tide.

The lines of survey are as follows :

Line A—along the south bank of Little Glace Bay Brook.

“ B—S. West to N. East through the centre of the Converse tract.

“ E—N. East to S. West, from the west corner of the LeCain tract, through the north part of the Converse tract, and extended several miles across the cross west of Great Glace Bay. The line was carefully cut out, and was intended for a foot path ; it is already frequented by the cattle, and will probably be kept open.

“ D—the north land line of Donald McDougall's land lot.

“ C—the south west line of the LeCain lease, re-surveyed.

“ F—north and south, the great west line of the land lots.

“ G—the north line of Neil Boutillier's land lot.

“ H—the north line of Widow Hilliard's land lot.

“ I—the north line of land lot.

“ J—a line surveyed in 1862, due south from McDougall's Knob to the shore of Great Glace Bay.

“ L—the great west line of the Parrott and Converse leases.

“ N, O, P—the west and south lines of the Union Mine leases, O and P being parts of the boundary of the Parrott lease, on the north.

“ Q—a land line, crossing O and P, and forming the north line of the Archbold land lot, and the land lot.

“ R—the south line of Archbold's land lot, and (after passing F) the north line of land lot.

The land lots are designated by broad red and green tints—the two leases by red and green margins. The LeCain lease is left uncolored ; as is also the Union Mine property.

The blue waving lines are contour, or water level lines, as explained above, each one marking an additional height of ten feet above mean high tide, which is $4\frac{1}{2}$ feet above mean low water. To assist the eye in following these contours, the relief of the hills and valleys has been assisted by neutral shading ; and to keep all clear the names of places and persons are given in a table on the side.

Across the map, from north west to south east, two brown belts or lines represent the outcrop over the surface of the two principal beds of coal, the Harbor, and the Phelan beds—the former and higher of the two, six feet thick, the latter and lower one, eight feet thick.

Between these two beds are several smaller seams, one of them, the Back Pit bed, four feet thick.

Beneath the Phelan bed is a five foot bed, called the McPhail or Ross bed, wrought on Schooner Bay; and beneath this again a smaller bed, supposed to be three feet thick.

Beneath these workable coal beds are two thousand feet of slates and clays, more or less sandy, of various colors, from red to grey, and with numerous small seams of bituminous slates and coal of no value.

Then come two beds of coal, from four to five feet thick, one of which is wrought on Mire' Bay, by Tracy, Young & Slattery, at False Bay Beach, and both of them by Mr. Charles Campbell, on the north shore of the Great Bras d'Or. They appear at various points in the country around and east of Sydney, but seem to be of very little value, and lie too deep upon the map to deserve enumeration among its valuable contents.

Beneath these two beds of coal lie at least two thousand feet more of coal measures, containing four small seams of coal, not known to be over two feet thick at any place.

It is in the upper part of these last mentioned barren measures that the massive conglomerates occur which lie over the shore of Mire' Bay and the country just east and north east of Sydney, on the shore of the harbor, as well as across Boularderie Island, and beneath Charles Campbell's beds, on the Great Bras d'Or.

What may be the interval beneath the lower barren measures, and the limestones on Mire' Bay and Sydney harbor, I do not know. At Chas. J. Campbell's, where the coal beds and limestone are nearly vertical and actually overthrown, they are within two hundred feet of each other; but there is evidently there a fault, which has swallowed up not only the conglomerates but all the other members of the barren measures, below the two coals.

Returning now to the practical coal measures, a section will be seen on the sheet which contains the map representing the character of the rocks from the harbor bed down (with some intervals) to the McPhail or Ross's bed; and the thickness of each stratum is either given or can be got from the scale of feet on the side of the section; the distance from bed to bed can be also obtained in the same way.

The first or left hand column of the section was obtained in 1862 from the cliffs between Little and Great Glace Bay. But it was not then known that the Back Pit coal bed, had once been shafted in and mined by Nicholas Boutillier in the cliffs in the front of his lot. Information of this fact, and the laying bare of the bed by the storms of the winter of 1862-3, rectified a mistake in 1862, when the 4 foot Back Pit bed seemed to have no other correspondent on the coast than the small 2 feet bed under the wooden bridge at N. Boutillier's gate. It now appears that his small bed is the equivalent of the small bed in Little Glace Brook, a thousand feet below (down stream) the Back Pit. The water level lines of all the beds are now seen to be parallel, and the whole country wonderfully regular and undisturbed.

To make this more certain, the surveys, begun in 1862, off the coast to the east of Great Glace Bay Beach, are continued to Schooner Bay and on the Cow Bay road still further.

A second map, on the same scale as the first, 400 feet to an inch, has been made to show this extension, and to illustrate the singular correctness of lines observed by the beds (above and including the Phelan bed) in their run through the country.

It is true, and the facts may be seen noted on the map, that a great variety of local dip and strike exists along the coast. But it is also true that the limits of variation in dip, seeming to be 5° to 10° , and of strike, about 60° to 80° south-east, are reduced still further in importance by the prevalence of one dip of 7° to $8\frac{1}{2}^{\circ}$, and of one strike from 65° to 70° . So completely, in fact, do the variations counterbalance or compensate for each other, that a line drawn at mean high tide between the three points, where the Phelan bed strikes that level, is a perfectly straight line, four miles long. The three points are McDonald's, on Schooner Pond, Alex. Campbell's, on Great Glace Bay, at the heel of the bar, and Nicholas Boutillier's jetty, on the north shore of Great Glace Bay, inside the bar.

There are, no doubt, a constant succession of small rolls in this great bed, analogous to the undulations encountered in the Hub-vein workings; but the

straight line just described is a perfect guarantee against faults and troubles of any serious character, with the exception of some possible lagoon or dirt faults, the places of which it is impossible to foresee, except by a system of augur hole borings carried on in advance of the adit level headings.

The straight line, however, above described, takes a very gentle curve on striking the Boutillier lot, and no doubt keeps this curve across the Converse and Parrott leases—running, in fact, parallel or concentric with the curve of the theoretical water level in the Harbour Bed. The map will explain this feature without further description; but it has an important bearing upon our conclusions as to the regularity of these coal measures; for if there were any great irregularities of deposit, such a parallelism of two beds at water level, so far apart, could not happen; for any great thickening or thinning of one or more strata would make their water level lines converge or diverge. So, also, if there was any great irregularities of structure, the same result would come.

The dip of the rocks, and of the Phelan bed, may be assumed at one in ten. If the bed be 8 feet thick, its horizontal section will be 80 feet wide, as drawn in lead-pencil on the map, at water level. Every 10 feet rise above water level will throw the bed 100 feet to the south. In this way the out-crop of the bed has been drawn upon the map, as running behind and under, or to the south of McDougall's Knob. There, where it reaches its greatest height, it is 80 feet above tide, and 800 feet south of the water level line. In this way the contents of the bed above water level can be readily calculated.

From the end of its out-crop, on Boutillier's land lot, at the shore of Great Glace Bay, towards Little Glace Bay Brook, 1000 feet sections, separately:—

| | | | |
|---------------|---|------------------------------|---------|
| 1st thousand, | $1000 \times \frac{700}{2} \times 8 = -27 =$ | cubic yards or tons of coal, | 30,000 |
| 2nd | $1000 \times \frac{150 \times 450}{2} \times 8 = -27 =$ | “ | 100,000 |
| 3rd | $1000 \times \frac{250 \times 610}{2} \times 8 = -27 =$ | “ | 160,000 |
| 4th | $1000 \times \frac{350 \times 700}{2} \times 8 = -27 =$ | “ | 180,000 |
| 5th | $1000 \times \frac{450 \times 800}{2} \times 8 = -27 =$ | “ | 200,000 |
| 6th | $1000 \times \frac{500 \times 750}{2} \times 8 = -27 =$ | “ | 225,000 |
| 7th | $1000 \times \frac{750 \times 500}{2} \times 8 = -27 =$ | “ | 185,000 |

In all 7000 feet, run of the bed from G. G. Bay to L. G. Brook, gives 1,080,000 tons.

Of which, counting out piers or pillars and *out crop*, an available, say 500,000; of which six-sevenths are on the Converse, and one-seventh on the Parrott lease. The rest of the run of the bed on the Parrott lease, viz., west of the brook, above water level, as above, (*i e.*) tide, 250,000; of which counting out piers and out-crop, an available say, 100,000.

The Phelan bed might therefore be worked from the neighborhood of Great Glace Bay harbor, by an adit level at tide, so as to yield six hundred thousand tons out of a million and a quarter, which now lies between its out-crops and water level of tide. But the gangway would in the end, be nine thousand feet, or a mile and three quarters long.

SECTIONS OF COAL SEAMS, GLACE BAY DISTRICT.

| FEET | DESCRIPTION | FEET | DESCRIPTION | FEET |
|------|---|---------------------------------|--|---|
| 0 | Sand stone. | 8 | | |
| 10 | Black shales and fire clay. | 4 | | |
| 20 | Massive sandstone. | 10 | | |
| 30 | Sandy fire clay. Sandstone. | 2 7.6 | | |
| 40 | Dark shales. | 7.6 | | |
| 50 | Sandstone. | | | |
| | S. S. | | (bituminous shales 12 inches. Cannell coal 1/2 in.) | |
| | Sandy shales. Fire clay. HARBOR VEIN COAL. Foliated shales. Iron ore. | 2 1 1 1 1 | | |
| 100 | COAL. Red, green, and yellowish shales. Hard clay S. S. Clay Shales. | 1 1 1 | | |
| | COAL. Foliated. Sandy. Shales. Compacter. Half inch layers. Sand rock. | 1 1 1 1 1 | | |
| 150 | Sandy shales. Blackish shales. Fire clay shale. Sandstone. Greenish. Contorted. Fire clay. | | | |
| 200 | Grey green shale. Red green shales. Soft. Grey. Shales. | 3 | | |
| | Sand stone. | 6 | | |
| 250 | Fire clay, with iron ore balls. Fire clay. Red, &c., shales. False bedded. Shales. Fire clay—iron ore balls. Hard blackish. Slates. Grey Rough. Shaly S. S. | 6 1 4 2 | Bituminous slate 6 inches Coal 1/2 in. | |
| 300 | Sandstone. Yellow S. S. Yellow shales. Dark shales. Blue limestone and iron ore. Green fire clay and balls. Black top slates. Coal Streak. Yellow and green shales. | 1 4 2 | Clay and iron ore balls. Red rock, forming a reef. | |
| 350 | Soft fire clay. Yellow shales. Sandy fire clay. Blackish fire clay. Grey fire clay. COAL. Fire clay. Clay and iron balls. Blue shales. | 1 1 1 1 1 1 | Clay and iron ore balls. | |
| 400 | Clay and iron. Variegated clays. False bedded. Wavy sandstone. Sandy clay. Blue fire clay. COAL, 4 feet. Boutiller's old pit, the same as the Back Pit coal on the creek. | 1 1 1 1 1 1 4 | COAL, 6 inches. | |
| 450 | | 4 | COAL, 4 feet. Coal in cliff north east of Campbell's mine. | |
| 500 | | | False bedded. Sand stone. Clay rock. COAL, 2 feet. Fire clay, soft, reddish. Sand stone. Fire clay. Sand stone. With coal plant leaves. shaly. Black band of shale. Fire clay. Red, &c., shales. Sand stone. Fire clay, soft. " hard. " soft. Coal Streak. " sandy. " soft and " hard. Alternations of thin black & grey sh. Blackish slate. | |
| 550 | Back Pit vein. | | | |
| 600 | | | | |
| 650 | PHELAN COAL VEIN - - - - 8 feet. At Boutiller's, on Converse lease, and at Campbell's lease. | 8 | | Top slates. |
| 700 | | | | Interval of hidden rocks. |
| 750 | | | | |
| 800 | | | | |
| 850 | | | | |
| 900 | | | | |
| 950 | | | | |
| | | | | Coal, 2 inches slate, 6 inches |
| | | | | many iron balls |
| | | | | ROSS COAL VEIN. at Schooner Pond, 1 1/2 feet. |

SIXTIONS OF COAL SEAMS OF THE DISTRICT

| | |
|-------|-----|
| 100 | ... |
| 200 | ... |
| 300 | ... |
| 400 | ... |
| 500 | ... |
| 600 | ... |
| 700 | ... |
| 800 | ... |
| 900 | ... |
| 1000 | ... |
| 1100 | ... |
| 1200 | ... |
| 1300 | ... |
| 1400 | ... |
| 1500 | ... |
| 1600 | ... |
| 1700 | ... |
| 1800 | ... |
| 1900 | ... |
| 2000 | ... |
| 2100 | ... |
| 2200 | ... |
| 2300 | ... |
| 2400 | ... |
| 2500 | ... |
| 2600 | ... |
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| 2900 | ... |
| 3000 | ... |
| 3100 | ... |
| 3200 | ... |
| 3300 | ... |
| 3400 | ... |
| 3500 | ... |
| 3600 | ... |
| 3700 | ... |
| 3800 | ... |
| 3900 | ... |
| 4000 | ... |
| 4100 | ... |
| 4200 | ... |
| 4300 | ... |
| 4400 | ... |
| 4500 | ... |
| 4600 | ... |
| 4700 | ... |
| 4800 | ... |
| 4900 | ... |
| 5000 | ... |
| 5100 | ... |
| 5200 | ... |
| 5300 | ... |
| 5400 | ... |
| 5500 | ... |
| 5600 | ... |
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| 6200 | ... |
| 6300 | ... |
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| 6900 | ... |
| 7000 | ... |
| 7100 | ... |
| 7200 | ... |
| 7300 | ... |
| 7400 | ... |
| 7500 | ... |
| 7600 | ... |
| 7700 | ... |
| 7800 | ... |
| 7900 | ... |
| 8000 | ... |
| 8100 | ... |
| 8200 | ... |
| 8300 | ... |
| 8400 | ... |
| 8500 | ... |
| 8600 | ... |
| 8700 | ... |
| 8800 | ... |
| 8900 | ... |
| 9000 | ... |
| 9100 | ... |
| 9200 | ... |
| 9300 | ... |
| 9400 | ... |
| 9500 | ... |
| 9600 | ... |
| 9700 | ... |
| 9800 | ... |
| 9900 | ... |
| 10000 | ... |

IRON AND COPPER WORKS.

Iron ores of excellent quality, such as hematite ores, and specular and magnetic ores, in large workable deposits, are known to exist in each of the counties, ranging eastward from Annapolis county to the Gut of Canso, including Cumberland county; and in Cape Breton carbonates of iron are extensively deposited in the clay beds of the coal measures. It appears in large blocks, and in balls known as kidney iron ore.

Notwithstanding the extensive metaliferous deposit of this most useful of all the metals, and the many natural advantages the country presents for iron works, there is only one in active operation in the Province, known as the Acadian Charcoal Iron works, situate near Folly River, in the township of Londonderry.

The mineral on the land from which this ore is taken, was alienated from the crown at the time the lands were granted, in 1759, and therefore no royalty is received from it. But in order to give full information as to the state of the mines, I addressed a letter to Mr. Jones, the agent, and received the following in answer to my queries:—

“Our operations consist in the manufacture of Charcoal Iron, of a superior quality, for the English and American markets. The ore for which is mined on the company's property, and is found in an irregular vein, vertical in position, or nearly so, and varying in thickness from one foot to twenty feet. The bulk of the ore is hematite. We have one blast furnace for smelting the ore, and three puddling furnaces and one heating furnace for making bar iron. Our operations are carried on unceasingly the year around.

During the past year we shipped 903 tons of bar iron, and 402 tons of pig iron. The number of men and boys in constant employ has been about 180; but during the summer months, as well as in January, February, and March, the number has reached 250—the average during the whole of the year being about 200.

The number of horses regularly employed range from 25 to 30, in addition to which, at certain times in the year, especially in winter, we employ many of the neighboring farmers teams. The total expenditure for the year has been \$70,000; this includes \$3,000 expended in improving and extending the works, and provides for additional production during this year.”

LEASE AT CHETICAMP FOR WORKING COPPER ORE.

(AN AMERICAN COMPANY.)

This mine is only in progress of development—all that can at present be said about it is that the indications are good. The vein rock was discovered at several points along a line in the direction of S. 40° W., about a mile and a half from the shore of Cheticamp. The vein rock is three feet six inches thick, and the vein itself about five inches. It dips towards the mountain at an angle of 60° from the horizon, in the direction of S. 50° E. This mine was visited early in October; at that time a shaft was opened in the hard rock to a depth of 10 feet, and a small house, used as a smithery, erected over it. An adit or tunnel was also in course of construction. The adit was driven into the face of the hill about 100 feet, but was not expected to meet the vein until it had been driven 410 feet, at which point it was expected to intersect the vein rock, 106 feet from the surface.

The amount expended on this operation to December, 1863, is \$——



APPENDIX No. 19.

POSTMASTER GENERAL'S REPORT.

*General Post Office, Halifax,
January 18th, 1864.*

SIR,—

I have the honor to present, for the information of the Legislature, my eleventh annual report on the Nova Scotia Post Office, together with the usual returns, numbered from 1 to 17, prepared for the year ended 30th September, 1863.

The number of Post Offices remain the same as last year, viz. : 73.

The Way Offices now number 420, twenty (20) having been added during the past year.

No Post or Way Office has been closed.

MAIL CONTRACTS.

The established mail routes number 212, six having been added and seven increased and extended, as will be seen on reference to reports Nos. 7 and 12.

The cost of the carriage of the mails during the past year was \$39,802 40. For mail service and cost of each respectively see report letter C, No. 5.

The whole amount of mail travel was 4568 miles, being an increase of 59 miles over that of last year; and the extent of mail routes travelled was 971,688 miles, exceeding that of the previous year by 11,544 miles.

The mail contracts between the West River of Pictou, Antigonish, Plaister Cove, and Sydney, including the route between Antigonish and Guysborough, now held by Mr. Thomas Lindsay—and that between Halifax, Liverpool, and Yarmouth, via the shore route, including the route between Lunenburg and Bridgewater, and also between Windsor, Kentville, and Annapolis, held by Mr. James King—will terminate on the 30th of June next.

It would be desirable to obtain an early decision whether either or both of these mail contracts are to be renewed, for, should it be determined to submit them to public competition, the notices inviting tenders should be circulated at an early day, in order that sufficient time may be given to the new contractor, to enable him to procure his stock, &c., and commence his contract without detriment to the public service.

The contract between Truro and Amherst has been extended to Messrs. Archibald and Purdy for 3 years, to commence on the 1st of July, 1864.

The present contract between Truro and Pictou, held by Mr. Hyde, can at any time be terminated by the Department or the contractor giving 3 months' notice.

REGISTRATION.

The following registered letters have passed through the several offices this year, viz. :—

| | |
|---------------------|--------|
| Halifax office sent | 4264 |
| Received | 7497 |
| | <hr/> |
| | 11,761 |
| Country offices, | 7543 |
| | <hr/> |
| | 19,304 |

As the interchange of money orders has been extended to England and Canada it is presumed that the above number will be materially reduced next year.

I regret to report with respect to missing registered letters that nine cases of alleged loss or abstraction have occurred during the past year. Of this number the contents of three have been made good to the senders, viz.: two by Postmasters, whose treatment was irregular, and one by directions of the Government, as recommended by the P. O. Committee.

The abstraction of a portion of the contents of each of the five registered letters posted at, and passing through, the Antigonish office, in May last, (see report No. 14,) having been brought to my notice, I at once, with the concurrence of the Government, despatched an officer to Antigonish. The evidence taken by him in each case, together with his report, and other papers connected with the matter, were by direction, placed in the hands of the Honble. Solicitor General for prosecution, or to be used in such other manner as he might think best in furtherance of the ends of justice.

NEWSPAPERS AND LETTERS.

| | |
|---|------------------|
| The average number of newspapers which passed through the Halifax office alone the past year, was | 2,361,746 |
| Country offices, | 1,302,576 |
| Total, | <u>3,664,322</u> |

showing an increase of 93,656 compared with 1862.

| | |
|------------------------------|------------------|
| The letters averaged, at the | |
| Halifax office, | \$36,328 |
| At country offices, | 631,328 |
| | <u>1,467,656</u> |

PARCEL POST.

During the past year 319 parcels have been received at, and sent from, the the Halifax office. At country offices 142—making a total of 461.

STAMPS.

By a reference to report No. 1 it will be seen that a large proportion of the revenue has been derived from postage stamps, viz.: \$43,248 36½, which exceeds that of last year by \$5,138 03½.

COUNTY POSTAGE.

To enable me to carry out that part of the act, passed during the last session, in reference to the Post Office, reducing the postage to two cents on a letter posted in a county for delivery within the same county, it was necessary to procure for the public convenience a stamp for the prepayment of this particular class of letters. Application was accordingly made to the New York American Bank Note Company for a supply, and 5000 sheets were procured, at a cost to the department, including the die, of \$226. See report No. 6, letter E.

The reduced rate came into operation on the 11th May last, and has yielded for the five months ended 30th of September last, (as far as I have been enabled to glean from the returns in my possession,) a revenue of \$450, a less amount, in my opinion, than would have been realized under the higher rate for the same period.

REVENUE.

| | |
|---|-------------------|
| The gross amount of postal revenue for the year was | \$56,508 23½ |
| The net available income, after deducting dead letter and | |
| British portion of packet postage, was | 48,174 71 |
| Net income of 1862, | <u>45,100 62½</u> |
| Showing an increase of revenue in the year of | \$3,074 08½ |
| (For chief items of collection see report No. 1.) | |

DISBURSEMENTS.

The disbursements during the year have been as follows, viz. :—

| | |
|--|--------------------|
| Salaries of Postmaster General, and Officers at Halifax, and Postmasters and W. O. Keepers, | \$24,673 25 |
| Mail carriage, | 39,802 40 |
| Tradesmens' bills, rent, fuel and gas, stationery, printing, &c., and other miscellaneous payments in the year, | 5,913 43 |
| Total disbursements, | \$70,389 08 |
| Do. do., 1862, | 68,305 76 |
| Increase, | \$2,083 32 |

This augmentation in the expenditure has been caused by the addition which was made on the recommendation of the Post Office Committee to the salaries of several postmasters ; also by the employment of additional clerks in the Post Office at Halifax, and the establishment of new Way Offices ; making an excess of expenditure under these heads of nearly \$900 over that of 1862.

The cost for mail carriage has also been increased in consequence of the new Rides, which had been set up, and the additional amount paid for several old services, which were put up to competition and tendered for at higher rates.

The amount paid for tradesmens bills, stationery, and printing, commissions on stamps, &c., has also exceeded the amount paid for similar services in 1862.

Notwithstanding this increased expenditure, the deficiency, it is gratifying to know, is less by \$1000 than it was in the preceding year. For particulars, see reports Nos. 4, 5, and 6.

PERIODICALS.

In section 8, chapter 29, of the act passed 29th April, 1863, entitled "an act to amend cap. 23 of the Revised Statutes of the Post Office, and the act in amendment thereof, it is enacted that "periodicals passing through any office in this "province, if posted without the province, shall be liable in addition to any charge "prepaid on posting, to an additional charge on delivery, of two cents for each number."

"If posted within the province for delivery within, or without the province, "they shall be liable to a charge of two cents each, to be prepaid by stamp."

Representations having been made to the Government by parties whose interests were, as they stated, seriously affected by this enactment, the foregoing clause was to a certain extent modified.

Several periodicals published in this province, have accordingly been permitted to pass *free*, at a loss, however, to the revenue ; and here I would beg respectfully to reiterate opinions previously expressed, that so long at least as the expenditure is in excess of the revenue, no mail matter should be allowed to pass through the post office without contributing something (however trifling) to the revenue of the department.

FURTHER REVISION OF THE POST OFFICE ACT SUGGESTED.

It will be observed, on referring to the 4th section of Chapter 11 of the act, entitled "an act to amend Chapter 23 of the Revised Statutes of the Post Office," passed in April, 1862, that the rate of postage from Halifax to Bermuda or Newfoundland is fixed at 10 cents per half ounce, "of which one cent and a half "shall belong to the Nova Scotia post office ;" but the rate to be charged on letters by packet *from* Newfoundland and Bermuda not being specified in the act, parties have objected to pay the additional 1½ cents—consequently it has not been exacted, although there can be little doubt that the act intended the additional rate should be paid on letters *coming* from, as well upon those going to, the above named places.

Again, the 10th section of the act of last session repeals the whole of the 13th section of cap. 23, page 82, of the Revised Statutes of Nova Scotia, which refers to the postage to be charged upon *printed books*, as well upon periodical publications and pamphlets ; but as no reference is made in the amended act, chapter 29,

as to the charge on books, I would respectfully suggest that these omissions be rectified in the approaching session, and that the book postage be fixed by law at *one cent per ounce*, up to 48 ounces.

DEAD LETTERS.

The following statement shews the number of letters, and from whence received at the Dead Letter office, Halifax, and how they were finally disposed of:—

| | |
|--|-------------|
| Received from Great Britain, | 604 |
| United States, | 1136 |
| St. Thomas's, | 42 |
| Canada, | 65 |
| New Brunswick, | 517 |
| P. E. Island, | 101 |
| Provincial post offices, | 4935 |
| Total, | 7400 |
| Returned to Great Britain, | 1110 |
| United States, | 1020 |
| St. Thomas's, | 47 |
| Canada, | 113 |
| New Brunswick, | 453 |
| P. E. Island, | 74 |
| To writers in Nova Scotia, | 3654 |
| Destroyed for want of name or residence of writer, | 729 |
| Total, | 7200 |

The total number of dead letters passing through the Nova Scotia Dead Letter office in the year, was 14,600.

MONEY ORDERS.

I annex the report of the Superintendent of the Money Order office in reference to the operations of that increasingly important branch of the public service during the past year, by which it will be seen that seven additional Money Order offices have been opened, in accordance with the recommendation of the Post Office committee of last session.

The amount of orders issued during the year, as shewn by the report, exceeded that of the previous year by \$24,800. The total amount of orders for the twelve months up to 30th September being \$124,883.

On the 1st day of the present year the system was extended to the United Kingdom and Canada; and as a proof of its appreciation by the public I may mention that by the last mail for England (the first since the interchange commenced) 32 money order advices were forwarded to the United Kingdom.

The total amount of commission to revenue on orders issued, up to 30th September, was \$364 74.

The following is the scale of orders under which the departments have arranged to charge for money orders between Nova Scotia and Great Britain:—

| | |
|--------------------|--------------------------|
| Up to £2 sterling, | 1s. sterling commission. |
| From £2 to £5, | 2s. " " |
| " 5 to 7, | 3s. " " |
| " 7 to 10, | 4s. " " |

CANADIAN SCALE.

Up to five pounds sterling, one shilling commission.

From five pounds to ten pounds sterling, two shillings commission.

Ten pounds sterling being the maximum amount for which a single order may be issued.

HALIFAX OFFICE.

I regret to report that during the past year, the department has been deprived of two of its most efficient officers, Messrs. Inglis and Sutherland, in consequence of defective eyesight, induced no doubt, by the constant use of *gas* in the Circulation office, rendered imperatively necessary by its low and dark situation; it is therefore most gratifying to myself, and the officers and employees of this department, to find that, by the notices which have been published inviting tenders, there is every prospect of an early commencement of the new Government building, in which the duties of the office will, after its completion, be inducted.

In concluding my report, I am happy to be able to record my appreciation of the services of the Examiner of the account branch of this department The Superintendent of the money order branch,—the Clerks of the circulation and dead letter offices, and the Postmasters and W. O. Keepers, and Couriers (with one or two exceptions), whose zeal and attention to their respective duties, have contributed in no small degree, to the harmonious working, and present satisfactory condition of the Post Office department of this province.

I have the honor to be,

Sir,

Your most obedient humble servant,

A. WOODGATE.

The hon. CHARLES TUPPER, M. D., M. P. P., &c., &c

To A. WOODGATE, Esq., Postmaster General.

SIR,—

Accompanying returns from the Halifax Money Order Office, furnish transactions of the Nova Scotia Money Order department for the year which terminated on the 30th September, 1863.

Seven money order offices were added to the list within the year, namely, those of Barrington, Bridgetown, Bridgewater, Canso, North Sydney, Sherbrooke, and Wallace.

The money order system of the Province has been extended to the United Kingdom and Canada. The extension took place on 1st January, 1864; and by the next subsequent mail, thirty two advices of money orders were forwarded from the Halifax office to places in the United Kingdom.

Money orders issued for the twelve months up to 30th September, amounted to \$124,883. This amount exhibits an increase of over \$24,800, as compared with the preceding year; and an increase of over \$57,650, as compared with 1861.

Transactions for the intervening period, from September 30th to date of this report, include continued increase.

The experience of 1862 has to be repeated for 1863, in reference to freedom from loss and harmonious working of the money order offices of the Province.

I have the honor to be,

Sir,

Your obedient servant,

J. S. THOMPSON.

Halifax, M. O. Office, 15th Jan'y., 1864.

SCHEDULE.

Accompanying this Report are the following documents :

- No. 1. Statement of Revenue and Expenditure of Post Office Department for year ended 30th September, 1863.
- No. 2. Packet Postage, general account between the United Kingdom and Nova Scotia, for year ended 30th of September, 1863.
- No. 3. Postmaster General's account current with the Province of Nova Scotia, for the year.
- No. 4. Salaries A and B in Report No. 1.
- No. 5. Conveyance of mails—C in Report No. 1.
- No. 6. Detailed account of all incidental and miscellaneous items of disbursements during the year—D to L in Report No. 1.
- No. 7. New post routes established in the year.
- No. 8. New post and way offices established in the year
- No. 9. Post Routes discontinued within the year.
- No. 10. Post and way offices discontinued within the year.
- No. 11. Curtailment of expenses effected in mail routes in the year.
- No. 12. Allowances made to mail contractors beyond the sums originally stipulated in their respective contracts.
- No. 13. Fines imposed, and deductions made, from the pay of mail contractors during the year.
- No. 14. Abstraction and loss of letters containing money sent through post offices in Nova Scotia in the year.
- No. 15. Letters of value received at the Dead Letter office, Halifax, in the year.
- No. 16. Letters received at the Dead Letter office, Halifax, and how disposed of, within the year.
- No. 17. Money Order offices in operation, &c., during the year ended 30th September, 1863.

A. WOODGATE,
P. M. G.

REPORT No. 1.

Statement of receipts and disbursements of the Post Office department of Nova Scotia, in the year ended the 30th September, 1863.

RECEIPTS.

| | |
|--|--------------|
| Amount of gross revenue from postage stamps, | \$43,248 36½ |
| Postage collected in money on paid and unpaid letters, received at and sent from, offices in Nova Scotia, including Halifax, | \$9,519 92½ |
| Unpaid and paid postage on letters for and from England, collected at Halifax, | 1,606 61½ |
| Unpaid and paid postage on foreign and colonial packet letters, collected at Halifax, | 1,233 22 |
| Postage on packet letters sent to, and received from, Halifax and Newfoundland, collected at N. Sydney, | 89 01½ |
| Way letter postage, | 159 91 |
| Ship letter postage, | 69 52½ |
| Postage of letters returned from dead letter office to circulation office, for Halifax delivery, | 8 65½ |
| Fees collected at Halifax office on detained forward letters, | 44 00 |
| Revenue from private letter boxes at Halifax office, | 472 00 |
| Local postage, | 35 73 |
| Errors on the year, | 21 28 |
| | \$13,259 87 |
| Gross revenue, | \$56,508 23½ |
| Dead, missent, and re-directed letters, | 770 34½ |
| | \$55,737 89 |
| British portion of packet postage, for the year ended as above, | 7,563 18 |
| | \$48,174 71 |
| Total net income in the year, | 22,214 37 |
| Deficit, | \$70,389 08 |

DISBURSEMENTS.

| | | |
|--|------------|-------------|
| Report No. 4—A and B. Salaries : | | |
| Department at Halifax, | \$9,860 89 | |
| Postmasters, | 9,706 00 | |
| Way office keepers, | 5,106 36 | |
| | | \$24,673 25 |
| Report No. 5—C, cost of carriage of the mails in the year, | | 39,802 40 |
| D, ship letter gratuities, | \$121 58½ | |
| E, tradesmen's bills, | 634 84 | |
| F, rent of post office at Halifax, | 800 00 | |
| G, law expenses, | 35 00 | |
| H, stationery, printing, and advertising, | 1,694 27½ | |
| Report No. 6. I, coal, wood, gas, &c., | 379 30 | |
| J, buildings and repairs, | | |
| K, miscellanies, | 295 94½ | |
| L, commission on sale of postage stamps, | 1,543 03½ | |
| M, travelling charges in the year, | 409 45 | |
| | | \$5,913 43 |
| Total disbursements in the year, | | \$70,389 08 |

F. M. PASSOW,
Examr. Acct. Branch.

A. WOODGATE,
Postmaster General.

NOTE.—Postage of Military and Provincial Public Departments for the year ended 30th September, \$4,055 02
Ditto, Legislature, Session of 1863. 3,041 05—\$7,096 07
F. M. P.

REPORT No. 2.

General account between the offices of the United Kingdom and Nova Scotia, for four Quarters ended 30th September, 1863.

TO THE CREDIT OF THE BRITISH OFFICE.

| | | | | |
|--|----|--------|----|----|
| Amount due to the British office on the correspondence between the United Kingdom and Nova Scotia, | 1. | £1,693 | 16 | 2½ |
| Amount due to the British office on the correspondence between Nova Scotia and other colonies, not passing through the United Kingdom, | 2. | 598 | 11 | 9½ |
| Amount due to the British office for <i>dead letters</i> returned to Nova Scotia, | 3. | 0 | 19 | 4½ |
| Balance of Errors, | | 15 | 6 | 3½ |
| Balance due to Nova Scotia, | | 0 | 0 | 0 |
| | | <hr/> | | |
| | | £2,308 | 13 | 8 |
| | | <hr/> | | |

TO THE CREDIT OF NOVA SCOTIA.

| | | | | |
|---|----|--------|----|---|
| Amount due to Nova Scotia on the correspondence between the United Kingdom and Nova Scotia, | 1. | £737 | 0 | 1 |
| Amount due to Nova Scotia on the correspondence between Nova Scotia and other colonies, not passing through the United Kingdom, | 2. | 0 | 0 | 9 |
| Amount due Nova Scotia for <i>dead letters</i> returned to England, and for <i>redirected letters</i> forwarded to Newfoundland and Bermuda, | 3. | 21 | 14 | 0 |
| Amount due Nova Scotia on letters sent in closed mails between France and the French possessions of St. Pierre and Miquelon, during the year ended the 30th September, 1863, on account of transit rate, 134,293 grammes, at 2d. stg. per 30 grammes. | 4. | 37 | 6 | 1 |
| Balance of Errors, | | 0 | 0 | 0 |
| Balance due to the United Kingdom, | | *1,512 | 12 | 9 |
| | | <hr/> | | |
| | | £2,308 | 13 | 8 |
| | | <hr/> | | |

*£1,512 12 9 stg.

\$7,563 18 cents.

A. WOODGATE,
Postmaster General

F. M. PASSOW,
Examr. Acct. Branch.

REPORT No. 3.

Postmaster General in account current with the Province of Nova Scotia, year ended 30th September, 1863.

CHARGE.

DR.

| | |
|---|----------------------|
| To balance from previous year, | \$0 00 |
| Amount of postage stamps on hand, | 35,941 64½ |
| Amount of postage of towns in the Province of Nova Scotia, including Halifax, (per abstract) | 9,519 92½ |
| Amount of unpaid postage upon British letters, collected at Halifax, (per abstract) | 700 66½ |
| Amount of paid postage upon letters for England collected at Halifax, (per abstract) | 905 95 |
| Amount of postage upon colonial and foreign letters, | 1,233 22 |
| Amount of way letter postage, | 159 91 |
| Amount of ship letter postage, | 69 52½ |
| Amount of letters returned to the dead letter office from offices in the interior, and delivered at Halifax, (per voucher) | 8 65 |
| Amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax, | 44 00 |
| Amount of fees collected for merchants private boxes, | 472 00 |
| Amount of local postage, (per voucher) | 35 73 |
| Amount of postage stamps received from Receiver General, | 34,000 00 |
| Amount received from the Hon. the Receiver General in the year ended 30th September, in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the department, | 50,500 00 |
| Amount drawn from the Provincial chest, in the year ended as above, being <i>packet postage</i> , due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda, and the West Indies—for three quarters, ended 31st March, 1863, | 5,399 00 |
| Amount collected at North Sydney on packet letters sent to, and received from, Halifax, and Newfoundland, in the year as above, | 89 01½ |
| Errors on the year, | 21 28 |
| To balance, | 0 00 |
| | <u>\$139,100 51½</u> |

DISCHARGE.

CR.

| | |
|---|------------------|
| By balance from previous year, | \$860 52½ |
| Salaries of Postmaster General, assistants, &c., and postmasters, | \$19,566 89 |
| Salaries of way office keepers, | 5,106 36 |
| | <u>24,673 25</u> |
| Conveyance of mails, | 39,302 40 |
| Ship letter gratuities, | 121 58½ |
| Tradesmen's bills, | 634 84 |
| Rent, | 800 00 |
| Law expenses, | 35 00 |
| Stationery, printing and advertising, | 1,694 27½ |
| Coals, gas, &c., | 379 30 |
| Buildings and repairs, | 0 00 |
| Miscellanies, | 295 94½ |
| 5 per cent. discount allowed to postmasters, merchants, &c., on postage stamps, | 1,543 03½ |

| | | |
|--|-------------|---------------|
| Postage stamps on hand unsold, viz.:—Halifax office, | \$22,737 00 | |
| Postage stamps on hand unsold, viz.:—Country offices, | 3,956 28 | |
| | <hr/> | 26,693 28 |
| Amount of dead, missent, and re-directed letters, (per statement,) | | 770 34½ |
| Premium on "Exchange," on St. John, N. B., | | 0 00 |
| Amount paid into the Commissariat Chest, at Halifax, being "Packet Postage" due the British Post Office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and Bermuda, the West Indies, Newfoundland, and the United States—for three quarters ended 31st March, 1863, | | 5,399 00 |
| Amount paid to the Receiver General on account of revenue, | | 32,852 00 |
| Amount paid for travelling charges in the year ended as above, | | 409 45 |
| Errors on the year, - | | 0 00 |
| By balance, | | 2,136 28½ |
| <i>Note</i> —Letters remaining on hand: Halifax office, | \$63 53 | |
| Country offices, | 52 23 | |
| | <hr/> | 115 76 |
| | | <hr/> <hr/> |
| | | \$139,100 51½ |

I, ARTHUR WOODGATE, Post-Master General of Nova Scotia, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn Declaration conscientiously believing the same to be true.

A. WOODGATE,
Post-Master General.

Declaration made before me
this 18th day of January, 1864.

ANDREW MACKINLAY, J. P.

I, FREDERICK M. PASSOW, Examiner, Account Branch of the Post Office Department, Halifax, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

FREDERICK M. PASSOW,
Examiner, Account Branch.

Declaration made before me
this 18th day of January, 1864.

ANDREW MACKINLAY, J. P.

REPORT No. 4.

(A. AND B. IN REPORT No. 1.)

Report in detail, of charges of Salaries, shewing in each case the name of the office, the service or duty performed, and amount paid—for the year ended 30th September, 1863.

| Name. | Service or Duty Performed. | Amount per annum. |
|-------------------------|-------------------------------------|-------------------|
| Arthur Woodgate, | Postmaster General, | \$2400 00 |
| F. M. Passow, | Examiner Accountant Branch, | 1000 00 |
| Wm. Small, | Postmaster, Halifax, | 657 50 |
| J. S. Thompson, | Superintendent Money Order Branch, | 800 00 |
| T. Southall, | Clerk and Sup't Dead Letter Office, | 500 00 |
| CIRCULATION DEPARTMENT. | | |
| J. M. Ingles, | First Clerk, | 657 50 |
| J. Sutherland, junr., | Second Clerk, | 657 50 |
| B. W. Cochran, | Third Clerk, | 657 50 |
| F. Tremain, | Additional Clerk, | 330 00 |
| C. J. Campbell, | Ditto. | 330 00 |
| *Alex. Church, | Messenger, | 21 73½ |
| †R. McMillan, | Ditto. | 319 15½ |
| Wm. Craig, | Senior Letter Carrier, | 450 00 |
| D. Silverthorn, | Second do. | 360 00 |
| J. Patterson, | Third do. | 360 00 |
| Church Smith, | Junior do. | 360 00 |
| Total, | | \$9860 89 |

* From 1st to 20th October, 1862, inclusive,

† From 21st October to 31st December, 1862, inclusive.

RECAPITULATION.

| | | |
|------------------------|-----------|-------------|
| Department at Halifax, | - - - - - | \$9,860 89 |
| Postmasters, | - - - - - | 9,706 00 |
| Way Office Keepers, | - - - - - | 5,106 36 |
| Total, | | \$24,673 25 |

POSTMASTERS.

| Name of Office. | Amount. | Name of Office. | Amount. |
|-----------------|----------|------------------|---------|
| Albion Mines, | \$106 00 | Durham, | \$90 00 |
| Amherst, | 578 00 | English Town, | 58 00 |
| Annapolis, | 264 00 | Glenelg, | 60 00 |
| Antigonishe, | 280 00 | Guysboro, | 192 00 |
| Arichat, | 164 00 | Hantsport, | 76 00 |
| Aylesford, | 76 00 | Kentville, | 408 00 |
| Baddeck, | 160 00 | Lawrencetown, | 96 00 |
| Barrington, | 132 00 | Liverpool, | 316 00 |
| Berwick, | 60 00 | Londonderry, | 180 00 |
| Boulardarie, | 40 00 | Lower Horton, | 100 00 |
| Bridgetown, | 184 00 | Lower Stewiacke, | 76 00 |
| Bridgewater, | 92 00 | Locke's Island, | 60 00 |
| Canning, | 68 00 | Lunenburg, | 180 00 |
| Cape Canso, | 68 00 | Mabou, | 76 00 |
| Chester, | 96 00 | Mahone Bay, | 63 00 |
| Clementsport, | 40 00 | Maitland, | 72 00 |
| Digby, | 296 00 | Margaree, | 44 00 |

12 APPENDIX No. 19.—POSTMASTER GENERAL'S REPORT.

| Name of Office. | Amount. | Name of Office. | Amount. |
|----------------------|---------|---------------------|------------|
| Middle Musquodoboit, | \$48 00 | St. Margaret's Bay, | \$40 00 |
| Mill Village, | 64 00 | St. Peter's, | 64 00 |
| Milton, | 72 00 | Sydney, | 360 00 |
| New Glasgow, | 220 00 | Sydney Mines, | 60 00 |
| Newport, | 132 00 | Tatamagouche, | 78 00 |
| North Sydney, | 124 00 | Truro, | 312 00 |
| Parrsboro', | 116 00 | Upper Musquodoboit, | 72 00 |
| Pictou, | 440 00 | Upper Stewiacke, | 40 00 |
| Plaister Cove, | 220 00 | Wallace, | 156 00 |
| Port Hood, | 160 00 | Walton, | 48 00 |
| Port Medway, | 44 00 | Westport, | 68 00 |
| Port Mulgrave, | 67 00 | West River, | 120 00 |
| Pugwash, | 153 00 | Weymouth, | 96 00 |
| River John, | 52 00 | Whycocomah, | 48 00 |
| River Philip, | 52 00 | Wilmot, | 72 00 |
| Sandy Cove, | 48 00 | Windsor, | 364 00 |
| Shelburne, | 156 00 | Wolfville, | 112 00 |
| Sherbrooke, | 89 00 | Yarmouth, | 360 00 |
| Ship Harbor, | 60 00 | | |
| Shubenacadie, | 68 00 | | |
| | | | <hr/> |
| | | | \$9,706 00 |

WAY OFFICE KEEPERS.

| Name of Office. | Amount. | Name of Office. | Amount. |
|----------------------------------|---------|--------------------------|---------|
| Acadian Mines, | \$30 00 | Brookfield, (Queen's,) | \$20 00 |
| Addington Forks, | 10 00 | Brokfield, (Colchester,) | 24 00 |
| Advocate Harbor, | 14 00 | Brooklyn, (Queens,) | 8 00 |
| Albert's Bridge, | 2 00 | Buckley's, | 16 00 |
| Alma, | 30 00 | Caledonia Corner, | 16 00 |
| Antrim, | 6 00 | Caledonia, (St. Mary's,) | 10 00 |
| Apple River, | 8 00 | Canard, | 16 00 |
| Argyle, | 28 00 | Cape Gerge, | 12 00 |
| Arisaig, | 12 00 | Cape George, N. S., | 8 06 |
| Bailey's Brook, | 12 00 | Cape Negro, | 12 00 |
| Barney's River, | 24 00 | Cape North, | 8 00 |
| Barrington Passage, | 8 00 | Cape Sable Island, | 16 00 |
| Bay St. Lawrence, | 10 00 | Carlton, | 10 00 |
| Bear Point, | 8 00 | Carriboo Cove, | 8 00 |
| Beaver Bank, | 4 66 | Catalone, | 10 00 |
| Beaver River, | 8 00 | Cedar Lake, | 8 00 |
| Bedford Basin, | 20 00 | Chebogue, | 12 00 |
| Beach Hill, | 2 00 | Chebogue Central, | 4 00 |
| Bellevaux Cove, | 10 00 | Chelsea, | 8 00 |
| Big Bras d'Or, | 10 00 | Chesley's Corner, | 10 00 |
| Big Glace Bay, | 3 34 | Chester Basin, | 10 00 |
| Big Intervale, G. Narrows, C.B., | 10 00 | Cheticamp, | 12 00 |
| Big Pond, | 10 00 | Cheverie, | 20 00 |
| Bill Town, | 16 00 | Christmas Island, | 12 00 |
| Black River, | 1 33 | Church Street, | 22 00 |
| Black Rock, | 8 00 | Churchville, | 12 00 |
| Blandford, | 10 00 | Chute's Cove, | 10 00 |
| Block House Mines, | 4 66 | Clare, | 12 00 |
| Blue Mountain, | 8 00 | Clark's Harbor, | 12 00 |
| Boisdale, | 10 00 | Clementsvalle, | 4 00 |
| Broom, | 10 00 | Clyde River, | 24 00 |
| Bridgeport, | 7 50 | Conquerall Bank, | 8 00 |
| Bridgeville, | 10 00 | Cornwallis, (east,) | 14 00 |
| Broad Cove, (Intervale,) | 14 00 | Country Harbor, | 12 00 |
| Broad Cove, (Marsh,) | 12 00 | Cow Bay, (C. B.,) | 12 00 |
| Broad Cove, (Lunenburg,) | 10 00 | Coxheath, | 8 00 |

| Name of Office. | Amount. | Name of Office. | Amount. |
|---|---------|---------------------------------|---------|
| Cross Roads, (Country Harbor,) | \$24 00 | Gunning Cove | \$10 00 |
| Cross Roads, (St. Mary's,) | 16 00 | Guysboro' Intervale, | 24 00 |
| Cross Roads, (Mid. Medford,) | 8 00 | Halfway Brook, | 8 00 |
| Crow Harbor, | 14 00 | Halfway River, | 16 00 |
| Darrow's Corner, | 20 00 | Hall's Harbor, | 12 00 |
| Dartmouth, | 70 00 | Harbor a Bouchet, | 18 00 |
| Dearfield, | 10 00 | Harbor Road, | 8 00 |
| Diligent River, | 10 00 | Harborville, | 12 00 |
| Discoose, | 12 00 | Head of Amherst, | 10 00 |
| Dublin Shore, | 8 00 | Head of Jordan River, | 10 00 |
| Earltown, | 20 00 | Head of Lochabar Lake, | 10 00 |
| East Bay, | 12 00 | Head of St. Mary's Bay, | 8 00 |
| East Bay, (north side,) | 10 00 | Head of St. Margaret's Bay, | 8 00 |
| East Branch River Philip, | 8 00 | Head of South River Lake, | 8 00 |
| East Port Medway, | 7 50 | Head of Tatamagouche Bay, | 10 00 |
| East River, (St. Mary's,) | 10 00 | Head of Tide, | 14 00 |
| East side of Pubnico Harbor, | 10 00 | Head of Wallace Bay, | 12 00 |
| East side, West Branch, East River, of Pictou, | 2 00 | Head of Wallace Bay, (N. side,) | 10 00 |
| Eastern Harbor, | 8 00 | Head of West Bay, | 14 00 |
| Eastville, | 12 00 | Hebron, | 32 00 |
| Economy, | 24 00 | Highfield, | 8 00 |
| Economy, Upper, | 14 00 | Hillsboro', C. B., | 16 00 |
| Eel Brook, | 10 00 | Hillsboro', N. S., | 26 00 |
| Elmsdale, | 16 00 | Hopewell, | 12 00 |
| Enfield, | 4 00 | Hubbard's Cove, | 24 00 |
| Falmouth, | 12 00 | Indian Harbor, co. Halifax, | 8 00 |
| Falmouth, (Windsor Bridge,) | 16 00 | Indian Harbor, Sherbrooke, | 12 00 |
| Five Islands, | 20 00 | Ingonish, | 10 00 |
| Five Mile River, | 8 00 | Isaac's Harbor, | 12 00 |
| Forks, Baddeck, | 8 00 | Jackson's Mills, | 8 00 |
| Forks, Margaree, | 12 00 | Jeddore, | 8 00 |
| Forks, Mid. River of Pictou, | 10 00 | Joggin Mines, | 20 00 |
| Forristall's, | 32 00 | Judique, | 20 00 |
| Fouchie, | 8 00 | Kempt, (co. Queen's,) | 14 00 |
| Fox Harbour, | 8 00 | Kempt, (co. Yarmouth,) | 12 00 |
| Framboise, | 10 00 | Kempt Bridge, | 8 00 |
| Fraser's Mills, | 10 00 | Kempt Town, | 8 00 |
| French River, | 8 00 | Kennetcook, | 20 00 |
| Gabrouse, | 12 00 | Kennetcook, Upper, | 8 00 |
| Garden of Eden, | 8 00 | Ketch Harbor, | 9 50 |
| Gaspereaux, | 12 00 | Kingsbury, | 8 00 |
| Gay's River, | 16 00 | Kingston Village, | 14 00 |
| Gay's River road, | 8 00 | Knoydart, | 8 00 |
| Gilbert Cove, | 8 00 | L'Ardoise, | 12 00 |
| Glen Road, | 8 00 | LaHave Cross Roads, | 8 00 |
| Gore, | 18 00 | Lake Ainslie, | 10 00 |
| Goshen, | 10 00 | Lake Ainslie, (East side,) | 14 00 |
| Gowrie Mines, | 3 34 | Lakelands, | 8 00 |
| Grandance, | 8 00 | Lakeville, (co. King's,) | 8 00 |
| Grandique Ferry, (N. side,) | 10 00 | Lawrencetown, | 8 00 |
| Grand River, | 12 00 | Lequille, | 10 00 |
| Granville Ferry, | 50 00 | Lewis Head, | 12 00 |
| Great Bridge, River Philip, | 3 34 | Lewis Bay, | 8 00 |
| Great Village, | 56 00 | Lime Rock, | 10 00 |
| Greenfield, | 8 00 | Lingan Mines, | 12 00 |
| Greenhill, | 8 00 | Liscombe, | 3 34 |
| Greenwich, | 22 00 | Little Bras D'or, | 22 00 |
| Gulf Shore, | 12 00 | Little Glace Bay, | 2 50 |
| | | Little River, | 14 00 |

| Name of Office. | Amount. | Name of Office. | Amount. |
|--|---------|--|---------|
| Little River Shore, | \$8 06 | Minudie, | F20 00 |
| Little River, Mid. Musquodoboit, | 16 00 | Moidart, | 10 00 |
| Little Arichat, | 18 00 | Molasses Harbor, | 12 00 |
| Little Harbor, | 10 00 | Moose Brook, | 3 34 |
| Little Tracadie, | 20 00 | Morden, | 12 00 |
| Livingston's Cove, | 2 00 | Morristown, | 10 00 |
| Lochabar, | 12 00 | Mount Thom, | 8 00 |
| Loch Lomond, | 10 00 | Mount Uniacke, | 12 00 |
| Lockhartville, | 14 00 | Musquodoboit Harbor, | 16 00 |
| Long Island, | 18 00 | Mira, Great, | 8 00 |
| Long Point, | 18 00 | Necum Teuch, | 10 00 |
| Louisburg, | 12 00 | New Albany, | 10 00 |
| Lower Barney's River, | 12 00 | New Annan, | 12 00 |
| Lower Maccan, | 12 00 | New Canaan, | 8 00 |
| Lower Ward, | 12 00 | New Caledonia | 10 00 |
| Low Point, | 16 00 | New Gairlock, | 10 00 |
| Low Point Shore, | 8 00 | New Germany, | 12 00 |
| Lower River Inhabitants, | 8 00 | New Haven, | 8 00 |
| Lower Selmah, | 8 00 | New Harbor, | 10 00 |
| Lyle's Bridge, | 8 00 | New Larig, | 12 00 |
| Maccan, | 16 00 | New Minas, | 14 00 |
| Maccan Intervale, | 10 00 | New Ross, | 16 00 |
| Maccan Mountain, | 8 00 | New Tusket. | 8 00 |
| Mainadieu, | 16 00 | Newport Corner, | 24 00 |
| Maitland, (co. Annapolis,) | 10 00 | Newport Landing, | 20 00 |
| Maitland, (co. Yarmouth,) | 32 00 | Newport Station, | 2 00 |
| Malagash, | 10 00 | Nicholl's Corner, | 8 00 |
| Malagawatch, | 12 00 | Nictaux Falls, | 24 00 |
| Malignant Brook, Cross Roads, | 8 00 | Nine Mile River, | 12 00 |
| Malignant Cove, | 10 00 | Noel, | 16 00 |
| Manchester, | 12 00 | Noel Shore, | 10 00 |
| Manchester Road, | 1 33 | North-east Branch Margaree, | 12 00 |
| Margaretsville, | 14 00 | North East Harbor, | 14 00 |
| Marie Joseph, | 16 00 | North Mountain, | 8 00 |
| Marion Bridge, | 10 00 | North River Bridge, (Co. } Colchester,) | 18 00 |
| Marshall's Cove, | 10 00 | North River Bridge, (St. Ann's,) | 10 00 |
| Marshall's Town, | 12 00 | North Shore, | 8 00 |
| Marshy Hope, | 8 00 | North Shore, (Wallace,) | 8 00 |
| Martin's River, | 10 00 | North West Arm, | 10 00 |
| Mast Town, | 12 00 | Ohio, | 10 00 |
| McLellan's Brook, | 8 00 | Old Barns, | 14 00 |
| McLellan's Mountain, | 8 00 | Oldham, | 8 00 |
| McPherson's Ferry, | 8 00 | Onslow, | 18 00 |
| Meagher's Grant, | 6 00 | Onslow, Upper, | 16 00 |
| Medford, | 10 00 | Oven's, | 8 00 |
| Melvorn Square, | 10 00 | Oyster Ponds, | 10 00 |
| Merrigomish, | 18 00 | Paradise Lane, | 30 00 |
| Metaghan, | 28 00 | Parrsboro' Shore, | 8 00 |
| Mid. Kennetcook, | 8 00 | Peggy's Cove, | 10 00 |
| Mid. La Have Ferry, | 10 00 | Pero, | 10 00 |
| Middle River, (Durham,) | 10 00 | Petite Passage, | 8 00 |
| Middle River, (C. B.,) | 12 00 | Petite Reviere, | 24 00 |
| Middle Settlement, (River } Inhabitants,) | 10 00 | Piedmont Valley, | 8 00 |
| Middlefield, | 10 00 | Pineo Village, | 10 00 |
| Middletown, (C. Ann's,) | 32 00 | Pirate Harbor, | 18 00 |
| Milford Haven Bridge, | 8 00 | Pleasant River, | 10 00 |
| Mill Brook, | 14 00 | Plymouth, | 8 00 |
| Miller's Creek, | 12 00 | Point Bruley, | 10 00 |

| Name of Office. | Amount. | Name of Office. | Amount. |
|----------------------------------|---------|----------------------------------|------------|
| Point of Cape, | \$2 00 | South McLellan's Mountain, | \$8 00 |
| Pomquet Forks, | 12 00 | Saulmerville, | 8 00 |
| Pope's Harbor, | 8 00 | Speitche's Cove, | 12 00 |
| Portapique, | 16 00 | Spencer's, | 8 00 |
| Port Acadian, | 12 00 | Springfield, | 8 00 |
| Port George, | 14 00 | Spring Hill Road, | 12 00 |
| Port Jolly, | 10 00 | Springville, | 10 00 |
| Port Latour, | 14 00 | Spry Bay, | 8 00 |
| Port Matoun, | 14 00 | Stillwater, | 8 00 |
| Port Williams, | 24 00 | St. Ann's, | 8 00 |
| Porter's Lake, | 12 00 | St. Andrew's, | 16 00 |
| Portugese Cove, | 10 00 | St. Croix, | 18 00 |
| Prospect, | 12 00 | St. George's Channel, | 10 00 |
| Pubnico, | 30 00 | St. Mary's Bay, | 10 00 |
| Pubnico Beach, | 8 00 | St. Patrick's Channel, | 10 00 |
| Ragged Head, | 10 00 | Steam Mill Village, | 8 00 |
| Ragged Islands, | 8 00 | Steep Creek, | 30 00 |
| Ratchford River, | 14 00 | Stewiacke Cross Roads, | 12 00 |
| Rawdon, | 12 00 | Stewiacke, (Middle), | 10 00 |
| Rawdon, Upper, | 12 00 | Stoddart's, | 16 00 |
| Rawdon, South, | 12 00 | Stormont, | 8 00 |
| Rear Lands (Sporting Mountain,) | 10 00 | Sutherland's River, | 10 00 |
| Red Islands, | 10 00 | Sutherland's River Mills, | 10 00 |
| Renfrew, | 8 00 | Tangier, | 8 00 |
| River Bourgeois, | 12 00 | Tatamagouche Mountain, | 10 00 |
| River Debert, | 12 00 | Tidnish Cross Roads, | 8 00 |
| River Dennis, | 16 00 | Toney River, | 8 00 |
| River Hebert, | 16 00 | Tracadie, | 30 00 |
| River Inhabitant, | 22 00 | Trout Cove, | 10 00 |
| River John, (U. Branch,) | 12 00 | Turn's Bay, | 10 00 |
| Rockville, | 3 34 | Tusket, | 40 00 |
| Rockwell Settlement, | 8 00 | Tusket Wedge, | 8 00 |
| Roger's Hill, | 10 00 | Two Islands, | 8 00 |
| Roseway, | 8 00 | Upper Dyke Village, | 12 00 |
| Round Hill, | 22 00 | Upper Cross Road's, St. Mary's, | 8 00 |
| Sable River, | 27 00 | Up. Settlement, (Big Baddeck,) | 8 00 |
| Salmon River, (Co. Halifax,) | 12 00 | Up. Settlement, Barney's River, | 8 00 |
| Salmon River, (Co. Guysboro',) | 12 00 | Up. Settlement, South River, | 10 00 |
| Salmon River, (Lake Settlement,) | 8 00 | Up. Settlement, (West River,) | 10 00 |
| Sambro, | 10 00 | Victoria, | 8 00 |
| Sand Point, | 14 00 | Wallace Ridge, | 10 00 |
| Saw Mill Creek, | 12 00 | Wallace River, | 16 00 |
| Scotch Village, | 12 00 | Waterville, | 8 00 |
| Scott's Bay, | 10 00 | Waugh's River, | 8 00 |
| Selmah, | 8 00 | Waverley, | 16 33 |
| Shag Harbor, | 10 00 | Walton, | 8 00 |
| Sheet Harbor, | 22 00 | West Chester, | 18 00 |
| Sheffield Mills, | 14 00 | West Branch East Riv. of Pictou, | 12 00 |
| Sherbrooke Mines, | 8 00 | West Branch of River Philip, | 8 00 |
| Shinemicas Bridge, | 10 00 | West Gore, | 8 00 |
| Ship Harbor, (co. Halifax,) | 12 00 | West side of Lochabar, | 8 00 |
| Short Beach, | 10 00 | White Head, | 12 00 |
| Shubenacadie River, | 8 00 | Willis Foster's, | 12 00 |
| Six Mile Road, | 10 00 | Windham Hill, | 8 00 |
| Shy Glen, | 8 00 | Wine Harbor, | 8 00 |
| Smith's Cove, | 10 00 | Wood Harbor, | 10 00 |
| Somerset, | 16 00 | | |
| South Branch, (co. Colchester,) | 10 00 | | |
| South Gut, (St. Ann's,) | 12 00 | | |
| | | | \$5,106 36 |

REPORT No. 5.

(C IN REPORT No. 1.)

Return of all payments made, and charges incurred, for Mail carriage in Nova Scotia, during the year ended 30th September, 1863.

| Name of Route. | Amount. |
|--|---------|
| Albion Mines to New Glasgow, | \$48 00 |
| Amherst to Parrsboro', | 293 60 |
| Amherst to Minudie, . | 336 00 |
| Annapolis to Digby, | 271 92 |
| Annapolis to Granville, | 12 00 |
| Annapolis to Lequille, | 12 00 |
| Annapolis to Stoddarts, | 131 30 |
| Antigonishe to Cape George, | 144 00 |
| Antigonishe to Lochabar, <i>via</i> Addington Forks and Ohio, | 56 00 |
| Antigonishe to Glenelg, | 100 00 |
| Arichat to Discoose, | 60 00 |
| Arichat to Grandance, | 144 00 |
| Arichat to Little Arichat, | 80 00 |
| Aylesford to Morden and Willis Foster's, | 104 00 |
| Aylesford to south-west part of Township, | 67 60 |
| Aylesford to Banks Winsley's, | 39 48 |
| Baddeck to English Town, | 89 60 |
| Baddeck to Upper Settlement of Big Baddeck River, | 31 88 |
| Bailey's Brook to back Settlement of Knoydart, | 11 74 |
| Barrington to Port Latour, | 144 00 |
| Barrington to Wood Harbour, East side of Pubnico, Shag Harbour, and Bear Point, | 362 00 |
| Barney's River to Head Settlement of Barney's River, | 30 48 |
| Beaver River to Cedar Lake, | 39 00 |
| Bedford to Newport Station, | 199 50 |
| Berwick to Harbourville, | 103 50 |
| Bill Town to Hall's Harbour, | 55 92 |
| Bridgewater to Petite Reviere, <i>via</i> Dublin Shore, | 128 00 |
| Bridgewater to Pleasant River, | 20 00 |
| Bridgewater to Middlefield, | 134 00 |
| Bridgetown to Chute's Cove, Molasses Cove, and Granville, <i>via</i> Parker's Cove, | 130 00 |
| Bridgetown to Granville Ferry and Annapolis Gut, | 98 65½ |
| Bridgetown to Lawrencetown, <i>via</i> South side of the River, | 39 80 |
| Brookfield to Pleasant River, | 36 00 |
| Brookfield to Upper Stewiacke, | 96 00 |
| Buckley's to Canada Creek and Black Rock, | 23 50 |
| Canning to East Pero, | 64 00 |
| Canning to East Medford, | 64 00 |
| Cape George W. O. to Cape George, N. S. | 9 00 |
| Cape North to Bay St. Lawrence, | 36 00 |
| Cable Sable Island, round the Island, | 86 00 |
| Carland's W. O. to Pubnico, | 60 00 |
| Catalone to Mainadiou, | 48 00 |
| Chester to Kentville and New Ross, | 288 00 |
| Chester to Windsor, | 10 00 |
| Cheverie to Newport, | 176 00 |
| Clyde River to Gunning Cove, | 70 00 |
| Clementsport through Guinea, Birch Town, and Back Road Settlement, | 60 00 |
| Clementsport to Hillsboro', <i>via</i> Shore Road and Hessian Line Corner, | 46 00 |
| Cross Roads to Country Harbour and Isaac's Harbour, | 128 00 |

| Name of Route. | Amount. |
|--|---------|
| Crow Harbour to Molasses Harbour and White Head, | \$80 00 |
| Digby to Briar Island, | 479 00 |
| Digby to Marshall's Town, | 20 00 |
| Drysdale's to Turn's Bay, | 32 00 |
| Dunlop's to Little Port Hebert, | 41 60 |
| Dunlop's to Locke's Island, Lewis Head, and East side of Ragged Island, | 255 37½ |
| Durham to New Larig, Lime Rock, and Forks, Middle River, | 140 00 |
| Elmsdale Station to Renfrew, <i>via</i> Nine-Mile River, | 52 99½ |
| English Town to Ingonish, <i>via</i> North Shore, | 138 00 |
| Falmouth to Hantsport, | 60 00 |
| Forristall's to Port Mulgrave, | 84 00 |
| Frail's to Blandford, | 40 00 |
| Goose River to Bay Verte, | 79 00 |
| Glenelg to Port Mulgrave, | 580 00 |
| Guysboro' to Canso, | 236 00 |
| Grand River to Framboise and Fouchie, | 68 48 |
| Grand River to Loch Lomond, | 27 45 |
| Guysboro' to New Harbour, | 53 60 |
| Guysboro' to Port Mulgrave, | 92 00 |
| Halifax to Glenelg, <i>via</i> Great Eastern Road, | 255 00 |
| Halifax to Lawrencetown, | 120 00 |
| Halifax to Liverpool and Yarmouth, including Bridge- water, | 2796 00 |
| Halifax to Musquodoboit Harbour, Tangier, Sheet Harbour, and Marie Joseph, | 1040 00 |
| Halifax to Richmond Terminus, | 260 00 |
| Halifax to Prospect, | 84 00 |
| Halifax to Sambro, | 120 00 |
| Hantsport to Lower Horton, | 39 88 |
| Head of St. Margaret's Bay to P. O. St. Margaret's Bay, Lower Ward, and Peggy's Cove, | 166 00 |
| Horne's Road Station to Oldham, | 20 00 |
| Ingonish to Cape North, <i>via</i> New Haven, | 180 00 |
| Jordan River to Thornburn's | 16 00 |
| Kennetcook to Gore, | 70 00 |
| Kentville to West Cornwallis, | 109 98 |
| Kentville to East Cornwallis, | 110 00 |
| Lawrencetown to Bridgewater, | 278 08 |
| Lawrencetown to Port George, | 47 92 |
| Little River to Little River Shore, | 48 00 |
| Liverpool to Annapolis, | 400 00 |
| Liverpool to Port Medway, | 200 00 |
| Liverpool to Milton, | 72 00 |
| Londonderry to Five Islands, | 224 00 |
| Londonderry to Pugwash, <i>via</i> Wallace River, | 140 00 |
| Lower South River to Monck's Head and Pomquet Forks, | 48 00 |
| Lower Stewiacke to New Larig, | 200 00 |
| Lower Stewiacke to Shubenacadie River and Brook- field, | 74 00 |
| Lunenburg to Cross Roads, LaHave, Ovens, and E. Moxman's, Kingsbury, | 139 00 |
| Maccan to Five Islands, | 98 08 |
| Mabou to Baddeck, | 310 00 |
| Mabou to Margaree, | 240 00 |
| Mabou Road to West Lake Ainslie, | 20 00 |
| Mahone Bay to Bridgewater, | 156 00 |

| Name of Route. | Amount. |
|---|-----------------|
| Mahone Bay to New Germany, | \$74 00 |
| Maitland to Gore, | 155 32 |
| Malagawatch to River Inhabitant, | 80 00 |
| Margaree to Baddeck, | 180 00 |
| Margaree to Cheticamp and Eastern Harbour, | 56 00 |
| Marion Bridge to Gaberouse, | 52 00 |
| Merigonish W. O. to Piedmont Valley, | 18 00 |
| Mira Gut to Albert Bridge, | 7 50 |
| Mount Uniacke to South Rawdon, | 30 00 |
| Musquododoit Harbour to Jeddore, | 31 00 |
| New Canaan to Parrsboro', | 49 88 |
| New Glasgow to Barney's River, and Malignant Cove, | 220 00 |
| New Glasgow to Barney's River, Blue Mountain, and Glenelg, | 200 00 |
| New Glasgow to Hopewell, | 42 65 |
| New Glasgow to South McLellan's Mountain, | 41 50 |
| New Glasgow to Caledonia, St. Mary's <i>via</i> Fraser's Mills, | 70 00 |
| New Glasgow to Little Harbour, | 23 80 |
| Newport to Gore, Douglas, | 249 80 |
| Newport to Newport Landing, | 103 12½ |
| Newport to Newport Station, | 72 00 |
| Newport to South Rawdon, | 40 00 |
| Noel to Kennetcook Corner, | 34 48 |
| Noel to Burntcoat, | 9 33 |
| Noel to Burntcoat and Moose Brook, | 10 00 |
| North Sydney to Sydney, | 60 00 |
| Parrsboro' P. O. to Wharf, | 60 00 |
| Parrsboro' to Apple River, <i>via</i> Advocate Harbour, | 268 00 |
| Parrsboro' to Black Rock, | 52 00 |
| Parrsboro' to Five Islands, | 64 50 |
| Pictou to Amherst, | 680 00 |
| Pictou to Earltown, | 80 00 |
| Pictou to New Glasgow, | 134 00 |
| Pictou to River John, <i>via</i> North Shore, | 73 48 |
| Plaister Cove to Port Hood and Mabou, | 579 00 |
| Plaister Cove to Whycomah, <i>via</i> River Inhabitant and River Dennis, | 78 00 140 00 |
| Poor's to River Bourgeois, | 20 00 |
| Port Mulgrave to Steep Creek and Sand Point, | 56 00 |
| Pugwash to Victoria Settlement, | 77 88 |
| Renfrew to Elmsdale, | 5 00 |
| Richmond Terminus to Windsor, | 1000 00 |
| Richmond Terminus to Truro, | 1400 00 |
| River Dennis to Christmas Island, <i>via</i> The Boom, | 80 00 |
| Scott's Crossing to Waverly, | 24 00 |
| Sherbrooke to Indian Harbour, | 40 00 |
| Sheffield Mills to North Mountain, | 28 00 |
| Sherbrooke to Marie Joseph, | 100 00 |
| Sherbrooke to Stoddart's, | 147 00 |
| Sherbrooke to Sherbrooke Mines, | 42 00 |
| Sherbrooke to Wine Harbour, | 93 65½ |
| Ship Harbour to Carriboo Cove and Lower River Inha- bitant, | |
| Shubenacadie to Glenelg, <i>via</i> Great Eastern Road, | 765 00 |
| Shubenacadie to Gay's River and Little River, <i>via</i> Antrim and Meagher's Grant, | 75 00 |
| Shubenacadie to Maitland and Noel, | 318 00 |
| Shubenacadie through Indian Road to Gore, Nine- Mile River, Elmsdale and Welsford, | 140 00 |

APPENDIX No. 19 — POSTMASTER GENERAL'S REPORT 19

| Name of Route. | Amount. |
|---|----------|
| Shubenacadie to Nine-Mile River, through Hardwood Land, Horne's Station, Elmsdale, Gay's River, and Shubenacadie, | \$104 00 |
| Shubenacadie to Middle Musquodoboit, | 25 00 |
| South Gut of St. Ann's to St. Ann's, | 38 00 |
| Spencer's to Acadia Mines, | 64 00 |
| St. Ann's to North River Bridge, | 26 48 |
| St. Ann's to Guysboro' Intervale, | 15 00 |
| St. Ann's to Lochabar, <i>via</i> Goshen, | 39 00 |
| St. George's Channel to Head of West Bay, | 22 00 |
| St. Peter's to L'Ardoise and Grand River, | 80 00 |
| St. Peter's to Rear Lands, Sporting Mountain, | 15 48 |
| Sydney to Ball's Creek and Christmas Island, | 184 00 |
| Sydney to False Bay Beach, Block House Mines, and Cow Bay, | 55 04½ |
| Sydney to False Bay Beach, Block House Mines, and Big Glace Bay, | 81 25 |
| Sydney to Grand Mira, | 79 36 |
| Sydney to Catalone and Louisburg, | 152 00 |
| Sydney to Lingan, Low Point, and Bridgeport, | 75 00 |
| Sydney to Lingan and Low Point, | 23 75 |
| Sydney to Little Glace Bay Mines, | 24 75 |
| Sydney to Sydney Mines, | 300 00 |
| Sydney Mines to Little Bras d'Or and Baddeck, | 572 50 |
| Sydney Mines to Little Bras d'Or, | 25 00 |
| Tatamagouche to New Annan and Balfour Mills, | 72 50 |
| Truro Station to P. O. Truro, | 200 00 |
| Truro to Amherst, | 2276 00 |
| Truro to Old Barns, Maitland, and Philips', | 113 00 |
| Truro to Farltown, | 101 00 |
| Truro to Pictou, | 1200 00 |
| Truro to Pugwash, <i>via</i> Tatamagouche Mountain, | 520 00 |
| Tusket Wedge to West side of River, | 51 80 |
| Upper Musquodoboit to Sheet Harbor, | 119 80 |
| Upper Musquodoboit to Upper Stewiacke, | 48 00 |
| Upper Onslow to Debert, | 41 60 |
| Upper Onslow to Truro, | 32 00 |
| Wallace to Malagash, | 40 00 |
| Wallace to Pugwash, <i>via</i> Gulf Shore, | 58 00 |
| Wallace River to West Chester W. O. , | 44 00 |
| Walton to Cheverie, | 46 00 |
| Walton to Newport P. O., | 168 00 |
| Walton to Noel and Burntcoat, | 90 00 |
| West Cornwallis to North Mountain, | 51 74 |
| West Chester to River Philip, through Maccan, | 120 00 |
| West River to Antigonish, Plaister Cove, and Sydney, including Guysboro', | 5100 00 |
| Weymouth to Sabean's, | 56 00 |
| Whycocomah to Forks Margaree, and East side of Lake Ainslie, | 59 00 |
| Wilmot to Lawrencetown, | 70 00 |
| Willis Foster's to Nicholl's Corner and Bridgetown, | 98 00 |
| Wilmot to Margaretsville, | 43 92 |
| Wilmot to Melvern Corner; | 24 00 |
| Wilmot to Nictaux, <i>via</i> Middleton, | 71 92 |
| Windsor to Hantsport, | 69 45 |
| Windsor to Kentville and Annapolis, | 1388 00 |
| Windsor to Upper Falmouth, | 39 92 |
| Windsor P. O. to Railway Station, | 80 00 |

| Name of Route. | Amount. |
|--------------------------|--------------------|
| Wolfville to Canning, | \$190 00 |
| Wolfville to Gaspereaux, | 30 00 |
| Yarmouth to Chebogue, | 80 00 |
| Yarmouth to Digby, | 964 00 |
| Yarmouth to Kemptville, | 112 00 |
| Total, | <u>\$39,802 40</u> |

F. M. PASSOW,
Examr. Acct. Branch.

A. WOODGATE,
Postmaster General

REPORT No. 6.

(From D to M, in Report No. 1.)

Detailed account of sums paid for all incidental and miscellaneous items of disbursement, for the year ended 30th September, 1863.

VOUCHER D.—GRATUITIES TO SHIPMASTERS.

December Quarter, 1862.

| | | |
|-----------------|-------------------|---------|
| Halifax, | \$10 17½ | |
| Clementsport, | 0 25 | |
| Liverpool, | 8 52½ | |
| Locke's Island, | 2 35 | |
| Sandy Cove, | 0 02½ | |
| Weymouth, | 0 75 | |
| Yarmouth, | 5 72½ | |
| | <u> </u> | \$27 80 |

March Quarter, 1863.

| | | |
|-----------------|-------------------|-------|
| Halifax, | \$16 47½ | |
| Liverpool, | 8 30 | |
| Locke's Island, | 1 27½ | |
| Sandy Cove, | 5 92½ | |
| Shelburne, | 0 57½ | |
| Weymouth, | 1 35 | |
| Yarmouth, | 7 40 | |
| | <u> </u> | 41 30 |

June Quarter, 1863.

| | | |
|-----------------|-------------------|--------|
| Halifax, | \$12 65 | |
| Liverpool, | 7 65 | |
| Locke's Island, | 0 85 | |
| North Sydney, | 0 27½ | |
| Port Medway, | 0 97½ | |
| Sandy Cove, | 0 55 | |
| Westport, | 0 37½ | |
| Yarmouth, | 7 20 | |
| | <u> </u> | 30 52½ |

September Quarter, 1863.

| | | |
|-----------------|-------------------|-------|
| Halifax, | \$11 30 | |
| Liverpool, | 1 41 | |
| Locke's Island, | 2 55 | |
| Lunenburg, | 0 25 | |
| Plaister Cove, | 0 70 | |
| Port Medway, | 0 62½ | |
| Sandy Cove, | 0 87½ | |
| Westport, | 0 05 | |
| Yarmouth, | 4 20 | |
| | <u> </u> | 21 96 |

Total in the year, \$121 58½

VOUCHER E.—TRADESMEN'S BILLS.

December Quarter, 1862.

| | | |
|---|---------|-----------------|
| Richard Martin, making portmanteaus, &c., | \$78 20 | |
| John Brander, carpenter's work, P. O., Halifax, | 31 65 | |
| John Lanigan, making canvas bags, | 23 28 | |
| W. S. Symonds & Co., repairing stoves, &c., | 4 45 | |
| Donald & Watson, repairing gas fittings, &c., | 2 57 | |
| William Crawford, repairing and cleaning clock, | 2 50 | |
| Thomas Walsh, glazing, &c., Halifax office, | 2 05 | |
| | | <u>\$144 70</u> |

March Quarter, 1863.

| | | |
|--|---------|--------------|
| Richard Martin, repairing portmanteaus and mail bags for the post office department, | \$15 50 | |
| Messrs. C. & A. Clarke, brass office stamps, Halifax, | 12 00 | |
| John Paterson, labelling canvas mail bags for post office department, | 7 65 | |
| James Stephenson, repairing canvas mail bags, | 3 00 | |
| | | <u>38 15</u> |

June Quarter, 1863.

| | | |
|--|----------|---------------|
| American Bank Note Company, New York, engraving steel plates for 2 cent stamp—printing, &c., 5000 impressions of the same, | \$226 00 | |
| Buckingham & Son, furnishing twine for department, | 88 33 | |
| Richard Martin, repairing portmanteaus, &c., | 69 80 | |
| Hyde & Co., furnishing 200 of red wax, | 40 21 | |
| John Lanigan, making 36 canvas mail bags, | 18 00 | |
| Wm. Crawford, regulating post office clock, | 5 00 | |
| John Paterson, labelling 31 canvas mail bags, | 4 65 | |
| | | <u>451 99</u> |

September Quarter, 1863.

| | | |
|--------------------|--|-----------------|
| Nil. | | |
| Total in the year, | | <u>\$634 84</u> |

VOUCHER F.—RENTS.

| | | |
|--|--------|-----------------|
| Amount paid to Secretary of the Governors of Dalhousie College, being rent of apartments in the College occupied as the General Post Office, Halifax, for the year ended as above, | 800 00 | |
| | | <u>\$800 00</u> |

VOUCHER G.—LAW EXPENSES.

| | | |
|--|---------|----------------|
| Adams G. Archibald, Esq., M.P.P., for drafting and engrossing contract and bond, in duplicate, for James King, and sureties—Bay service, by steamer, | \$35 00 | |
| | | <u>\$35 00</u> |

VOUCHER H.—PRINTING, ADVERTISING, AND STATIONERY.

December Quarter, 1862.

| | | |
|--|-----------|-----------------|
| Stationery—A. & H. Creighton, | \$153 10 | |
| A. & W. MacKinlay, | 8 30 | |
| James Donahoe, | 75 00 | |
| | | <u>\$162 15</u> |
| Printing—James Bowes & Sons, Halifax : | | |
| Official forms for Post Office department, | \$358 00 | |
| Do. for M. O. office, | 77 00 | |
| | | <u>435 00</u> |
| Advertising—Halifax, | \$110 12½ | |
| Pictou, | 6 00 | |
| Yarmouth, | 1 50 | |
| | | <u>117 62½</u> |
| | | <u>714 77½</u> |

March Quarter, 1863.

| | | |
|--|----------|----------|
| Printing—James Bowes & Sons : | | |
| Official forms for Post Office department, | \$388 75 | |
| Do. for Money Order office, | 14 75 | |
| | | \$403 50 |
| Advertising—Pictou : “ Eastern Chronicle ” and | | |
| “ Colonial Standard,” | \$6 00 | |
| Yarmouth : “ Yarmouth Tribune,” | 1 50 | |
| | | 7 50 |
| | | 411 00 |

June Quarter, 1863.

| | | |
|---|----------|--------|
| Printing—James Bowes & Sons : | | |
| Official forms for Post Office department, | \$280 00 | |
| Do. for Money Order Office, | 28 00 | |
| | | 308 00 |
| Advertising—Halifax : “ Morning Chronicle,” | 19 75 | |
| “ British Colonist,” | 19 75 | |
| “ Acadian Recorder,” | 10 00 | |
| “ Provincial Wesleyan,” | 6 50 | |
| | | 56 00 |
| Pictou : “ Eastern Chronicle,” | 3 00 | |
| “ Colonial Standard,” | 3 00 | |
| | | 6 00 |
| Yarmouth : “ Yarmouth Tribune,” | 1 50 | |
| | | 1 50 |
| | | 371 50 |

September Quarter, 1863.

| | | |
|--|----------|--------------------|
| Printing—James Bowes & Sons : | | |
| Official forms for Post Office department, | \$182 00 | |
| Do. for Money Order office, | 7 50 | |
| | | 189 50 |
| Advertising—Pictou : “ Eastern Chronicle,” | 3 00 | |
| “ Colonial Standard,” | 3 00 | |
| | | 6 00 |
| Yarmouth : “ Yarmouth Tribune,” | 1 00 | |
| “ Yarmouth Herald,” | 0 50 | |
| | | 1 50 |
| | | 197 00 |
| | | <u>\$1,694 27½</u> |

Total in the year,

VOUCHER I.—COALS, WOOD, GAS, & C.

December Quarter, 1862.

| | | |
|--|---------|---------|
| Amount paid Halifax Gas Company for gas supplied the General Post Office, Halifax, during the quarter, | \$53 40 | |
| | | \$53 40 |

March Quarter, 1863.

| | | |
|--|-------|-------|
| Paid Halifax Gas Company for gas supplied to the Post Office at Halifax, | 82 50 | |
| | | 82 50 |

June Quarter, 1863.

| | | |
|---|---------|-------|
| Amount paid Halifax Gas Company for gas supplied to the Halifax Post Office during the quarter, | \$67 80 | |
| | | 67 80 |

September Quarter, 1863.

| | | |
|---|----------|--------|
| Amount paid Daniel Smart for fuel for General Post Office, Halifax ; truckage and labor, &c., &c. | \$115 00 | |
| Paid Halifax Gas Company, gas for Halifax Office, | 60 60 | |
| | | 175 60 |

Total in the year,

\$379 30

VOUCHER K.—MISCELLANIES.

December Quarter, 1862.

| | | |
|--|--------|----------------|
| Amount paid to Mrs. Catherine McPherson for accommodation to Couriers at Grandance, C. B., | \$5 00 | |
| Amount of postage stamps (old issue) returned from Country Postmasters, and redeemed, | 1 20 | |
| Amount of damaged postage stamps returned by Postmaster English Town, and new stamps sent, | 0 50 | |
| Petty disbursements for September and December quarters, 1862, | 90 46 | |
| | | <u>\$97 16</u> |

March Quarter, 1863.

| | | |
|---|-------|--------------|
| Amount paid to Mrs. Catherine McPherson for accommodation afforded to the Mail Couriers at Grandance, C. B., | 5 00 | |
| Amount of postage stamps supplied to the W. O. Keeper at Tangier to replace those destroyed by fire—recommended by Post Office committee, | 8 30 | |
| Petty disbursements made by Postmaster General, | 44 50 | |
| | | <u>57 80</u> |

June Quarter, 1863.

| | | |
|--|----------|---------------|
| Petty disbursements, made by Postmaster General, Mrs. Catherine McPherson, for affording accommodation to the Courier at Grandance, Cape Breton, | \$49 64½ | |
| | 5 00 | |
| | | <u>54 64½</u> |

September Quarter, 1863.

| | | |
|---|---------|--------------|
| Amount repaid to R. Thompson, P. M. of Shelburne, on recommendation of Post Office Committee, being contents of registered letter stolen from Shelburne mail in transit to Halifax, | \$20 00 | |
| Paid Richard Martin for repairing portmanteaus, | 9 20 | |
| Paid Mrs. Catherine Matheson, for taking charge of the mails at Grandance, Cape Breton, | 5 00 | |
| Petty disbursements made by Postmaster General, | 52 14 | |
| | | <u>86 34</u> |

Total in the year,

\$295 94½

VOUCHER L.—DISCOUNT ON POSTAGE STAMPS.

December Quarter, 1862.

| | | |
|--------------------------------------|-----------|-----------------|
| Postmasters, | \$283 21½ | |
| Way Office Keepers, | 45 49½ | |
| Stationers and Druggists at Halifax, | 53 25 | |
| | | <u>\$381 96</u> |

March Quarter, 1863.

| | | |
|--------------------------------------|----------|----------------|
| Postmasters, | \$279 40 | |
| Way Office Keepers, | 41 96 | |
| Stationers and Druggists at Halifax, | 40 47½ | |
| | | <u>361 83½</u> |

June Quarter, 1863.

| | | |
|---------------------------|----------|---------------|
| Postmasters, | \$284 88 | |
| Way Office Keepers, | 42 35½ | |
| Stationers and Druggists, | 46 87½ | |
| | | <u>374 11</u> |

September Quarter, 1863.

| | | |
|---------------------------|-----------|---------------|
| Postmasters, | \$324 62½ | |
| Way Office Keepers, | 42 33 | |
| Stationers and Druggists, | 58 17½ | |
| | | <u>425 13</u> |

Total in the year,

\$1543 03½

VOUCHER M.—TRAVELLING EXPENSES.

| | | |
|---|----------|------------------------|
| Frederick M. Passow, Examiner Account Branch, visiting Post and Way Offices, and investigating cases of abstraction of money from registered and unregistered letters, and total loss of letters said to contain money, and notes of hand, &c., in transit through the Post, viz.: at Wolfville, St. Croix W. O., Barrington, and Yarmouth—at Chester, Lunenburg, and Liverpool, and W. O. at East Port Medway—also at Antigonish, and Cape George, and Harbor Road, &c., Way Offices—and also at Lochaber, Glenelg, and Sherbrooke, St. Mary's—from Nov., 1862 to Sept., 1863, | \$339 45 | |
| The Postmaster General, visiting offices Western Division, | 70 00 | <u>\$409 45</u> |
| Total in the year, | | <u><u>\$409 45</u></u> |

A. WOODGATE,
Postmaster General.

F. M. PASSOW,
Examiner Account Branch.

REPORT No. 7.

Report of new Post Routes established during the year ended 30th September, 1863.

| NAME OF ROUTE. | | When Established. | No. of trips per week. | Distance in miles. |
|--------------------|---|-------------------|------------------------|--------------------|
| From | To | | | |
| Scott's Crossing, | Waverley, | 1st Jan., 1863. | Daily. | 3 |
| Windsor, | Hantsport, | 20th Jan., " | 4 | 9 |
| Bridgewater, | Pleasant River, | 1st July, " | once. | |
| W. O. Cape George, | W. O. Cape George, N. side, via the shore, | " " " | once. | 15 |
| Mira Gut, | Albert Bridge, | " " " | " | 7 |
| St. Andrew's, | Guysboro' Intervale. | " " " | " | 18 |

A. WOODGATE,
Postmaster General.

F. M. PASSOW,
Examiner Account Branch.

REPORT No. 8.

Report of New Post Routes and Way Offices established in Nova Scotia, during the year ended 30th September, 1863.

| NAME OF OFFICE. | Whether Post or Way Office. | County. | Name of Officer. | Date when duties commenced. |
|---|-----------------------------|--------------|---------------------|-----------------------------|
| Meagher's Grunt, | Way Offices. | Halifax, | J. W. Dickey, | 1st Jan., 1863. |
| Antrim, | " | Colechester, | Jas. Kerr, | " |
| Clementsvalle, | " | Annapolis, | Richard Sandford, | 18th Feb., 1863. |
| Beaver Bank, | " | Halifax, | Daniel Hallisay, | 25th " |
| Big Glace Bay, | " | Cape Breton, | Hugh Robertson, | 12th March, " |
| Central Chebogue, | " | Yarmouth, | Samuel Trask, | 17th " |
| Enfield or Horne's Road Station, | " | Halifax, | Thos. Donaldson, | 1st April, " |
| Rockville, | " | Yarmouth, | B. Cleverland, | 13th " |
| Great Bridge, River Philip, | " | Cumberland, | Joshua King, | 13th " |
| Liscomb, | " | Guysboro', | James Hemlow, | 27th " |
| Moose Brook, | " | Hants, | Thos. Reid, | 2nd May, " |
| Albert Bridge, | " | Cape Breton, | Thos. Burke, | 2nd June, " |
| East side West Branch East River of Pictou, | " | Pictou, | Donald Shaw, | 3rd " |
| Mira Gut, | " | Cape Breton, | Jos. B. McQuillan, | 3rd " |
| Newport Station, | " | Hants, | L. Sweet, | 3rd " |
| Beach Hill, | " | Kings, | John Casey, | 3rd " |
| Manchester Road, | " | Antigonish, | Valentine Chisholm, | 1st Aug., " |
| Black River, | " | do. | Donald Chisholm, | 1st " |
| Livingston's Cove, | " | do. | J. D. Livingston, | 1st " |
| Point of Cape, | " | do. | Andrew McLean. | 1st " |

A. WOODGATE,
P. M. General.

F. M. PASSOW,
Examiner Account Branch.

REPORT No. 9.

Report of Post Routes discontinued within the year ended 30th September, 1863, shewing in the case of each route discontinued, the reason for the proceeding.

| Post Routes. | | Distance. | Times per week. | Date of discontinuance. | Reasons for discontinuance. |
|--------------|----------|-----------|-----------------|-------------------------|---|
| From | To | | | | |
| Chester, | Windsor, | 72 | Twice. | 30th Oct., 1863, | { Not sufficient postage and travelling } to maintain cost of Courier. |

F. M. PASSOW,
Examiner Account Branch.

A. WOODGATE,
Postmaster General.

REPORT No. 10.

Report of Post and Way Offices discontinued and closed within the year ended 30th September, 1863.

NIL.

REPORT No. 11.

Report of curtailment of expenses of Post Routes effected within the year ended 30th September, 1863.

NIL.

REPORT No. 12.

Report of all allowances made to Mail Contractors in Nova Scotia, beyond the sums originally stipulated in their respective contracts, during the year ended 30th September, 1863, with the reason for the same; specifying the Route, the name of the Contractor, the original service provided by the contract, the original price, the date of commencement of additional service, and additional allowance therefor.

| ROUTE. | | Name of Contractor. | Original service provided by contract. | Original Price. | Additional service required. | Date of commencement of additional service. | Additional allowance per annum. |
|---------------|---|---------------------|--|-----------------|---|---|---------------------------------|
| From | To | | | | | | |
| Elmsdale, | { Renfrew, via Nino } { Mile River. } | J. Thompson, jr., | Weekly service. | \$20 00 | { Two additional trips, and } { route extended to Nino } { Mile River. } | 1st Feb. 1863 | \$57 00 |
| Baddeck, | English Town. | D. Morrison, | { Semi-week- } { ly service. } | 79 60 | { Salary increased by direc- } { tion of Legislature for long } { service. } | 1st April " | 20 00 |
| Sydney, | { False Bay Beach, } { Block House Mines } { and Big Glace Bay. } | John Crawford, | Weekly service. | 95 00 | { Increased to a semi-weekly } { mail. } | 1st May " | 100 00 |
| Noel, | { Burntcoat & Moose } { Brook. } | W. McDougall, | Weekly service. | 16 00 | { Extension of route to Moose } { Brook. } | " " | 8 00 |
| Tatamagouche, | { New Annan & Bal- } { four Mills. } | G. Lombard, | Weekly service. | 60 00 | { Increased to semi-weekly } { service. } | 1st July " | 50 00 |
| Sherbrooke, | Wine Harbour, | Allan McQuarry, | { Semi-week- } { ly service. } | 88 00 | { Increased to tri-weekly sor- } { vice. } | " " | 22 62 |
| Sydney, | { Lingan, Low Point, } { and Bridgeport. } | Walter Boland, | Weekly service. | 100 00 | { Service divided into two } { rides, and increased to a } { semi-weekly service. } | " " | 94 00 |

REPORT No. 18.

Report of all fines imposed, and deductions made from the pay of Mail Contractors, for failing to deliver the Mails, or from any other cause; shewing the name of the Contractor, the nature of the offence, the route on which it occurred, the amount of fine, the time when it was imposed, and whether the fine has been remitted, and for what reason, during the year ended 30th September, 1863.

| Name of Route. | | Name of Contractor. | Nature of offence. | Date of fine. | Amount. | Whether remitted, and for what reason. |
|-------------------------------------|--------------------|---------------------|--|-----------------|---------|--|
| From. | To | | | | | |
| Lower Horton, Halifax, Mabou, | Kentville, | J. King, | Loss of Mail Bags, | 6th Dec., '62. | \$12 00 | Not remitted. |
| | Windsor and Truro, | W. J. Veith, | Neglecting to convey Mails to Railway } | 26th " | 20 00 | Do. |
| | Baddeck, | J. McNiel, | Terminus, Richmond. Driver drunk, unable to proceed with mails. | 14th Jan., '63. | 10 00 | Do. |

F. M. PASSOW,
Examiner Account Branch.

A. WOODGATE,
Postmaster General.

REPORT No. 14.

Report of all cases occurring within the year ended 30th September, 1863, of the abstraction or loss of letters containing money sent through the Post Offices in Nova Scotia, shewing the particulars of each case, and stating the result of the proceedings instituted by the Department.

| By whom mailed | When mailed. | Where mailed. | Stated contents of letter. | Address. | | Evidence of loss or abstraction. | Whether registered or not. | Result of the proceedings instituted in each case by department. |
|-----------------------|-------------------|-------------------|----------------------------|--------------------|--------------------|----------------------------------|----------------------------|---|
| | | | | Name. | Place. | | | |
| Rev. John Cameron, | June 22, 1861. | New Glasgow. | \$25 00 | John Smith, | River Inhabitant. | Not received | not regist'd | { Traced to Plalstor Cove P. O. No further trace. Postmaster made good the amount. |
| W. Bennett, | April 1, 1862. | Advocate Harbor | 8 00 | Mrs. Bennett, | Pugwash. | Not received. | Do. | { This letter was referred to in my report of last year, to the effect that the letter could not be traced for want of registration. Since that period the letter in question was found in the house of the late Courier, Tate, whilst undergoing repair, and who made good the amount. |
| Dr. Allen, 17th Regt. | June 8, 1862. | Halifax, | 5 25 | Mr. Notman, | Montreal. | Not received. | Do. | No trace for want of registration. |
| Dr. Hea, | Oct. 14, 1862. | Wolfville, | \$80, & note hand \$70. | Charles Thomas, | Waverly. | Not received. | Do. | { An officer of this department personally investigated the case, and much doubt exists as to whether the letter was ever posted. |
| George Craig, | Oct. 17 & 21, '62 | St. John, | 2 letters \$20 and 25. | Samuel Craig, | Waverly Diggins | Not received. | Do. | { Every inquiry instituted, without success. |
| Miss Seaman, | Oct. 18, 1862. | Amherst, | \$100, bills bank BNA. | John Jacques, | Hamilton, C. W. | Not received. | Do. | Ditto, Ditto. |
| Dr. Van Buskirk, | Nov. 1, 1862. | G Village, Lond'y | 4 00 | H. D. Van Buskirk, | Crowe's hotel, IIs | Not received. | Do. | { The address was read as St. Croix, and the letter was forwarded to that office. It was subsequently returned and sent the party for whom it was intended. |

Report of abstraction of Money Letters, &c.—(Continued.)

| By whom mailed. | When mailed. | Where mailed. | Stated contents of letter. | Address. | | Evidence of loss or abstraction. | Whether registered or not. | Result of the proceedings instituted in each case by department. |
|---------------------|-----------------|-------------------|--|-----------------------------------|-----------------------|----------------------------------|----------------------------|--|
| | | | | Name. | Place. | | | |
| Cornelius Robinson. | Nov. 5, 1862. | St. John, N. B. | \$4 | T. H. Robinson, Esq. | H. M. S. Nile, II'fx. | not received. | not regist'd | No trace for want of registration. |
| Daniel McDonald, | In Nov., 1862. | Philadelphina. | 25 | Mrs D. McDonald. | Pictou. | letter rec'vd without contents. | registered. | { No evidence to show where abstraction took place. |
| Robert Thompson, | Dec. 26, 1862 | Shelburne, | 20 | A. Grant, | Halifax. | not received. | Do. | { Traced to the office of East Port Medway. No positive proof to convict the W. O. keeper of the charge. The amount refunded to Mr. Thompson. |
| W. West, | Feb. 3, 1863. | W. O. Cornwallis, | 12 | J. W. Delaney, | Amherst. | do. | do. | { Irregularity in the treatment of this letter by the Postmaster of Wolfville, who made good the amount. |
| M. H. Goudge, | Feb. 9, 1863. | Windsor, | Drat on New York, \$21 American notes. | { Houghton, Sawyer & Co. | { Boston. | do. | not regist'd | No trace for want of registration. |
| Isaac Morso, | Mar. 21, 1863. | Wilnot, | \$20 & 7s 6d in stamps. | { Messrs C. Twinning & Son. | { Halifax. | do. | do. | Ditto. |
| Rev. W. DeBlois, | April 2, 1863. | Bridgetown, | 40 | C. A. Creighton, | Halifax. | do. | do. | { Enquiry unsuccessful. No trace for want of registration. |
| Not stated. | May 19, 1863. | Bermuda, | 5 | { Miss Murray, care of J. Symons. | { Halifax. | do. | do. | Ditto. |
| John Stewart, jr. | In April, 1863. | Locharbar. | 86 | S. P. Fairbanks, Esq. | Halifax. | letter rec'vd with \$10 only. | registered. | { The evidence taken in reference to each particular case was placed into the hands of the Solicitor General for prosecution. The result not yet made known. |
| Donald McLeod, | May, 1863. | Wine Harbor, | 16 | Ronald McLeod. | Baddeck. | letter rec'vd with \$4 only. | do. | |
| Donald Gillies, | May, 1863. | Maitland, | 12 | Angus Gillis, | Cape George. | letter rec'vd, —\$8 abstracted. | do. | |
| Wm. Chisholm, | May, 1863. | Antigonish, | 24 | R. McDonald, | Sherbrooke. | letter rec'vd —\$16 abstracted. | do. | |
| Robt. Fraser, | May, 1863. | M. River, Pictou. | 32 | R. Hunter, | Cape George. | letter rec'vd without contents. | do. | |

| | | | | | | | | |
|---------------------|-----------------|--------------------------------|--------------------------------------|---|---------------------------|-----------------------------------|--------------|--|
| Aloan Doon, | 5th June, 1863, | Yarmouth, | \$25 | Andrew Chidley, | St. John, N. B. | Not received. | not regist'd | { Every inquiry instituted without success. |
| James Campbell, | 15th do. | Maitland, | { two letters each containing \$100. | { DeForest & Perkins, and A. Yates & Son, | St. John, N. B. | do. | do. | { Every possible enquiry instituted without success, the letters not being registered. |
| Annabella Barten, | 23rd do. | Boston, | \$5 | Mrs. McCulloch, | Sydney, | Letter received without contents. | do. | { Enquiry failed to prove how abstraction took place. |
| Alexander Ford, | About June 10, | Liverpool, | { \$80 and a note hand, | { Samuel Ford, | Boston, | Not received. | do. | Ditto. |
| D. W. Archibald, | 1st July, 1863, | Sheet Harbor W. O. | \$30 | Miss L. Archibald, | Medford, Mass., | Not registered. | do. | No trace for want of registration. |
| Joseph P. Saunders, | 1st Aug. '63, | Deliv'd to courier, Dalhousie, | { \$20 and a note hand for 11s. 8d. | { W. Twining, | Halifax, | do. | do. | Ditto. |
| Samuel Flint, | 10th Aug. 1863, | Yarmouth, | \$20 | E. Whenton, | { Charlton county, N. B., | do. | do. | Ditto. |

F. M. PASSOW,
Examiner Account Branch.

A. WOODGATE,
Postmaster General.

REPORT No. 15.

Return of Letters of value received at the Dead Letter Office during the year ended 30th September, 1863.

| Name and address of writer. | To whom addressed. | Contents. | How disposed of. |
|--|---|--|--|
| James Daly, Weymouth, Bell & Anderson, Halifax, Wm. Baird, River Hebert, John Connors, Halifax, Unopened, Calais, Me., Joseph H. Weeks, Halifax, Alex. McLeod & Co., Halifax, Mrs. Joshua Terfoy, Hantsport, W. Y. Tobin, Halifax, James Henderson, Pictou, Robert McKenzie, Boulardarie, W. J. Bigelow, Canso, Henry Kirkwood, Pictou, Esson, Boak & Co., Halifax, James Ives, Pictou, Jane McCulloch, Truro, Unknown, Unknown, J. J. McKenzie, North Sydney, S. H. Holmes, Pictou, Unknown, London, Unknown, London, T. Tweedy, Bay Verte, Anna, Liverpool, Alex. McLeod & Co., Halifax, G. H. Parker, Gay's River, | Mr. John Daly, P. E. Island, Messrs. J. & M. Christy, New York, Mr. Martin Blako, Amherst, Mr. Jeremiah Connors, Boston, Mr. James McDonald, Wallace, Mr. Amos Higgins, Weymouth, McDonald & Cameron, Wine Harbor, Mr. Gideon Eaton, Berwick, C. T. Tobin, Esq., Woodburn, James Stanford, Esq., Halifax, M. W. Bishop, Ovens, Mr. Pembroke, R & Co., Pictou, Jas. McMaster, Annapolis, Maryland, Angus McQuarry, East Boston, Henry E. Bent, Boston, Miss Ross, East Boston, J. Hambledon, Old Hack, Rev. D. Tupper, Aylesford, Winton Hill, London, Alpin Grant, Esq., Halifax, Miss Maunder, Halifax, Daniel Jones, Halifax, Rev. J. McMurray, Halifax, W. A. Corkin, Esq., Halifax, J. Pickles, Esq., Mill Village, W. B. C. A. Parker, St. Helens, Jersey | One half of a £5 note, A bill of exchange for \$68, Note of B. N. America for £5. An American note, \$20, Not known, a registered letter, Bill for \$5, Bill of exchange for £7 4s. stg. A note for \$20, Two notes, value \$8, A cheque for \$54 80c. Four notes, value \$16, A bill of exchange for \$21, A British sixpence, A bill of exchange, \$40, A bill of exchange, \$40, Two American notes, value \$4. Unknown, a registered letter, A note, value \$20, Two notes, value \$25, A note, value \$4, Unknown, a registered letter, Unknown, a registered letter, Four notes, value \$14, Two notes, value \$8, Money order for \$85, Registered letter, | Returned to writer 20th October, 1862, Ditto. " 22nd " Ditto. " 22nd " Ditto. " 23rd " Returned to P. M. Gen., Washington, Returned to writer 22nd Nov'r. 1862, Ditto. " 2nd Dec'r. " Ditto. " 16th Dec'r. " Ditto. " 13th Jan'y. 1863. Ditto. " 28th Jan'y. " Ditto. " 4th Feb'y. " Ditto. " 25th Feb'y. " Ret'd to P. M. G., Washington, Feb 28th. Returned to writer 28th Feb'y. 1863. Ditto. " 28th Feb'y. " Ditto. " 6th March, " Ret'd to P. M. G., Washington, 19th Mar. Sent as directed, 19th March, 1863. Returned to writer 27th do. Ditto. " 1st April, 1863. Returned to D. L. O., London. Ditto. " Deliv'd to Rev. J. McMurray, 4th April. Returned to writer 15th April, 1863. Ditto. " 28th April, " Ditto. " 30th April, " |

| | | | |
|---|---|---|---|
| J. A. Flint, Yarmouth. W. K. Renolds, Halifax. Michael Grandfield, Halifax. McLean, Campbell & Co., Halifax. Unknown. S. P. Musson, Son & Co., Barbados. | R. G. Hunter, Esq., St. John, N.B. G. Marsh, Esq., New York. Mrs. E. Grandfield, Dargle, Ireland. W. Murdoch, Esq., Glasgow. John Middleton, Halifax. J. H. Morehouse, Esq., Prince William. | A silver fourpenny piece. A bill of exchange for £40 stg. Two sovereigns. A bill of exchange for £150 stg. Unknown—a registered letter. A bill of exchange for £110 stg. | Ditto, " 4th June, " Ditto, " 24th June, " Ditto, " 25th " Ditto, " 23rd July, " Ret'd to D. L. O., London, Aug. 6, '63. Ret'd to Surv. G. P. O., St. Thomas, August 20, 1863. Ditto, " Ditto. |
|---|---|---|---|

RECAPITULATION.

16 letters containing money,
10 do. do. bills of exchange,
6 registered letters,

32

\$194 20½
2,373 80

—————
\$2,568 00½

Total,

T. SOUTHALL,
Inspector of Dead Letters.

A. WOODGATE,
Postmaster General.

REPORT No. 16.

Report shewing the number of Letters received at the Dead Letter Office, and how disposed of, for the year ended 30th September, 1863.

RECEIVED.

| | | |
|--------------------------|------|------|
| From Great Britain, | 604 | |
| United States, | 1136 | |
| St. Thomas, | 42 | |
| Canada, | 65 | |
| New Brunswick, | 517 | |
| Prince Edward Island, | 101 | |
| Provincial Post Offices, | 4935 | |
| | — | 7400 |

HOW DISPOSED OF:

| | | |
|--|------|---------------|
| Returned to Great Britain, | 1110 | |
| United States, | 1020 | |
| St. Thomas, | 47 | |
| Canada, | 113 | |
| New Brunswick, | 453 | |
| Prince Edward Island, | 74 | |
| Writers in Nova Scotia, | 3654 | |
| Destroyed for want of name and address of writers, &c., | 729 | |
| | — | 7200 |
| Total, | | <u>14,600</u> |

A. WOODGATE,
Postmaster General.

T. SOUTHALL,
Inspector Dead Letter Office.

REPORT No. 17.

Money Order Returns for year ending 30th September, 1863, including names of Money Order Offices, and of Counties in which situated, numbers and amounts of orders issued and paid, and commissions to credit of Revenue and to credit of Postmasters, respectively.

| Offices. | Counties. | No. Issued. | Amount. | Commission to Revenue. | Commission to Postmasters. | No. Paid. | Amount. |
|----------------|--------------|-------------|-----------|------------------------|----------------------------|-----------|-----------|
| Amherst, | Cumberland, | 42 | \$1584 83 | \$4 32½ | \$4 32½ | 25 | \$640 96½ |
| Annapolis, | Annapolis, | 116 | 3865 86 | 10 72½ | 10 72½ | 54 | 1780 52 |
| Antigonishe, | Antigonishe, | 53 | 3845 27 | 9 87½ | 9 87½ | 08 | 1007 49 |
| Archat, | Richmond, | 520 | 21518 38½ | 56 02½ | 56 02½ | 37 | 1712 33½ |
| Baddeck, | Victoria, | 217 | 8821 48½ | 23 65 | 23 65 | 13 | 440 70 |
| *Barrington, | Shelburne, | 4 | 165 56 | 0 45 | 0 45 | 9 | 784 48 |
| *Bridgetown, | Annapolis, | 6 | 261 42 | 0 75 | 0 75 | 3 | 02 80 |
| *Bridgewater, | Lunenburg, | 2 | 159 00 | 0 42½ | 0 42½ | | |
| *Canso, | Guysboro', | 12 | 248 77 | 0 70 | 0 70 | | |
| Digby, | Digby, | 126 | 5129 96 | 14 75 | 14 75 | 27 | 1085 30½ |
| Guysboro', | Guysboro', | 148 | 4401 32½ | 12 04½ | 12 04½ | 21 | 498 10 |
| Halifax, | Halifax, | 263 | 9137 74½ | 50 95 | | 2378 | 98051 79 |
| Kentville, | King's, | 60 | 1528 72½ | 4 52½ | 4 52½ | 31 | 1159 20 |
| Liverpool, | Queen's, | 282 | 7292 50 | 20 77½ | 20 77½ | 45 | 1563 91½ |
| Lunenburg, | Lunenburg, | 29 | 848 51½ | 2 75 | 2 75 | 40 | 863 66 |
| *North Sydney, | Cape Breton, | 64 | 4517 23 | 11 45 | 11 45 | 6 | 249 67½ |
| Pictou, | Pictou, | 96 | 2034 53 | 6 12½ | 6 12½ | 149 | 6057 53 |
| Port Hood, | Inverness, | 169 | 5266 84½ | 14 30 | 14 30 | 14 | 450 31 |
| Port Mulgrave | Guysboro', | 86 | 2014 80 | 8 22½ | 8 22½ | 11 | 243 72 |
| Shelburne, | Shelburne, | 45 | 1352 45 | 3 72½ | 3 72½ | 17 | 462 60 |
| *Sherbrooke, | Guysboro', | 7 | 238 97½ | 0 65 | 0 65 | | |
| Sydney, | Cape Breton, | 407 | 20647 37 | 53 07½ | 53 07½ | 52 | 1403 79 |
| Truro, | Colchester, | 76 | 2608 28 | 7 90½ | 7 90½ | 49 | 1906 72 |

Money Order Returns.—(Continued.)

| Offices. | Counties. | No. Issued. | Amount. | Commission Revenue. | Commission to Postmasters. | No. Paid. | Amount. |
|--|---|------------------------|--|----------------------------------|----------------------------------|---------------------|--|
| *Wallace, Windsor, Wolfville, Yarmouth, | Cumberland, Hants, King's, Yarmouth, | 15 68 141 223 | 392 45 3187 64 6757 84 6160 53½ | 1 10 8 37½ 19 32½ 16 52 | 1 10 8 37½ 19 32½ 17 52 | 5 52 32 79 | 60 00 1497 89½ 876 05 1637 77 |
| | | 3277 | \$124883 40½ | \$364 39 | \$313 34½ | 3215 | \$125047 39 |

Bank of Nova Scotia—to deposits, \$94,332 50

“ “ —by checks, 95,497 00

Increase in amount of orders issued as compared with preceding year, \$24,176 46
Offices marked thus * did not commence M. O. business until July, 1863.

RETURN

Showing the name of each Mail Route, number of trips per week, distance in miles, average number of Newspapers and Letters transmitted, average amount of Revenue collected, and present cost per annum—showing the paying and non-paying routes.

| MAIL ROUTE. | No. of trips per week. | Distance in miles. | Average No. of papers for one year. | Average No. of Letters transmitted over the line for one year. | Average amount of Revenue collected on the line for one year. | Present cost per annum. | REMARKS. |
|---|------------------------|--------------------|-------------------------------------|--|---|-------------------------|------------|
| Albion Mines to New Glasgow, | 3 | 2 | 11752 | 8528 | \$132 00 | \$48 00 | |
| Amherst to Parrsborough, | 2 | 36 | 6965 | 4472 | 396 00 | 293 60 | |
| Minudie, | 2 | 31 | 8320 | 7070 | | 336 00 | |
| Annapolis to Digby, | 3 | 26 | | | | 271 92 | Main Line. |
| Granville, | 3 | 1 | | | | 12 00 | |
| Lequille, | 2 | 2 | 312 | 208 | 6 00 | 12 00 | |
| Stoddart's, | 1 | 32 | 1040 | 1248 | 96 00 | 131 30 | |
| Antigonish to Cape George, | 2 | 22 | 1300 | 2028 | 72 00 | 144 00 | |
| Lochabar, via Addington Forks & Ohio, | 1 | 17 | 1664 | 520 | 60 00 | 56 00 | |
| Glenelg, | 1 | 30 | 1144 | 874 | 42 00 | 100 00 | |
| Arichat to Discoose, | 2 | 7 | 304 | 104 | | 60 00 | |
| Grandance, | 3 | 10 | 1924 | 1248 | 48 00 | 144 00 | |
| Little Arichat, | 3 | 4 | 5356 | 2964 | 24 00 | 80 00 | |
| Aylesford to Morden and Willis Foster's, | 2 | 17½ | 2184 | 624 | 3 00 | 104 00 | |
| South West part of Township, | 1 | 12½ | 2132 | 572 | 4 00 | 67 60 | |
| Bank's Winsley's, on Parker's road, | 1 | 10 | 2756 | 2392 | 36 00 | 39 48 | |
| Baddeck to English Town, | 2 | 19 | 780 | 364 | 8 00 | 99 60 | |
| Upper Settlement of Big Baddeck River, | 1 | 15 | 468 | 156 | 3 00 | 31 88 | |
| Bailey's Brook W. O. to Back Sett'mt. of Knoydart, | 1 | 5 | 3224 | 1612 | 100 00 | 11 74 | |
| Barrington to Port Latour, | 1 | 15 | | | | 144 00 | |
| Wood Harbor, East side of Pubnico, } Shag Harbor and Bear Point, } | 3 | 30 | 13052 | 3588 | 130 00 | 362 00 | |
| Barney's River to Hd. Settlement of Barney's River, | 1 | 7 | 156 | 104 | 3 00 | 30 50 | |
| Beaver River to Cedar Lake, | 1 | 4½ | 1072 | 1520 | 18 00 | 39 00 | |

Return shewing the name of each Mail Route, &c.—(Continued.)

| MAIL ROUTE | No. of trips per week. | Distance in miles. | Average No. of papers for one year. | Average No. of Letters transmitted over the line for one year. | Average amount of Revenue collected on the line for one year. | Present cost per annum. | REMARKS. |
|---|------------------------|--------------------|-------------------------------------|--|---|-------------------------|----------|
| Bedford to Newport Station, | 3 | 31 | 6500 | 9880 | \$315 00 | \$198 00 | |
| Berwick to Harboursville, | 2 | 15½ | 884 | 832 | 36 00 | 103 50 | |
| Bill Town to Hall's Harbour, | 1 | 12½ | 1820 | 832 | 24 00 | 55 92 | |
| Bridgewater to Petite Reviere, via Dublin Shore, | 1 | 20 | 3016 | 1342 | 54 00 | 128 00 | |
| Pleasant River, | 1 | | 364 | 312 | 18 00 | 80 00 | |
| Middlefield, | 1 | 25 | 520 | 52 | 12 00 | 134 00 | |
| Bridgetown to Chester Cove, Molasses Cove, and } Granville, via Parker's Cove, } | 1 | 30 | 3588 | 780 | 6 00 | 130 00 | |
| Granville Ferry and Annapolis Gut, } | 1 | 25 | 8060 | 2912 | 6 00 | 112 00 | |
| Lawrencetown, via South side of River, } | 1 | 8 | 2860 | 208 | 3 00 | 39 80 | |
| Brookfield to Pleasant River, | 1 | 9 | 1040 | 416 | 18 00 | 36 00 | |
| Upper Stewiacke, | 2 | 16 | 1144 | 988 | 36 00 | 96 00 | |
| Buckley's to Canada Creek and Black Rock, | 1 | 9 | 624 | 468 | 60 00 | 23 50 | |
| Canning to East Pero, | 1 | 12 | 2236 | 988 | 7 00 | 64 00 | |
| East Medford, | 1 | 8 | 3900 | 1404 | 6 00 | 64 00 | |
| Cape George W. O. to Cape George, N. S., } | 1 | 15 | 312 | 104 | | 36 00 | |
| Cape North to Bay St. Lawrence, } | 1 | 10 | 1612 | 52 | 10 00 | 36 00 | |
| Cape Sable Island, round the Island, } | 1 | 9 | 4628 | 1248 | 72 00 | 86 00 | |
| Carland's W. O. to Pubnico, } | 1 | 6 | 520 | 416 | 3 00 | 60 00 | |
| Catalone to Mainadieu, } | 1 | 4 | 2724 | 1830 | 36 00 | 48 00 | |
| Chester to Kentville, via New Ross, } | 1 | 45 | 2860 | 1456 | 26 00 | 288 00 | |
| Cheverie to Newport, } | 2 | 17½ | 13000 | 8320 | 132 00 | 176 00 | |
| Clyde River to Gunning Cove, } | 1 | 22 | 2704 | 17052 | 12 00 | 70 00 | |
| Clementsport to Guinea, Birch Town, and Back Road } Settlements, } | 1 | 10 | 1248 | 780 | 24 00 | 60 00 | |
| Hillsboro, via Shore Road and Hessian } Line Corner, } | 1 | 9 | 2080 | 1832 | 12 00 | 46 00 | |
| Cross Roads to Country Harbor and Isaac's Harbor, } | 2 | 17 | 468 | 676 | 24 00 | 128 00 | |

| MAIL ROUTE | No. of trips per week. | Distance in miles. | Average No. of papers for one year. | Average No. of Letters transmitted over the line for one year. | Average amount of Revenue collected on the line for one year. | Present cost per annum. | REMARKS. |
|--|------------------------|--------------------|-------------------------------------|--|---|-------------------------|-------------------|
| Crow Harbor to Molasses Harbor and White Head, | 1 | 18 | 1144 | 2080 | 22 00 | 80 00 | No returns. |
| Digby to Briar Island, | 2 | 41 | | | | 479 00 | Ditto. |
| Marshall's Town, | 3 | 3½ | | | | 20 00 | |
| Drysdale's to Turn's Bay, | 1 | 3 | 572 | 1976 | 25 00 | 32 00 | |
| Dunlop's to Little Port Hebert, | 1 | 10 | 624 | 364 | 10 00 | 41 60 | |
| Locke's Island, Lewis Head, and east side of } Ragged Islands, } | 3 | 31 | 2028 | 832 | 10 00 | 255 50 | |
| Durham to New Larig, Lime Rock, and Forks, } | 3 | 26½ | 4888 | 2600 | 50 00 | 140 00 | |
| Middle River, } | 1 | 12 | 1040 | 3900 | 80 00 | 77 00 | |
| Elmsdale Station to Renfrew, } | 1 | 32 | New Route. | | | | |
| English Town to New Campbellton, } | 1 | 7 | 624 | 624 | 30 00 | 138 00 | |
| Ingonish, via North Shore, } | 2 | 3 | 624 | 1040 | 18 00 | 60 00 | |
| Falmouth to Hantsport, } | 3 | 3 | 728 | 1092 | 12 00 | 84 00 | |
| Forristall's to Port Mulgrave, } | 2 | 11 | 832 | 1872 | 40 00 | 40 00 | |
| Frail's to Blandford, } | 3 | 22½ | 260 | 468 | 6 00 | 79 00 | |
| Goose River to Bay Verte, } | 2 | 61 | 2184 | 4888 | 24 00 | 580 00 | No return revenue |
| Glengel to Port Mulgrave, } | 2 | 30 | 2000 | 5044 | 2 00 | 236 00 | |
| Guysboro' to Canso, } | 1 | 28 | 52 | 156 | 2 00 | 68 48 | |
| Grand River to Franboise and Fouchie, } | 1 | 10 | 52 | 260 | 2 00 | 27 40 | |
| Loch Lomond, } | 1 | 20 | 832 | 416 | 6 00 | 53 60 | |
| Guysboro' to New Harbour, } | 1 | 35 | 1404 | 2080 | 36 00 | 92 00 | |
| Port Mulgrave, } | 1 | 13 | 416 | 1724 | 45 00 | 120 00 | |
| Halifax to Lawrencetown, } | 1 | | | | | | Main line. |
| Liverpool and Yarmouth—including } Bridgewater, } | 3 | 106 | 5876 | 35932 | 245 00 | 1040 00 | |
| Musquodoboit Harbor, } | 1 | 25 | 780 | 1560 | 30 00 | 84 00 | |
| Tangier, Sheet Harbor and Marie Joseph, } | 1 | 20 | 3640 | 6240 | 56 00 | 120 00 | |
| Prospect, } | 1 | | | | | | |
| Sambro, } | 1 | | | | | | |
| Richmond Terminus, } | 1 | 8½ | 1456 | 572 | 2 00 | 260 00 | |
| Hantsport to Lower Horton, } | 1 | 38 | 780 | 1560 | 26 00 | 39 88 | |
| Head of St. Margaret's Bay to P. O. St. Margaret's } Bay, Lower Ward, and Peggy's Cove, } | 3 | 4 | 1040 | 3900 | 75 00 | 20 00 | |
| Horne's Road Station to Oldham, } | | | | | | | |

Return showing the name of each Mail Route, &c.—(Continued.)

MAIL ROUTE.

| MAIL ROUTE. | No. of trips per week. | Distance in miles. | Average No. of papers for one year. | Average No. of Letters transmitted over the line for one year. | Average amount of Revenue collected on the line for one year. | Present cost per annum. | REMARKS. |
|--|------------------------|--------------------|-------------------------------------|--|---|-------------------------|------------------------|
| Ingonish, — Cape North via New Haven, | 1 | 23 | 416 | 156 | \$12 00 | \$180 00 | |
| Jordan River to Thornburn's, | 1 | 2½ | 644 | 416 | 12 00 | 16 00 | |
| Kennetcook to Gore, | 1 | 17 | 19396 | 7332 | 144 00 | 70 00 | |
| Kentville to West Cornwallis, | 2 | 20 | 17940 | 7024 | 140 00 | 109 98 | |
| East Cornwallis, | 2 | 17½ | 5824 | 5350 | 140 00 | 110 00 | |
| Lawrencetown to Bridgewater, | 1 | 55 | 4836 | 4264 | 96 00 | 278 08 | |
| Port George, | 1 | 9½ | 416 | | | 47 92 | |
| Little River to Little River Shore, | 3 | 2½ | 624 | 1300 | 12 00 | 48 00 | |
| Liverpool to Annapolis, | 1 | 88 | 4888 | 1092 | 3 06 | 400 00 | |
| Port Medway, | 3 | 15 | 4680 | 1144 | 96 00 | 200 00 | |
| Milton, | 6 | 3 | 12740 | 6448 | 36 00 | 72 00 | |
| Londonderry to Five Islands, | 1 | 47 | 15060 | 728 | 30 00 | 224 00 | |
| Pugwash, via Wallace River, | 2 | 42 | 364 | 1144 | 6 00 | 140 00 | |
| Lower South River to Monk's Head & Pomquet Forks, | 1 | 5 | 3382 | 364 | | 48 00 | |
| Lower Stewiacke to New Larig, | 1 | 43½ | 260 | 2236 | 12 00 | 200 00 | No returns of Revenue. |
| Shubenacadie River and Brookfield, | 1 | 20 | 4888 | 260 | 8 00 | 74 00 | |
| Lunenburg to Cross Road, LaHave, Ovens, and E. Maxman's, | 1 | 10 | 988 | 260 | 12 00 | 139 00 | |
| Maccan to Five Islands, | 2 | 22 | 3120 | 2860 | No return of Revenue. | 98 08 | |
| Mabou to Baddeck, | 2 | 45 | 2912 | 2904 | 8 00 | 320 00 | |
| Margaree, | 2 | 36 | 104 | 104 | 2 00 | 240 00 | |
| Mabou Road to West Lake Ainslie, | 1 | 3 | 520 | 1040 | 28 00 | 20 00 | |
| Mahone Bay to Bridgewater, | 3 | 9½ | 1184 | 1248 | 48 00 | 156 00 | |
| New Germany, | 1 | 18 | 1508 | 1716 | 2 00 | 74 00 | |
| Maitland to Gove, | 2 | 20½ | 1248 | 624 | | 155 32 | |
| Malagawatch to River Inhabitant, | 1 | 28 | | | | 80 00 | |
| Margaree to Baddeck, | 1 | 45 | | | | 180 00 | |

PAYING AND NON-PAYING MAIL ROUTES.

| MAIL ROUTE. | No. of trips per week. | Distance in miles. | Average No. of papers for one year. | Average No. of Letters transmitted over the line for one year. | Average amount of Revenue collected on the line for one year. | Present cost per annum. | REMARKS. |
|---|------------------------|--------------------|-------------------------------------|--|---|-------------------------|------------|
| Margaree to Cheticamp and Eastern Harbor, | 1 | 18 | 1196 | 988 | No Revenue. | 56 00 | |
| Marion Bridge to Garbarouse, | 1 | 15 | 2808 | 1612 | 12 00 | 52 00 | |
| Merigonish W. O. to Piedmont Valley, | 1 | 5 | 624 | 364 | 6 00 | 18 00 | |
| Mira Gut to Albert Bridge, | 3 | 7 | 900 | 468 | 4 00 | 30 00 | |
| Mount Uniacke to South Rawdon, | 1 | 10 | 520 | 520 | 26 00 | 30 00 | |
| Musquodoboit Harbor to Jeddore, | 1 | 12 | 1560 | 780 | 20 00 | 31 00 | |
| New Canada to Parrsboro', | 1 | 10 | 156 | 52 | 1 00 | 49 88 | |
| New Glasgow to Barney's River and Malignant Cove, | 2 | 35 | 73520 | 8060 | 120 00 | 220 00 | |
| South McLellan's Mountain, | 1 | 10 | 2340 | 1040 | 12 00 | 41 50 | |
| Shorbrooke, via Blue Mountain and Gleneelg, | 3 | 52 | 6500 | 5772 | 60 00 | 200 00 | |
| Hopewell, | 1 | 14 | 4940 | 2240 | 24 00 | 39 60 | |
| Caledonia, St. Mary's, via Fraser's River, | 3 | 29 | 8684 | 3380 | 60 00 | 70 00 | |
| Little Harbor, | 1 | 8 | 624 | 364 | 6 00 | 23 80 | |
| Newport to Gore, | 2 | 22 | 15000 | 4940 | 84 00 | 249 80 | |
| Newport Landing, Station, | 3 | 7 | 9620 | 6240 | 108 00 | 114 00 | |
| South Rawdon, | 3 | 5 | 260 | 312 | 6 00 | 72 00 | |
| New Ross to Stoddart's, | 1 | 10 | 2600 | 2080 | 24 00 | 40 00 | |
| Noel to Kennetcook Corner, | 1 | 26 | 1478 | 3500 | 72 00 | 147 00 | |
| Burritcoat and Moose Brook, | 1 | 8 | 5286 | 4628 | 12 00 | 34 48 | |
| North Sydney to Sydney, | 1 | 6 | | 156 | 18 00 | 24 00 | |
| Parrsboro' P. O. to Wharf, | 1 | 7½ | | 4160 | 84 00 | 60 00 | |
| Apple River, via Advocate Harbor, | 1 | 10 | 5304 | 4160 | 0 00 | 208 00 | Main Line. |
| Black Rock, | 1 | 5 | 52 | 104 | | 52 00 | |
| Five Islands, | 1 | 14 | 208 | 312 | 0 00 | 680 00 | |
| Pictou to Amherst, | 1 | 84 | 12064 | 7176 | 36 00 | 80 00 | |
| Earlton, | 1 | 25 | 6812 | 2028 | 24 00 | 134 00 | |
| New Glasgow, | 3 | 8½ | 18928 | 5096 | 24 00 | 73 48 | |
| Pictou to River John, via N. Shore, | 1 | 11 | 5252 | 676 | 36 00 | 660 00 | Main Line. |
| Plaister Cove to Port Hood and Mabou, | 3 | 40 | 1560 | 1716 | 34 00 | 140 00 | |
| Whycocomah, via Rivers Dennis and Inhabitant, | 1 | 37½ | | | | | |

Return showing the name of each Mail Route, &c.—(Continued.)

| MAIL ROUTE. | No. of trips per week. | Distance in miles. | Average No. of papers for one year. | Average No. of Letters transmitted over the line in one year. | Average amount of Revenue collected on the line for one year. | Present cost per annum. | Remarks. |
|--|------------------------|--------------------|-------------------------------------|---|---|-------------------------|------------|
| Poors to River Bourgeois, | 3 | 2½ | 104 | 156 | \$1 00 | \$20 00 | } By Rail. |
| Port Mulgrave to Steep Creek and Sand Point, | 2 | 12 | 2600 | 6240 | 200 00 | 56 00 | |
| Pugwash to Victoria Settlement, | 1 | 22½ | 520 | 884 | 10 00 | 77 88 | |
| Richmond Terminus to Windsor, Truro, | | | | | | 1000 00 | |
| River Dennis to Christmas Island, via The Room, | 1 | 35 | 1612 | 1040 | 18 00 | 1400 00 | } By Rail. |
| Scott's Crossing to Waverly, | 6 | 3 | 3900 | 18980 | 276 00 | 80 00 | |
| Sherbrooke to Indian Harbor, | 1 | 12½ | 1144 | 1092 | 14 00 | 32 00 | } By Rail. |
| Sheffield Mills to North Mountain, | 1 | 3 | 520 | 260 | 24 00 | 40 00 | |
| Sherbrooke to Marie Joseph, | 1 | 18 | 728 | 780 | 14 00 | 28 00 | } By Rail. |
| Sherbrooke Mines, | 3 | 2 | 2392 | 3276 | 54 00 | 100 00 | |
| Wine Harbor, | 3 | 13½ | 3276 | 6604 | 126 00 | 42 00 | } By Rail. |
| Ship Harbor to Carriboo Cove and Lower River { Inhabitant, | 2 | 10 | 2148 | 1196 | 10 00 | 110 62 | |
| Shubenacadie to Glenelg, via Great Eastern Road, | 2 | 84 | 4004 | 2496 | 18 00 | 78 00 | } By Rail. |
| Gay's River and Little River, via { Antrim & Meagher's Grant, | 6 | 24 | 3120 | 4608 | 24 00 | 1020 00 | |
| Maitland and Noel, | 3 | 32½ | 1560 | 1820 | 3 00 | 100 00 | } By Rail. |
| Shubenacadie through Indian Road to Gore, Nine Mile River, Elmsdale, and Welsford, | 1 | 21 | 1456 | 780 | 12 00 | 318 00 | |
| Shubenacadie to Nine Mile River, through Hardwood Lands, Horne's Station, Filmsdale, Gay's Rr. & Shuben'dic. | 1 | 15 | 1664 | 1040 | | 140 00 | } By Rail. |
| South Gut of St. Ann's to St. Ann's, | 1 | 12 | 988 | 832 | | 104 00 | |
| Spencer's to Acadia Mines, | 6 | 13½ | 5200 | 2912 | 96 00 | 38 00 | } By Rail. |
| St. Ann's to North Bridge, | 1 | 5 | 260 | 52 | 3 00 | 64 00 | |
| | | | | | | 26 48 | |

PAYING AND NON-PAYING MAIL ROUTES.

| | | | | | | | |
|--|---|-----|-------|------|--------|---------|--------------|
| St. Andrew's to Guysboro' Intervale, Lochabar, via Goshen, | 1 | 9 | 156 | 104 | | 60 00 | } By Rail. |
| St. George's Channel to Head of West Bay, | 1 | 18 | 416 | | | 39 00 | |
| St. Peter's to L'Ardoise and Grand River, | 1 | 9 | 208 | 408 | 6 00 | 22 00 | } By Rail. |
| Rear Land Sporting Mountain, | 2 | 10 | 1976 | 1560 | 2 00 | 80 00 | |
| Sydney to Ball's Creek and Christmas Island, | 1 | 4 | 208 | 156 | 2 00 | 15 48 | } By Rail. |
| False Bay Beach, Block House Mines, and Big Glace Bay, | 1 | 40 | 1924 | 2028 | 3 00 | 184 00 | |
| Grand Mira, | 1 | 30 | 2304 | 1300 | 12 00 | 195 00 | } By Rail. |
| Catalone and Louisburg, | 1 | 24 | 520 | 364 | 2 00 | 79 36 | |
| Lingan and Low Point, | 1 | 27 | 4056 | 3172 | 24 00 | 152 00 | } By Rail. |
| Little Glace Bay Mines, | 2 | 18½ | 2184 | 1192 | 144 00 | 95 00 | |
| Sydney Mines, | 1 | 17½ | 3276 | 3900 | 108 00 | 99 00 | } By Rail. |
| Sydney Mines to Little Bras d'Or, and Baddeck, | 3 | 30 | 15756 | 109 | | 300 00 | |
| Tatamagouche to New Annan and Balfour Mills, | 2 | 35 | 6188 | 2080 | | 585 00 | } By Rail. |
| Truro Station to P. O., Truro, Amherst, | 1 | 16½ | 4784 | 2652 | | 110 00 | |
| Old Barns, Maitland and Phillips', Earltown, | 2 | 13 | 3536 | 2080 | 60 00 | 200 00 | } By Rail. |
| Pictou, | 1 | 20 | 2756 | 988 | 36 00 | 2276 00 | |
| Pugwash, via Tatamagouche Mountain, | 3 | 50 | | | | 1200 00 | } Main Line. |
| Tasket to Wedge, via W. side of River, | 1 | 5 | 1144 | 780 | 3 00 | 520 00 | |
| Upper Musquodoboit to Sheet Harbor, | 1 | 28 | 104 | 208 | 102 00 | 51 80 | } By Rail. |
| Upper Onslow to Debert, Truro, | 1 | 7 | 2080 | 260 | 18 00 | 119 80 | |
| Wallace to Malagash, | 1 | 11 | 5090 | 1248 | 6 00 | 48 00 | } By Rail. |
| Pugwash, via Gulf Shore, | 2 | 3 | 1300 | 260 | 24 00 | 41 00 | |
| Wallace River to West Chester W. O., | 1 | 12 | 1248 | 106 | 4 00 | 32 00 | } By Rail. |
| Walton to Cheverie, | 1 | 15 | 644 | 416 | 12 00 | 40 00 | |
| Newport P. O. | 1 | 12 | 6408 | 416 | 12 00 | 58 00 | } By Rail. |
| Noel and Burntcoat, | 1 | 12 | 1040 | 2184 | 18 00 | 44 00 | |
| West Cornwallis to North Mountain, | 1 | 17½ | 936 | 832 | 156 00 | 46 00 | } By Rail. |
| | 1 | 15 | | 2400 | 24 00 | 168 00 | |
| | | | | | | 90 00 | |
| | | | | | | 51 74 | |

Return shewing the name of each Mail Route, &c.—(Continued.)

| MAIL ROUTE. | No. of trips per week. | Distance in miles. | Average No. of papers for one year. | Average No. of Letters transmitted over the line in one year. | Average amount of Revenue collected on the line for one year. | Present cost per annum. | REMARKS. |
|--|--|--------------------|-------------------------------------|---|---|-------------------------|------------|
| West Chester to River Philip, through Maccan, West River to Antigonish, Plaister Cove, and Sydney, } including Guysboro'. | 1 | 30 | 2184 | 832 | \$24 00 | \$120 00 | |
| Weymouth to Sabcan's, | 1 | 12 | 1872 | 1040 | 48 00 | 5100 00 | Main Line. |
| Whycocomah to Forks, Margaroo, and east side of } Lake Ainslie, | 1 | 30 | | | 12 00 | 59 00 | |
| Wilnot to Lawrence town, | 1 | 17½ | 884 | 1144 | 62 00 | 70 00 | |
| Willis Foster's to Nicholls' Corner and Bridgetown, | 1 | 26 | 3068 | 520 | 6 00 | 98 00 | |
| Wilnot to Margaretsville, | 1 | 7½ | 7696 | 1564 | 134 00 | 43 92 | |
| Molveni Corner, | 1 | 4 | 4826 | 1352 | 48 00 | 24 00 | |
| Nictaux, | 1 | 6 | 5928 | 1612 | 108 00 | 71 92 | |
| Windsor to Hantsport, | 4 | 9 | 1144 | 2080 | 48 00 | 100 00 | |
| Kentville and Annapolis, | (6 times to form- er and 3 to lit- ter place.) | | | | | 1400 00 | Main Line. |
| Upper Falmouth, | 3 | 5 | 4524 | 1924 | 9 00 | 39 92 | |
| Wolfville to Canning, | 3 | 8 | 23244 | 6344 | 168 00 | 190 00 | |
| Gaspereaux, | 2 | 3½ | 2912 | 2704 | 24 00 | 30 00 | |
| Yarmouth to Chebogue, | 2 | | 4888 | 2496 | 90 00 | 80 00 | |
| Digby, | | | | | | 904 00 | Main Line. |
| Kemptville, | | | | | 78 00 | 112 00 | |
| P. O. Windsor to Railway Station, | 1 | 28 | 7280 | 1872 | | 80 00 | |

A. WOODGATE,
Postmaster General.

General Post Office,
Halifax, 26th January, 1864.

APPENDIX No. 20.

EDUCATIONAL REPORT FOR 1863.

MAY IT PLEASE YOUR EXCELLENCY,—

In conformity with law, I beg to lay before your Excellency, and the two branches of the Legislature, my tenth Annual Report on the state of our Provincial Education.

From the alterations made last winter in the time of holding the semi-annual terms of the Normal School, it was plain that there could be no Session of that Institution last summer ; and I therefore resolved to avail myself of the opportunity of paying a visit to the mother country.

I applied, and obtained leave of absence for three months, and sailed for Europe, the last week in April. My object in visiting Fatherland, was twofold. First, to obtain some measure of relaxation from arduous duties, amid the scenes and associations of my earlier days, and secondly, to inspect some of the most celebrated Educational Institutions in Britain, and on the continent of Europe, as types or representatives of certain systems, and carefully to mark the results of various improvements that had been made in Educational matters during a lapse of fifteen years. Immense efforts had been put forth during that time to provide the adequate quantity of education, more especially with the view of elevating the sunken or sinking masses in almost every community, as well as to impart a far higher equipment of literary and professional qualifications to the teacher. Of these efforts, I was pretty well aware, from the perusal of the Educational periodicals of the day, and from various other channels of information ; but it is one thing to read of the proceedings and results of any undertaking, whether set forth either by friend or foe : it is quite another thing to scrutinize and test the same by minute personal observation.

I therefore resolved, both for my own satisfaction and the general interests of education, in the land of my adoption, to devote the first half of my time to educational instruction and investigation, and this resolution I carried out almost to the very letter.

In all educational visits and enquiries, I endeavoured to keep steadily and prominently before my mind the two important elements of quantity and quality—what had in more recent times been done, and is being done, with the view of securing an adequate quantity ; what has been done, and is now being done, to elevate the quality, and that chiefly through the instrumentality of Normal Schools. It may not be unprofitable that I sketch, as briefly as I can, an outline of these enquiries, and the conclusions forced upon me, in connection with the points just indicated.

QUANTITY.

Under the matter of quantity, I comprehend every thing appertaining to the mere exterior of education, such as the erection of commodious school houses, the providing of the necessary appliances in the shape of furniture, apparatus, emolument of teachers, &c. This involves the two important questions :—What plan is best fitted to secure instruction for every schoolable child in any community ? And supposing that question settled, what scheme should be resorted to, in order to compel the attendance at school of the children of parents completely indifferent to the whole subject.

In reference to the first of these points, it is clear that there are only three distinctive plans:—1st. The associational, or the co-operation of individuals for the promotion of education, irrespective of creed or party.

2nd. The denominational, or the different branches of the Christian Church, either aided or non-aided by governmental grants, putting forth new energies in this cause.

3rd. The national, or the nation assuming the entire responsibility.

As to the first of these plans, there are several associations in Britain, as the British and Foreign School Society, &c., by which great good has been done to the cause of education, both at home and abroad. In reference to the second of these plans—the denominational—it is well known that England has for the last 25 years been passing through an experimental crucible in this respect. There is a national system of education in Scotland, and one in Ireland, but there is nothing of the kind in England. All that is done there for the furtherance of education is through the medium of the different branches of the Christian Church proportionately supplemented by grants made by the Imperial Parliament. All the denominations of professing Christians, have been at work, and have put forth the most gigantic efforts, more especially the Roman Catholics, the Congregationalists, the Wesleyans, and the Church of England. Within the period of some sixteen years, these efforts have added 2740 new schools, improved 1236, built 1492 teachers' residences, and provided additional accommodation for 492028 children, allowing at the rate of 8 square feet of superficial area for each child.

The following denominations and societies have, during the same period, raised the following sums in sterling money for the building or improvement of Normal Colleges alone :

| | | | | | | | |
|------------------------------|---|---|---|---|----------|----|----|
| Church of England, | - | - | - | - | £148,847 | 13 | 2½ |
| Supplemented by State, | - | - | - | - | 69,062 | 10 | 3 |
| British and Foreign Society, | - | - | - | - | 16,433 | 7 | 9 |
| Supplemented by State, | - | - | - | - | 5,000 | 0 | 0 |
| Wesleyans, | - | - | - | - | 33,101 | 9 | 3 |
| Grant by State, | - | - | - | - | 5,049 | 10 | 0 |
| Congregationalists, | - | - | - | - | 12,000 | 0 | 0 |

This body refuses all aid from state as unsound in principle.

| | | | | | | | |
|------------------|---|---|---|---|-------|---|---|
| Roman Catholics, | - | - | - | - | 9,630 | 0 | 0 |
| Grant by State, | - | - | - | - | 3,900 | 0 | 0 |

And if these bodies have raised such large sums purely for the erection of Normal Colleges, irrespective altogether of what has been contributed for their annual support, far greater in proportion have been the sums raised for building or improving ordinary schools.

| | | | |
|---|------------|----|-----|
| The Church of England during that period has raised | £1,285,541 | 8 | 11½ |
| Granted by State, | 476,880 | 12 | 1½ |
| British and Foreign Society, | 87,804 | 6 | 5½ |
| Congregationalists, | 120,000 | 0 | 0 |
| Wesleyans, | 26,305 | 9 | 11½ |
| Grant made by State, | 10,758 | 9 | 8 |
| Roman Catholics, | 13,074 | 11 | 9 |
| Grant by State, | 5,041 | 19 | 2 |

All these sums, with their corresponding supplements, have been raised, be it remembered, purely for building purposes, independent altogether of what they have respectively raised every year for the maintenance of said schools; and what a proof is thus furnished of the huge efforts that have been put forth to meet the clamant necessities of the case. The whole sum raised by these agencies, annually, must be considerably more than a million; and last year the amount granted by the Imperial Parliament was upwards of £800,000 sterling.

The third, and only other plan referred to, is what we have designated the National—the State taking the initiative, and, irrespective of private associations or denominational effort, passing a legislative enactment, by which the education

of every schoolable child within its borders is provided for. Both in Scotland and Ireland, as has just been stated, there exists a national system. The former was established at the commencement of the 17th century. In the first book of discipline it is stipulated "that every several Kirk shall have a schoolmaster, such a one as is able at least to teach grammar and the Latin tongue;" and that in every notable town colleges be established for the diffusion of higher education in languages, logic, and rhetoric.

These proposals were practically secured by the act of the Privy Council in 1616, and more fully and formally by Legislative enactment in 1633. This system, which provided at least a school for every parish or borough, was hence called the parochial system. It is supported partly by a tax on the landed property, and partly by school fees; and the whole internal management and control are placed under the church, as by law established. Not only has the idea of a national education, accessible to all alike, for more than two centuries held sway in the general mind, but the conception of the education which should be given, and of the position and power of the public teacher, was much higher than that common in England. The parish schoolmaster must have received a classical education, and be of irreproachable character, that he might influence the young both intellectually and morally. They were usually men who had spent several years, often seven or eight, at one of the universities, and, coming into contact with all classes of society, they perpetuated this higher idea of public education.

With all the excellencies, however, of this system, and all the benefits that have flowed therefrom, it possesses one radical defect, that is, it makes no provision for an increase of population; and now it scarcely gives education to more than a third of the population. The deficiency is made up by the efforts of the different denominations, supplemented by grants from the Privy Council. Two abortive attempts have recently been made by the Lord Advocate of Scotland to pass a bill through Parliament, that the national system might be commensurate with the wants of the population. The main cause of the failure of the passing of that measure was the influence of the landed proprietors, and of the adherents of the Establishment. Such was the anxiety on the part of many for such a national system, that the very denomination that had exerted itself most proffered its willingness to hand over to the nation, as a free gift, the school houses which its voluntary offerings had erected, even to the number of 700 buildings.

In Ireland there is also a national system of education, established only about thirty years ago. Large national grants have been annually voted to Ireland by the Imperial Parliament, for the promotion of education. Much had previously been distributed by the Kildare Place Society. But this plan did not work satisfactorily, mainly on account of the religious element; and in 1828 a committee of the House of Commons, to which were referred the various reports of the Commissioners of Education, recommended a system to be adopted which should afford, if possible, a combined literary, and a separate religious education, and should be capable of being so far adapted to the religious persuasions which prevail in Ireland as to render it in truth a national system for the poorer classes of the community.

The theory thus clearly enunciated about thirty years ago was not the chance effort of spasmodic legislation, but the evolution of twenty years' thought and debate, and has had every appliance to ensure success. A nation has been its platform; the energy and wisdom of a National Board has for a quarter of a century directed its processes; and the resources of a government have been taxed to evolve the desired results. It is now being wrought out by a vast educational machinery. In the centre is the National Normal School—princely in the architectural outline, rich in its educational provision, giving instruction to upwards of one thousand children daily, and training from three hundred to four hundred annually. Around it, in the country, are twelve distinct Model Schools, to exhibit the best methods and diffuse educational spirit, and 5124 National Schools, having on their roll upwards of 500,000, with a daily attendance of 235,000. Associated with the Normal School, and in its neighborhood, is the Agricultural College, with its lectures and experiments, open to all the national teachers; and with its Albert farm to exhibit all that is valuable in agricultural improvements.

In opposition to this national system there exists what is called "The Church Educational Society," supported by the great bulk of the Episcopal establishment in Ireland. This society holds the principle of State education—admits the right of government inspection, and is willing to submit to it—but refuses all government advantages unless permitted the unrestricted use of the Bible in schools. The whole organization and its actions exemplifies the power of the voluntary system, as springing, not from conviction, but from grievance and necessity. This society wields a commanding influence. About one hundred students emanate from its Normal School annually. It has 1769 schools under its control and supervision—instructs between 80,000 and 90,000 children, upwards of 15,700 of whom are Roman Catholics—and raises about £40,000 per annum.

The Lords of the Committee of the Privy Council on Education refuse all grants to the association, whilst they give them to exactly similar associations both in Scotland and England.

This evidently arises from a determination to support the national system, though in our opinion it savours of the most glaring inconsistency. Such are the only three distinctive ways by which the education of any country may be carried on; such is a brief view of the present condition of Great Britain and Ireland in reference to these ways; and it becomes every enlightened patriot seriously to ponder which of these methods is to be preferred—which is best calculated to accomplish the end in view. The question at present, be it remembered, is not one of principle, but one of plain practical utility. From all that has transpired in Great Britain and Ireland during the last quarter of a century, which of these three methods is most likely to provide every child in the community, between five and fifteen years of age, with an education becoming its circumstances? No one, we think, will for a moment maintain that the first of these plans—the purely associational—is at all competent to cope with the difficulties of the case. However laudable and philanthropic and catholic may be the efforts of such societies or corporations, we have only to look at the work done by the British and Foreign School Society and the Congregationalist body, to be satisfied of the utter weakness of the voluntary method. But if private societies cannot overtake the task, will not the various branches of the Christian Church do it? Let England's past history for a quarter of a century answer the question. Where, in the habitable globe, could the experiment have been made with greater prospect of success? What Church, more inexhaustible in her resources or readier to make sacrifices where her interest is directly involved, than the Church of England, backed and abetted by the most munificent grants out of the public treasury of the country? And yet, after all, what does the last census declare? That there are not less than 2,262,019 of school age who are not at school. The census tables prove that only 599,829 are at work, leaving 1,614,413 unemployed, yet not at school. This, in my opinion, settles the whole matter, and proves to a demonstration that no other plan but the national—that nothing but the state, as such, can actually accomplish the work. And now, it were easy to enlarge on the bounden obligation of a nation to provide the means of a sound education for every child within her border, in token of her allegiance to the great moral governor of the universe. Nay, we maintain that every nation, as such, is bound to do this as a matter of common justice; for we do question the right of a nation to punish any of its subjects for the violation of its laws when it has not used every legitimate means to impart such a competent knowledge of these laws. But we forego these and similar considerations at present, and maintain, as a matter of pure economy—as a matter with which the temporal prosperity of the country is most intimately connected, that its first duty is to see that the requisite means are provided for the education of every child within its precincts. And we were pleased to notice in all our intercourse with the most enlightened educationalists, statesmen, and philanthropists, in Britain, that this conviction is growing stronger; and hence the efforts of such men as Lord Russell, Lord Brougham, Sir John Packington, and such like, to obtain a purely national system of education in England, commensurate with the requirements of the nation. Along with this view, and as soon as the school room door is opened and free to every child, the idea seems to be taking firm root that attendance at school must be enforced.

If parents are by tens of thousands neglecting the education of their children, and allowing them to grow up in ignorance and vice, and if the church and state are both completely baffled in their endeavors to bring within the range of education the hundreds and thousands now growing up in this condition, then, it is maintained, extraordinary remedies must be adopted. The church and the state, both recognised powers, and charged in their different spheres with the welfare of the community, must introduce measures of sufficient energy and strength to arouse the uneducated from their apathy.

The state has a power which no society or church possesses, and is bound to use it; for her self-preservation is no longer believed to depend on the stolidity and ignorance of the industrial population, but on the enlightenment and morality of all classes. The argument is well put by Dr. Guthrie, the greatest of living philanthropists—"From a system of trade which offers up our children to the moloch of money, and builds fortunes, in many instances, on the ruins of public morality and domestic happiness, from the cupidity of some parents and the culpable negligence of others, helpless childhood implores protection. We laugh at the Turk who builds hospitals for dogs, but leaves his fellow-creatures to die unrevered and uncared for. And doing so, we forget that dogs and horses enjoy, by act of Parliament, a protection from cruelty among ourselves, which is denied to those whose bodies and whose souls we leave savage parents to neglect and starve. I lay it down as a principle which cannot be controverted, and which lies indeed at the foundations of society, that no man shall be allowed to rear his family a burden, a nuisance, and a danger to the community. He has no more right to rear wild men and wild women and let them loose amongst us, than to rear tigers and wolves and send them abroad on our streets. What four-footed animal is so dangerous to the community as that animal that unites the uncultivated of a man to the uncontrolled passions of a beast." What interference can there be with the liberty of the subject in demanding that parents educate their children, so long as they are at liberty to send them to any teacher and to bring them up in whatsoever religious belief they please? Does compulsory attention to sanitary measures infringe in the least on the liberties of those who have even a regard to the ordinary laws of health? What additional oppressiveness can there be in compelling those who are satisfied with wallowing in the filth and gloom of ignorance to attend to the ordinary laws of intellectual, social, and moral health and strength; and how can it in the least infringe on any right and privilege which those have who are already doing their duty as parents and citizens? Indeed, an incipient step has already been taken by the Committee of the Privy Council on Education.

The revised code of regulations, as it has been called, which was passed by the Imperial Parliament in 1862, and which created such excitement amongst the educationalists in England, is something like an initiation of the principle. It demands a certain amount of attainment on the part of the pupil at school before the teacher is entitled to his governmental allowance; and why may not such a test be extended to youth generally? Why should not every individual, before entering on any lawful avocation, be required to possess a certain amount of attainment in reading and writing and ciphering, from whatever quarter derived?

The grand obstruction to the introduction of a national system of education in England is the religious element, in consequence of the great difference subsisting between the forms of worship in the establishment and the various dissenting bodies. The most distinguished statesmen and ecclesiastics on both sides of politics have often constructed legislative enactments in the hope of amalgamating all denominations in the cause of education, but have been as often foiled and defeated. The longer I consider the whole of this intricate matter, and the more minutely I inspect the situation and circumstances of all countries in reference to it, I am the more completely shut up to the conclusion that the only way of arriving at a practical solution of the difficulty is that which I promulgated years before my connection with the educational interests of this country, and which is now substantially acted upon, viz. : that the Legislature do not interfere with the subject at all, but devolve the whole responsibility of the religious element upon the local trustees, acting in the name and on behalf of the parents of the district.

This scheme recognizes the triple alliance of the parent, the church, and state, in a National System of Education. The state makes provision for the requisite quantity, and the parent, operated upon by the church, sees that the education given is of the right sort. Though this may not be the optimism of the question, it is, in our view, the only practicable method of solving the difficulty; and, as far we could observe when in Europe, is the ultimatum to which the opinions of the most enlightened educationalists are tending.

QUALITY.

The other point to which I mainly directed my attention, on occasion of my recent visit to the old world, was the means resorted to for elevating the quality of education.

It is in this department—which may be styled the inner life of education—I noticed that the greatest efforts had been put forth, and the mightiest strides taken. The immense machinery at work, and the large expenditure of means in qualifying the teacher, both in a literary and professional point of view, for the right discharge of the duties of his office, are all but incredible. It is for this branch that the efforts of the Committee of the Privy Council in education are principally directed—beginning with Apprentice teachers, carried on with Queen's scholars, and fully terminated with Certificated teachers. The apprentice teachers are engaged to act as the assistants of a certificated teacher as early as 13 years of age, and continue till they are 18, receiving their education gratuitously, in lieu of services rendered—the master of the school drawing annually from the treasury from £5 to £10 sterling, according to the stage of advancement of said apprentices. Periodically these apprentices are examined by Her Majesty's Inspectors of schools; and at the end of five years still more rigidly, with the view of being transferred to an authorized normal school.

The sum expended upon apprentice teachers in 1859 was not less than £158,000 stg. If at the end of their apprenticeship, they stand the test of a searching examination, they are enrolled as Queen's scholars, and handed over to some normal college, which they are obliged to attend for two years, receiving £30 per annum for their support. At the expiry of this time they are subjected to another examination, by passing which they are admitted on the list of certificated teachers, and entitled, all the remainder of their days, when teaching, to exactly the half more of the sum received from the managers of the school under their charge. If, for example, they get from the managers the amount of £60, they can draw from the government the amount of £30 stg.

The normal schools of the country contain the embodiment and exposition of all the improvements recently effected on the inner processes of education in connection with the equipment of the teacher. And these institutions have increased amazingly. Less than thirty years ago and then were only two or three of these schools in the whole of Great Britain and Ireland, and now there are upwards of thirty in active, vigorous operation; all representations or types, or modifications of the inner process of education. Fourteen of these I visited: six types, less or more of the natural or training system—four in Scotland, two under the Establishment, and two under the Free Church; two in England, one at Westminster, under the Wesleyans, and another at Homerton, under Congregationalists; one type of Pestalozzian or Objective System, under Home and Colonial School Society, principally supported by adherents of the Church of England; two types of Monitorial or Lancasterian System, one for males and the other for females, under the auspices of the British and Foreign School Society; two furnishing typical modifications of the verbal and Pestalozzian system, one at Chelsea, under the direction of the High Church party of the English Establishment, and the other at Battersea under the Low Church party.

Let us now briefly advert to each of these systems, not in order of their origin but of their natural development.

1st. The lowest is the monitorial, or, as it is sometimes designated, the Lancasterian or Madras system. It takes up and defends the position that the best style of carrying on the school establishment is to make the elder scholars educate the younger, the master coming in contact only with the former, and managing the

school or schools, if contiguous, entirely through them. In one word, the head master acts as captain of the company, and the more advanced pupils as lieutenants.

This is the purely unmitigated form of the monitorial system. It took its rise in England towards the close of last century, under the auspices of Joseph Lancaster, an educational enthusiast, who evidently borrowed it from the tactics of the military life; and pretty much about the same time in India under Bell, of Madras, who, it is said, took his model from the pursuits of the naval life. It possessed all but dominant sway in England at the commencement of the present century. It possesses several excellent points. It furnishes the cheapest education for the masses, and completely adapts itself to the ideas entertained by the higher classes in England regarding the education of the lower. Its arrangements are well fitted to secure order and external obedience, and effected a great improvement on the old routine system of confusion and tyranny that but too generally prevailed. Above all, it is well fitted to single out and test those who possess anything like a natural aptness to teach. But, with all these advantages, it possesses egregious defects, the most palpable and glaring of which is its inability to accomplish the high end of a sound education—the development of all the powers of the human mind, intellectual and moral, by the imparting of knowledge, and the reducing of the whole to practical effect.

Boys teaching boys can only direct the mechanical or physical movements, and in verbal education the boys power cannot throw the school in advance of itself. The springs of intellectual and moral life lie too deep for its touch, and the formation of character is altogether beyond its sphere. Accordingly, I found this method all but entirely abandoned. It is true the system has left its impress on the improved mechanical arrangements of many of our public schools, in the teaching by monitors of certain branches, such as writing and the more mechanical parts of arithmetic.

In the Borough Road Normal School, where there used to be the finest illustration of this system, nothing now remains but the mere shell. The children were still arranged in groups in the middle of the floor, but the classes were all taught by apprentice or pupil teachers, and not by the older boys. Even in the fine establishment well known by the name of the Madras School, at Saint Andrews, built and most liberally endowed by its founder, Mr. Bell, of Madras, and which I carefully visited, nothing is to be seen of the purely monitorial system. Some of the masters smiled when I asked them to show me some specimens of its working, whilst others distinctly declared that it was not at all suited to the educational atmosphere of Scotland.

2nd. The next in the order of development is the verbal or the explanatory, or, as it is sometimes called, the intellectual system. This system professes to make everything plain to the understanding of the youngest and most stupid. It denounces the purely memoriter process, and aims at operating on the memory through the medium of the understanding, and this it does by a process of simplification both in the analysis of terms and clauses. For this purpose it gives lists of roots, with prefixes and affixes, requires these to be committed to memory, and applied to every lesson, according to circumstances. It also introduces into common schools the subject of mental arithmetic; or at all events it gives this branch a far greater prominence than ever it had before. This system was first practised in the sessional schools of Edinburgh, under the auspices of such men as Mr. Wood and Mr. Andrew Thomson, and amongst the middle classes in the Circus Place schools. Mr. Gall, printer, and other devoted philanthropists of the day, labored to work out the same idea in the Sabbath schools.

No thorough educationalist will hesitate for a moment to admit that this was a mighty improvement on the old rote system, if system it can be called. It did for mind what the monitorial system did for the body. It effectually arrested and awakened the public mind to see what could be done by external appliances. It operated powerfully, too, in popularising sciences, discarding technicalities, and bringing it down to the level of the understanding of the weakest and most untutored mind. It is well calculated for the imparting of knowledge, for the enlisting of the interests of the young, for the facilitating of the memory process, rendering it no

longer the memory merely of words but of ideas; and yet, withal, the powers of the mind may remain uninfluenced and undeveloped. It has nothing but the pouring in process, after all—the mere communicating of knowledge, however valuable in itself, and simplified in its mode. All this may be done, and how often, alas! is it done, and the various powers of the mind unexercised and unstrengthened; and thereby, in a great measure, unfit for battling with the duties, the difficulties, and the trials of life. In one word, though it professes to be intellectual instruction, and yet even this we again repeat is an improvement on the old rote system, whose length and breadth were nothing but a knowledge of signs; not of realities, of words; not of thoughts.

3rd. The third system is the Pestalozzian, or the Intellectual, Social, and Emotional. It is so called because it levies a tribute on the objects of nature around, cultivating all our observational powers, and rendering the knowledge obtained through them as so much valuable material for the reasoning process. It professes, too, to cultivate all the social and emotional principles of our nature. This was the first systematic attempt to adapt the external appliance of education to the nature of the child, so that all the parts of that nature might be developed, and rendered capable of the work for which they were intended. It owes its origin to Pestalozzi, a devoted enthusiast in the cause of education, who evidently comprehended more clearly than any of his predecessors the end of education, and the means fitted for its accomplishment. Some of his principles are sound; others without foundation in nature, and consequently false in philosophy, and hurtful or useless in application. "All our knowledge," he says, "arises out of number, form, and words."

I. This system must teach the children to look attentively at every object which they are made to perceive as unity, that is, as separated from those others with which it appears in connection.

II. It must teach, as early as possible, names and words applicable to all the objects with which they are acquainted; and yet, notwithstanding, the basis is too narrow, leaving unnoticed many avenues of observation and thought, and giving too much value to language, as if observation were impossible without it.

On these and a few similar principles Pestalozzi constructed an elaborate system, applying it to every department of study. Method, with him, led to fanaticism. He made his compendiums all sufficient, and reduced the teacher to the level of a machine, giving no value to his mental life and moral power. The religious element was undefined and powerless, and here lay its utter feebleness. The whole system wanted power and purpose. While Pestalozzi gave many a noble creation of intellect and imagination, he yet raised no central column of enduring principle, around which he might entwine and preserve his special methods.

His principles and methods have, however, been adopted in Britain and in several parts of the continent, in so far as they deal with the social sympathies of the young, and thus bring their spirits away from the narrow details of mere book knowledge to the facts and forms of nature. Its influences are, on the whole, limited to infant schools, yet it is difficult to say how much of the geniality and joyousness of these schools is attributed to Pestalozzi's plans. It is to this same educationalist, too, that we are indebted for our *object lessons*.

4th. The last of these systems is designated the Natural, and sometimes the Training system.

It is called the natural, because it professes to adapt itself to all the powers and energies of the child's compound nature, physical, intellectual, and moral; and these, in all their relations, influences, and tendencies. Whatever are the characteristics of the child's nature, destined to be expanded and developed by human agency, it declares its readiness to meet and apply every means for their enlargement and growth. In this respect it goes a step further than Pestalozzi, and that a very decided one. Its object, in short, is so to treat the boys and girls in so far as human instrumentality goes, as that they shall become the man or woman capable of taking the position and performing the duties for a nation their Creator intended them.

It is called the training system because of the method it pursues in the accomplishment of that object. It starts on the principle that there is no way by which

the growth of all the parts of the child's compound nature may be promoted and advanced but the one of use and exercise, and maintains that the grand instrumentality of the teacher is just to devise and execute those means by which the child shall be constrained, in the whole educational process, to employ its own powers. However simple this principle may be; however accordant with philosophy, revelation and experience; however forcibly it may commend itself to the approbation of every reflecting mind,—it is marvellous to observe how very little it is practically sympathized with; how very rarely, even on the part of those who cannot but admit its soundness, do we see it visibly exemplified. "This," says one of the most distinguished and influential and experienced educationists of the day,—“This is the only system which has survived in all its parts the test of manifold experiments, at home and abroad, and is still being discussed, analysed, opposed, and vindicated, by many of the more scholarly educationalists of Britain and America. It is rapidly drawing to its support those who feel that to educate a country demands more than the building of schools, appointing and salarizing of teachers, and instructing children in the ordinary branches of education—that it demands the culture of the social sympathies, the expansion of intellect, and that moral life be made vigorous and consistent. To this higher and more difficult task, educationalists will have yet more fully to direct their attention, as the ultimate success of every national experiment depends on the value attached to the formation of character.”

This system of education was not incidentally suggested like Bell's or Lancaster's, by military or naval discipline, nor like Pestalozzi's, in theories, and by dreams apart from reality, but was gradually evolved amid the changes and demands of life, and is founded on experience.

It is, in truth, a creation of necessity: it deals with the inmost elements of intellectual, moral and spiritual life; it lays hold of the great principles of action, giving true motion and right object, and wields all, as instruments, in preparing man, so far as human agencies can avail, for the struggles of this life, and the services of that which is to come.

It was, in every way, gratifying to me that, after the lapse of fifteen years, this system, in all its essential features, is rising, in the estimation of all enlightened educationalists, and gradually working its way into the most celebrated normal school establishments.

Not long since, Dr. Duff—and there are few, if indeed any, higher educational authorities—publicly affirmed that it was the best system he knew.

The most noble the Lord President of the Council, stated to a deputation from Glasgow, who prayed for a grant to assist them, “that all the improvements in education worthy of the name, that of late years had appeared in England, could easily be traced to the normal seminary at Glasgow—that is, the seminary where the system was first worked out and exhibited.” The best illustration and embodiment of this system which I saw in all my travels, was in the normal, model and practising schools of the Wesleyans, in Westminster, London. In my opinion, this constitutes the beau ideal of a normal school establishment.

As soon as I had finished my educational explorations in Britain, I proceeded to the continent, taking the countries of France and Belgium as exemplifications of the state of education. I had originally intended to go as far as Prussia, but was informed by the educational authorities in London that Prussia was retrograding, whilst Belgium was on the progressive; and being so much nearer, I preferred the latter. In both these countries, the exterior of education—that is, everything appertaining to the support and organization by civil enactment—is in a condition of high advancement.

In France nothing can exceed the beauty and consecutiveness of the arrangements, from the lowest element of any school up the University, and all under one uniform regimen;—and so is it in Belgium. My limits will not admit of my giving even an outline of the admirable national systems of education existing in these countries. I may state, however, that I visited two distinguished normal schools in France, and one in Belgium. Of the normal schools visited in France, one was at Courbevoie, in the environs of Paris, under protestant direction, and the other was at Versailles, under Roman Catholic superintendence. I

spent the greater portion of a day at each of these institutions, but saw nothing really worthy of notice. The external accommodations were sober enough, not equal to what we have in this Province; and they both seemed to partake more of the character of academies, for imparting a higher degree of scholarship, than that of professional training. To neither were there model or practising schools attached.

The pupil teachers, I was informed, went for practice to some of the common schools in the neighborhood. I could not help being struck with the prominence given to music and gymnastics at both these institutions. In this I saw at once the secret of the skill and success of the French nation in military tactics. From Paris I proceeded to Brussels, and learned there that the most distinguished Normal school in that country was at Nivelles, about forty miles from the capital. I also learned that this institution had obtained its celebrity mainly through the instrumentality of a Mons. Braune, Professeur de Methode, and who had written several able and elaborate treatises on the business of teaching. I procured a manual of his system, and spent a whole day in making myself master of the same; and then proceeded to Nivelles. I was fortunate in finding the institution, with its model schools, in full working condition, and as soon as I delivered my credentials I received every possible attention from Mons. Braune. In this town there are two normal schools, one for males and the other for females, and under the most thorough control of the Roman Catholic Church, there being a high Ecclesiastical Superior in each establishment. All the pupil teachers, and there might be about 150 in both, are lodged and boarded within the premises. I inspected the whole of the two establishments—visited the model schools throughout the city, and especially the Rindergarten—heard Mons. Braune lecture and catechise the students, bringing out very clearly the difference between education and instruction—and thereafter addressed the students for about fifteen minutes the best way I could in a foreign tongue. This was undoubtedly the happiest and most profitable day I spent on the continent of Europe. The remarkable kindness and attention I received from all the officials shall not soon be effaced from my recollection.

I returned to Nova Scotia by the first steamer in August; and after making up my arrears in the way of correspondence, &c., I set out for Cape Breton, where I spent nearly two months, visiting and inspecting the schools in the counties of and Cape Breton.

Before I left for Europe it had been arranged, in consequence of there being no session of the normal school, that Messrs. Mulholland and Rand act as inspectors of schools during the summer months—the former taking the counties of Pictou and Colchester, and the latter those of Kings and Annapolis. This arrangement was faithfully carried out. On my return I took my share of this labor, and devoted all the time I could spend, consistently with my other duties, to the counties of Richmond and Cape Breton. I also visited and addressed public meetings in several places in the counties of Victoria, and Inverness; but could not overtake the schools.

The reports of Messrs. Mulholland and Rand are appended. I believe that no small amount of good has already flowed from this inspectorial work, furnishing substantial evidence of its innumerable advantages were it regularly and systematically prosecuted.

NORMAL AND MODEL SCHOOLS.

The winter term of the Normal School was opened, according to the appointment of the Commissioners, on the first Wednesday of November last. The attendance is as large this winter as on any former occasion, so that the additional seats and desks provided two years ago have been again called into requisition. The number enrolled was seventy-eight. The great majority of these have prosecuted their studies with diligence and success, and I have little doubt but a fair proportion of them will turn out industrious and efficient teachers; and though I have already alluded to the subject, I cannot here again help reverting to the absurd and unreasonable expectations of not a few throughout the province in reference to those who have graduated at the Normal School, either as first or second class teachers. It seems to be imagined that whosoever has attended that institution

for one or two sessions, and has obtained a diploma, must of necessity turn out a surpassing teacher—as if the passing through the mill of the Normal School could revolutionize or remake the man or woman!

Had the Province of Nova Scotia dealt out the same liberality towards her normal college and model schools that every other colony in the British dominions has done, that every State in the Union has done, that Great Britain herself has done—had she made provision for the whole, or even the partial, maintenance of the students in attendance—then the qualifications of those seeking admission would at once have been raised, and those emanating from her walls would have, generally speaking, possessed a very different degree of scholarship and educational power.

But, even supposing the Normal School at Truro had possessed all these advantages—had it been placed in vastly more propitious circumstances—I never could have expected to see more than a third of her graduates thorough going efficient teachers. All the members of the learned professions, the lawyers, the doctors, and the ministers of the land, have generally passed through a course of collegiate instruction, of professional training, of five, or six, or seven years' duration, and how many of them rise to real eminence in their calling? I will venture to say not more than one in every ten, and not above a third of them, if there is even that proportion, rise above the point of mediocrity. Such may say, and say with a great deal of truth, that it was because of external hindrances, because of unfavorable circumstances, that they have not reached a higher point of distinction. And so say we respecting the graduates of the Normal School. The half, if not more than the half, of the failures in teaching that have taken place amongst them has been owing to the want of sympathy and support on the part of the people amongst whom they have labored; and yet all is attributed to the Normal School. The real merits of the Normal School of this province, or of any other country, can only be fairly and impartially judged by the testimony of those who have attended. About 900 of the choicest of Nova Scotia's sons and daughters have attended the Normal School at Truro since its commencement, and, if out of that number fifty can conscientiously declare that they have neither, in the matter of scholarship nor of professional training, derived any advantages from attending, then, I say, let the whole of the establishment be swept away, or at all events let the mode and management that have been pursued be placed on another footing altogether.

But to return from this digression. I observed in the different normal schools I visited, and from the intercourse I had with the leading minds in these institutions, a strong tendency in the management of the same to give more special prominence to the practising in the model schools. I am persuaded that this practical knowledge is of more service to the great bulk of our teachers than high scholarship; and I have accordingly, this winter, given more time and attention to this matter than heretofore. The introduction of the practice of allowing the students to criticise one another on their performance in the model schools, has produced, in my opinion, a very salutary influence.

Another new feature in the proceedings of the Normal School this winter has been the formation of a volunteer corps among the male students. Though this is a novelty in the history of this institution it is in perfect accordance with the whole of its teachings, and with the importance that has been all along attached to the subject of physical education. Independently of the benefit of the exercise which their drill necessarily involves, and the improvement it must effect upon their gait, it will be of vast service to them as the future educators of the young, not only in giving them a far greater command over the mental energies of those committed to their care, but in inspiring them with a taste for military tactics.

The attendance at the model schools has been about its usual average during the course of the year. I have no hesitation in saying that, after a minute inspection of the model schools attached to the most celebrated normal colleges, there is at Truro a style and character of teaching equal to any I witnessed either in Britain or on the continent.

STATISTICAL TABLES.

On the matter of the tables there seems little deserving of notice. On no former occasion have I been put to greater inconvenience by the tardy arrival of the returns of the school boards. It was only last Saturday, February 20, 1864, instead of December 31, 1863, that I received the returns from Annapolis board; and even yet there is still one awaiting. Every succeeding year I have intimated the slender reliance that can be placed on these tables, and that if any conclusions are drawn they must be the merest approximation to the truth.

Taking these tables at their value it would appear that there were in attendance at the common schools last summer 3633 more children and 139 more schools in session; and yet, notwithstanding this increase in the number of scholars and schools, there is a very considerable falling off in the contributions of the people—not less than \$15,000—and this has, as a matter of course, largely reduced the average salary of each teacher; it has fallen from \$166.53 to \$146.13.

Although the clerks of the board have positive instructions to forward to the Superintendent duplicates of the grammar school returns sent to the Financial Secretary's office, I have received not more than ten of these, so that I have not attempted to present the grammar schools in a tabular form.

If the bill at present before the Legislature did nothing but make provision for the obtaining of a reliable body of educational statistics, it would confer no small boon on the province.

BOOKS.

The \$2,400, appropriated by the Legislature for the purchase of school books for the poorer settlements, have been expended. As usual, the vouchers, with other papers, will be laid on the table of the Educational Committee. In connection with this subject, I may state that a new arithmetic has recently been published by Messrs. A. & W. McKinlay, called the "Nova Scotia Arithmetic." This arithmetic was mainly composed by W. R. Mulholland, Esq., mathematical teacher of the normal school, with the view of meeting the wants of the province in this essential branch of a common school education, in reference to decimal currency, exchange, &c. It consists of two parts, the first being intended for primary schools, and the other for more advanced. In its plan and execution, it reflects no small credit on the professional attainments of that gentleman, whilst it supplies a great desideratum to the province. A new edition is already in course of preparation for the press, which, it is hoped, will be still more free from mistakes, and contain a larger number of additional exercises. We know not an arithmetical book of the same size that is sold at the same moderate price, entitling the publishers to the best thanks of the province.

I have the honor to be, Sir,

Your Excellency's most obd't. and humble serv't.,

ALEXANDER FORRESTER.

INSPECTORS' REPORTS.

COUNTIES OF KINGS AND ANNAPOLIS.

SIR,—

In my report already forwarded, you have a minute account of the condition of each school, and of each school district visited.

I now lay before you a more general view of the whole.

My labors, as you are aware, began at the middle of June, and continued till the middle of October. These four months were wholly devoted to an inspection of the schools of Kings and Annapolis.

The following are the general statistics of the different townships:—

SCHOOL HOUSES.

| SCHOOL BOARDS. | Good. | Middling. | Poor. | Well seated. | Badly seated or poorly arranged. |
|---|-------|-----------|-------|--------------|----------------------------------|
| KINGS COUNTY. | | | | | |
| Township of Cornwallis, - - - - | 18 | 13 | 15 | 7 | 39 |
| Horton, - - - - | 10 | 3 | 3 | 5 | 11 |
| Aylesford, - - - - | 5 | 4 | 4 | 4 | 9 |
| ANNAPOLIS EAST. | | | | | |
| Township of Wilmot, - - - - | 13 | 3 | 4 | 8 | 12 |
| Granville, - - - - | 2 | 1 | 1 | 1 | 3 |
| Annapolis, - - - - | 4 | 4 | 4 | 3 | 13 |
| ANNAPOLIS WEST. | | | | | |
| Township of Clements, - - - - | 4 | 5 | 5 | 1 | 13 |
| Annapolis, (except Dalhousie and Perote,) - - - - | 4 | 2 | | 4 | 2 |
| Granville, - - - - | 8 | 2 | 3 | 4 | 9 |

DISTRICTS—CONDITION OF SCHOOLS, &c.

| SCHOOL BOARDS. | No. of districts. | No. of Schools in operation. | No. of Schools vacant. | Superior. | Satisfactory. | Middling. | Inferior. |
|---|-------------------|------------------------------|------------------------|-----------|---------------|-----------|-----------|
| KINGS COUNTY. | | | | | | | |
| Township of Cornwallis, - - - | 46 | 45 | 11 | 1 | 26 | 10 | 6 |
| Horton, - - - | 20 | 15 | 6 | 1 | 5 | 5 | 1 |
| Aylesford, - - - | 18 | 9 | 8 | | 7 | 1 | |
| ANNAPOLIS EAST. | | | | | | | |
| Township of Wilmot, - - - | 22 | 20 | 2 | 2 | 11 | 3 | 3 |
| Granville, - - - | 5 | 5 | 1 | | 3 | 2 | |
| Annapolis, - - - | 18 | 11 | 7 | 1 | 3 | 1 | 1 |
| ANNAPOLIS WEST. | | | | | | | |
| Township of Clements, - - - | 13 | 10 | 3 | | 4 | 2 | 2 |
| Annapolis, (except Dalhousie and Perote,) - - - | 5 | 6 | 2 | 2 | 1 | 3 | |
| Granville, - - - | 14 | 8 | 6 | 4 | 3 | 1 | |

FAMILIES IN DISTRICTS, &c.

| SCHOOL BOARDS. | No. of families in districts. | No. of families supporting schools. | No. of children of schoolable age. | No. of children at school. | Average attendance. |
|---|-------------------------------|-------------------------------------|------------------------------------|----------------------------|---------------------|
| KINGS COUNTY. | | | | | |
| Township of Cornwallis, - - - - | 1769 | 529 | 2822 | 1210 | 857 |
| Horton, - - - - | 864 | 220 | 1192 | 430 | 300 |
| Aylesford, - - - - | 446 | 175 | 702 | 271 | 175 |
| ANNAPOLIS EAST. | | | | | |
| Township of Wilmot, - - - - | 722 | 267 | 1134 | 671 | 438 |
| Granville, - - - - | 185 | 72 | 297 | 144 | 92 |
| Annapolis, - - - - | 389 | 136 | 668 | 258 | 163 |
| ANNAPOLIS WEST. | | | | | |
| Township of Clements, - - - - | 341 | 150 | 626 | 264 | 171 |
| Annapolis, (except Dalhousie and Perote,) - - - - | 202 | 85 | 293 | 167 | 121 |
| Granville, - - - - | 441 | 110 | 726 | 236 | 181 |

REMARKS.

NUMBER OF SCHOOLS IN A DISTRICT, ETC.

It will be noticed that there are apparent discrepancies between the number of school districts in which schools were in operation, and the number of districts. It not unfrequently happens that there are two, and sometimes even three or four schools in a single district. In some cases the districts are too large; but in far more, petty jealousies are the fruitful cause of unnecessary and injurious multiplication of schools. Provincial aid is generally extended alike to all, and thus the evil is perpetuated. This is a clamant defect, and needs an immediate remedy.

It will be noticed, also, that the number of schools in operation is in some cases greater than the number examined. On account of vacations, or the illness of teachers, I was unable to see such schools in operation.

GRANTING OF LICENSES.

Among the Boards visited there exists little uniformity in the qualifications actually required of applicants for licenses; and none in the scale of distribution of the Provincial grant to teachers.

In Kings County, eighteen of those engaged in teaching had not been examined by the Board. Of these, however, the greater number had made either a formal or informal application for a license, and were probably examined at the end of the term.

SCHOOL HOUSES, ETC.

It is pleasing to record a good degree of public interest concerning the erection of suitable school houses. There are many neat and commodious houses already erected, especially in the township of Granville; while many new ones are either in process of construction, or are about to be undertaken. Still it will be seen that there are many 'poor' or 'middling' reported, while in some districts there are no houses at all. Most of the 'poor' houses are found in the rising districts.

The *site* of the school-house is often low, wet, and in every way unsuited for the purpose. But few houses have commanding views,—often scarcely a view at all,—while most are devoid of that essential arena for moral and physical training—a well-enclosed play-ground.

SCHOOL FURNITURE.

By reference to my synoptical reports, you will see that a very large proportion of the schools is yet without suitable furniture and apparatus. In most of the new houses and in those recently repaired, the desks are arranged after the modern style, adding greatly to the convenience of the teacher, and to the comfort of the pupils. But the great majority of houses are miserably seated. This is a capital defect, and seriously impairs both the physical well-being of the children and the general *morale* of the school.

A few schools have been furnished with globes, from the use of which the pupils are deriving great advantage. It is desirable that a more extended use of globes, may be had in our common schools.

I regret that I have to report but very few schools as well equipped with wall-maps. Trustees, and even teachers, are too often content with the small paper maps distributed by the commissioners. Pupils are obliged to clamber close up to the map to see anything distinctly; thus losing the bold outlines of a good wall-map, wasting time, and creating a scene of disorder.

Black-boards are found in almost every school; yet the majority of teachers visited make not the slightest use of them. An immense power is thus lost from the want of knowledge on the part of the teacher.

SCHOOL BOOKS.

The utmost diversity obtains in the sorts of books used. No two schools were found uniform in this respect. This is a serious drawback to progress in common school education. Time is wasted, classification deranged, and supreme disorder introduced. A uniformity of suitable text-books would be a great boon.

SCHOOLS IN VILLAGES.

The best schools that came under my inspection were not found in towns and villages. This fact is not a little remarkable. These centres ought to present models for general imitation. This will not, perhaps, be the case, until the vantage ground given by a somewhat dense population is laid hold of and turned to practical account. The principle of the division of labor applied to the business of teaching, suggests, at once, the system of graded schools for villages and towns. Vastly more work might be done, and done better and cheaper, by the adoption of this simple principle.

DEFECTS IN TEACHING.

There is a lamentable want of a knowledge of the practical business of teaching. Many teachers do not know how to seat their pupils in the forms. Classification and appropriation of time are largely overlooked. As to method, the great defect lies in the teaching of the elementary branches. The alphabet is generally taught by giving the names instead of the powers of the letters. Thus the real groundwork of all good education is entirely neglected. But little attention is paid to the subject matter of what is read. Care is not taken to weave the story, or sentiment, or general course of thought, into the texture of the pupil's mind. In short, the whole matter of English reading, with its kindred branches, is dealt with far too much as a mechanical thing. The children are not trained to think for themselves. The same remarks apply with equal force to arithmetic. Children are plunged at once into signs, without first being made familiar with number through objects. In the case of those more advanced there is a great neglect of thoroughness in mastering the fundamental rules.

While I feel it my duty to point out in a general way these defects, I am glad to state that I visited many teachers to whom these remarks will not apply. These are an honor to the profession.

It has been my aim to do what I could to advance the interests of the schools in the districts visited. Where no schools existed I have striven, both by public addresses and from house to house, to impress upon the people a sense of their responsibility to the young. I have, in almost every instance, spent an hour or more in private conference with the teacher, offering such suggestions on classifi-

cation, appropriation of time, method of teaching the elementary branches, &c., as seemed calculated to further the efficiency of the school. With one exception the teachers received me with great kindness, and expressed their thanks for suggestions offered. I am happy to report that the people, in numerous instances, have repaired, re-seated, or otherwise improved, their school houses at my suggestion. In several cases new houses have been pledged, and contracts for some have been already taken.

In conclusion, I beg to tender to Commissioners, Trustees, and other friends of Education, my sincere thanks. Their aid in collecting statistics, their presence at the schools, and their assistance at public meetings, were important helps in my work.

I remain, sir,

Yours, respectfully,

T. H. RAND,
Inspector.

REV. ALEX. FORRESTER, D. D.,
Superintendent of Education.

COUNTIES OF PICTOU AND COLCHESTER.

SIR,—

In compliance with your instructions, I proceed to lay before you a general abstract of the condition of the schools within the Boards inspected by me.

Over four months were spent in visiting the schools and vacant districts of North Pictou, South Pictou, Colchester, and Stirling.

The general statistics are as follows :—

DISTRICTS—CONDITION OF SCHOOLS. &c.

| SCHOOL BOARDS. | No. of Districts visited. | No. of Schools in operation. | No. of Schools vacant. | No. of Districts having no Schools. | Grammar. | Superior. | Good. | Satisfactory. | Inferior. |
|----------------|---------------------------|------------------------------|------------------------|-------------------------------------|----------|-----------|-------|---------------|-----------|
| North Pictou, | 58 | 5 | 4 | | 2 | 5 | 17 | 7 | 22 |
| South Pictou, | 47 | 41 | 12 | 3 | 1 | 2 | 10 | 10 | 18 |
| Stirling, | 23 | 19 | 4 | 1 | | 2 | 8 | 2 | 8 |
| Colchester, | 40 | 30 | 12 | 2 | | 1 | 12 | 6 | 23 |

SCHOOL HOUSES.

| SCHOOL BOARDS. | New. | Superior. | Good. | Inferior. | Log. | Unfinished. | Well seated. | Badly seated. | Private houses. |
|----------------|------|-----------|-------|-----------|------|-------------|--------------|---------------|-----------------|
| North Pictou, | 12 | 4 | 22 | 17 | 1 | 23 | 5 | 39 | 3 |
| South Pictou, | 9 | 4 | 18 | 22 | | 19 | 7 | 42 | 2 |
| Stirling, | 7 | 1 | 13 | 8 | | 8 | 1 | 22 | |
| Colchester, | 7 | 1 | 16 | 20 | | 4 | 8 | 23 | |

FAMILIES SUPPORTING SCHOOLS, &c.

| SCHOOL BOARDS. | Families in districts exclusive of towns. | Families supporting schools exclu. of towns | No. of school-able children in district. | No. in attendance. | Avg. daily attendance. | Present. |
|----------------|---|---|--|--------------------|------------------------|----------|
| North Pictou, | 1191 | 748 | 2428 | 2057 | 1252 | 1205 |
| South Pictou, | 1441 | 895 | 2707 | 2297 | 1219 | 1107 |
| Stirling, | 506 | 321 | 1179 | 751 | 431 | 341 |
| Colchester, | | 5118 | 2056 | 1706 | 984 | 1072 |

GENERAL REMARKS.

SCHOOL DISTRICTS.

There is a great diversity in the different Boards in reference to the districts. In North Pictou and Sterling the districts, with few exceptions, are pretty well defined; but in Colchester there is need of revision—while in South Pictou, with rare exceptions, the districts can scarcely be said to be defined at all. This deficiency leads to endless bickerings and jealousies, and seriously retards the interests of common school education.

SCHOOL HOUSES.

An increased interest in the erection of school houses is generally manifest. The old houses, which are yet numerous, are gradually being displaced by new ones of a good order. North Pictou is rather in advance of South Pictou, while the latter can boast two of the best houses in the Province. In parts of Colchester there are many neat and well-finished houses, though I regret to report that in several instances I found the quality of the school to be in inverse proportion to that of the house.

The school houses are almost invariably located hard by the public highway; consequently there are few play-grounds for the pupils. A good many of the houses are built on private property.

The choosing a site for the school house is usually attended with serious difficulties. Individual preference holds sway; districts are embroiled, and the evil results are entailed upon the community for years.

SCHOOL FURNITURE.

With few exceptions, all the old houses are very badly seated. The seats are so arranged that the teacher seldom sees the face of his pupils; while no proper support is furnished either to the feet or back. The new houses are generally well seated with home-made furniture, particularly those of New Glasgow. There is a great want of apparatus necessary for the carrying out of a good education. Many schools have no maps; and in those where maps are to be found, they are generally so small as to be nearly useless. Blackboards are to be found in nearly all the schools; but not a few of them are too small to be of any service. A few teachers seem to know the value of the blackboard for the purpose of illustration, but many neglect the use of it altogether.

SCHOOL BOOKS.

The school books in general use in the Boards inspected by me, were those of the Irish national series, and the Scottish Association. From my observations, I am persuaded that much of the inefficiency of the schools is attributable to the lack of interest on the part of the people. In many of the districts the Trustees seldom know what is going on in their school. They are rarely seen at the house, unless it may be at the close of the term. Many of the teachers holding licenses are ignorant of their profession, and totally unfit to be entrusted with the education of those under their charge. In some cases the teacher is quite too young; and though, perhaps, possessed of fair scholarship, is yet without well defined views of the work and business of the teacher. Others, again, in my opinion, are fully entitled to a grant of public land.

Where no schools were in operation, I did all in my power to awaken among the people an interest in behalf of schools, and in some cases with gratifying success.

In accordance with your instructions, I endeavoured to give such hints to the teachers as in my view were calculated to benefit the school under their charge.

I beg to express my best thanks to those Clerks of the Boards, and to such other friends of education, as sought to render aid in the duty assigned me.

I am, Sir, your obedient servant,

WM. R. MULHOLLAND.

REV. ALEXANDER FORRESTER, D.D.,
Superintendent of Education.

TABLE A.
NUMBER OF SCHOOLS AND DISTRICTS—SUPPORT OF SCHOOLS, &c.

| SCHOOL BOARDS. | No. of Schools. | | SUPPORT FROM PEOPLE. | | | SUPPORT FROM PROVINCE. | | | Amount from people for every \$ of Province. | Cost of pupil to people. | Cost per pupil to Province. |
|------------------|-----------------|----|----------------------|-----------|-----------|------------------------|-----------|-----------|--|--------------------------|-----------------------------|
| | w. | s. | Winter. | Summer. | Total. | Winter. | Summer. | Total. | | | |
| Halifax City, | 35 | 33 | \$1568 02 | \$1778 47 | \$2846 49 | \$1348 00 | \$1348 00 | \$2696 00 | \$0 87 | \$1 23 | \$1 41 |
| Do. East, | 20 | 22 | 855 75 | 1235 15 | 2195 90 | 407 80 | 442 40 | 850 20 | 2 59 | 2 57 | 0 99 |
| Do. West, | 36 | 48 | 2032 00 | 3146 50 | 5178 50 | 827 58 | 845 16 | 1672 74 | 3 09 | 3 73 | 1 55 |
| Do. Shore, | 15 | 18 | 1014 30 | 912 20 | 1926 50 | 361 70 | 382 57 | 744 27. | 2 58 | 3 05 | 1 16 |
| Chester, | 10 | 12 | 342 35 | 370 91 | 713 26 | 308 70 | 304 50 | 613 20 | 1 16 | 1 59 | 1 37 |
| New Dublin, | 13 | 15 | 543 20 | 604 75 | 1147 95 | 300 50 | 300 00 | 600 50 | 1 71 | 3 05 | 1 59 |
| Lanenburg, | 36 | 33 | 1748 32 | 1446 62 | 3294 94 | 710 00 | 634 00 | 1344 00 | 2 45 | 3 40 | 1 38 |
| Queens, South, | 26 | 32 | 1513 04 | 1453 15 | 2966 19 | 580 00 | 580 00 | 1160 00 | 2 56 | 4 03 | 1 55 |
| Do. North, | 6 | 8 | 496 60 | 542 37 | 1038 97 | 265 00 | 230 50 | 495 50 | 2 09 | 4 57 | 2 18 |
| Shelburne, | 16 | 30 | 804 82 | 1411 60 | 2216 42 | 465 50 | 465 50 | 931 00 | 2 38 | 3 88 | 3 44 |
| Barrington, | 22 | 24 | 1581 04 | 1465 60 | 3046 64 | 452 00 | 464 50 | 916 50 | 3 32 | 4 25 | 1 27 |
| Argyle, | 19 | 24 | 930 94 | 1174 98 | 2105 92 | 496 07 | 477 17 | 973 84 | 2 16 | 3 22 | 1 50 |
| Yarmouth, | 28 | 37 | 2531 45 | 2249 30 | 4780 70 | 674 70 | 537 08 | 1212 38 | 3 94 | 4 11 | 1 05 |
| Clare, | 15 | 18 | 673 20 | 601 47 | 1274 67 | 293 10 | 321 67 | 614 77 | 2 07 | 3 08 | 1 48 |
| Digby, | 31 | 37 | 2405 55 | 2524 65 | 4930 20 | 770 60 | 771 17 | 1541 77 | 3 19 | 4 54 | 1 42 |
| Annapolis, West, | 29 | 33 | 1266 90 | 1703 53 | 2970 43 | 566 00 | 552 00 | 1118 00 | 2 52 | 3 32 | 1 32 |
| Do. East, | 48 | 48 | 5112 00 | 3043 80 | 3043 80 | 982 27 | 724 00 | 724 00 | 4 20 | 2 29 | 0 54 |
| Kings, | 70 | 82 | 2112 33 | 5147 26 | 10259 26 | 635 07 | 1157 38 | 2139 65 | 4 79 | 4 40 | 0 94 |
| Hants, West, | 27 | 37 | 1439 72 | 2461 18 | 4573 51 | 621 07 | 818 92 | 1454 59 | 3 14 | 4 72 | 1 50 |
| Do. East, | 23 | 38 | 3456 07 | 2545 65 | 3984 37 | 853 89 | 621 07 | 1243 84 | 3 20 | 3 82 | 1 19 |
| Colchester, | 54 | 72 | 1093 90 | 3911 04 | 7367 11 | 284 00 | 852 95 | 1706 84 | 4 81 | 3 62 | 0 84 |
| Stirling, | 21 | 23 | | 1324 97 | 2418 87 | | 284 00 | 568 00 | 4 25 | 2 91 | 0 08 |

| | | | | | | | | | | | |
|-------------------|------|------|----------|----------|-----------|----------|----------|----------|------|------|------|
| Cumberland, | 45 | 69 | 2734 00 | 5025 00 | 7759 00 | 823 00 | 820 30 | 1643 30 | 4 72 | 4 44 | 0 94 |
| Parishore, | 13 | 11 | 706 82 | 594 50 | 1301 32 | 205 20 | 205 20 | 410 40 | 3 10 | 3 43 | 1 09 |
| Pictou, North, | 63 | 63 | 3064 00 | 4246 00 | 7310 00 | 1187 07 | 1124 67 | 2312 34 | 3 16 | 3 10 | 1 01 |
| Do. South, | 46 | 56 | 2802 22 | 3940 75 | 6742 97 | 1119 67 | 1321 17 | 2440 84 | 2 76 | 2 90 | 1 05 |
| Antigonish | 57 | 65 | 2800 26 | 2995 20 | 5795 46 | 1382 08 | 1343 49 | 2725 58 | 2 12 | 3 24 | 1 58 |
| St. Mary's, | 12 | 18 | 523 27 | 784 80 | 1308 07 | 283 17 | 284 87 | 568 04 | 2 30 | 2 97 | 1 29 |
| Guysborough, | 33 | 39 | 1158 44 | 1332 48 | 2490 92 | 535 50 | 684 00 | 1219 50 | 2 04 | 2 58 | 1 20 |
| Inverness, North, | 31 | 31 | 1353 90 | 1342 00 | 2695 90 | 491 12 | 486 50 | 977 62 | 2 76 | 3 21 | 1 10 |
| Do. South, | 57 | 49 | 1856 00 | 1664 00 | 3520 00 | 956 22 | 967 97 | 1924 19 | 1 82 | 0 90 | 1 84 |
| Victoria, | 36 | 33 | 1714 90 | 1346 50 | 3061 40 | 736 50 | 714 60 | 1451 10 | 2 10 | 3 12 | 1 48 |
| Cape Breton, | 62 | 60 | 2961 62 | 3273 59 | 6235 21 | 1420 84 | 1395 50 | 2816 34 | 2 21 | 3 13 | 1 42 |
| Richmond, | 40 | 32 | 1023 40 | 1448 40 | 2471 80 | 834 12 | 817 55 | 1651 65 | 1 49 | 2 16 | 1 44 |
| Total, | 1091 | 1332 | 56220 31 | 74444 37 | 130664 68 | 22180 45 | 23291 54 | 45471 99 | 2 87 | 3 49 | 1 21 |

Average salary of Teacher, \$146 13. Average cost of each pupil, \$4 70.

TABLE B.
NUMBER, AGE, AND SEX OF SCHOLARS—NUMBER OF CHILDREN.

| SCHOOL BOARDS. | Paid Pupils. | | Free Pupils. | | Total No. of Pupils. | | Age of Pupils. | | | | Sex of Pupils. | | | | No. of children from 4 to 15 yrs. |
|-----------------|--------------|------|--------------|-----|----------------------|------|----------------|-----|---------|------|----------------|------|---------|------|-----------------------------------|
| | W. | S. | W. | S. | W. | S. | Under 8. | | Over 8. | | Male. | | Female. | | |
| | | | | | | | W. | S. | W. | S. | W. | S. | W. | S. | |
| Ralifax City, | 932 | 1145 | 749 | 888 | 1787 | 2033 | 342 | 420 | 1395 | 1012 | 941 | 1016 | 789 | 1017 | 641 |
| Do. East, | 870 | 784 | 26 | 27 | 896 | 811 | 216 | 138 | 680 | 744 | 453 | 438 | 447 | 378 | 1466 |
| Do. West, | 1060 | 1401 | 103 | 209 | 1163 | 1610 | 238 | 434 | 925 | 1176 | 673 | 849 | 490 | 761 | 778 |
| Do. Shore, | 565 | 564 | 41 | 94 | 606 | 658 | 115 | 216 | 496 | 448 | 333 | 344 | 273 | 309 | 397 |
| Chester, | 343 | 463 | 35 | 55 | 378 | 518 | 75 | 158 | 304 | 300 | 208 | 242 | 172 | 276 | 517 |
| New Dublin, | 339 | 229 | 29 | 45 | 368 | 384 | 42 | 113 | 326 | 266 | 183 | 161 | 177 | 227 | |
| Lunenburg, | 879 | 739 | 175 | 145 | 1054 | 884 | 226 | 280 | 828 | 604 | 590 | 486 | 464 | 398 | |
| Queens South, | 557 | 684 | 94 | 135 | 651 | 819 | 129 | 277 | 522 | 542 | 393 | 392 | 258 | 427 | |
| Do. North, | 200 | 217 | 17 | 20 | 217 | 237 | 21 | 44 | 196 | 193 | 142 | 120 | 75 | 117 | |
| Shelburne, | 397 | 656 | 21 | 67 | 418 | 723 | 45 | 152 | 372 | 571 | 267 | 342 | 152 | 381 | 1057 |
| Barrington, | 652 | 629 | 77 | 81 | 729 | 710 | 96 | 216 | 633 | 474 | 513 | 332 | 216 | 378 | 842 |
| Argyle, | 511 | 584 | 105 | 110 | 613 | 694 | 89 | 205 | 523 | 491 | 392 | 363 | 213 | 348 | 1261 |
| Yarmouth, | 895 | 884 | 226 | 305 | 1121 | 1189 | 94 | 329 | 1027 | 860 | 817 | 577 | 304 | 612 | 2076 |
| Clare, | 334 | 328 | 74 | 91 | 207 | 419 | 56 | 84 | 351 | 335 | 216 | 200 | 191 | 219 | 870 |
| Digby, | 918 | 973 | 106 | 180 | 1019 | 1153 | 91 | 270 | 928 | 885 | 737 | 735 | 282 | 418 | 1276 |
| Annapolis West, | 643 | 777 | 105 | 161 | 748 | 938 | 90 | 246 | 691 | 549 | 453 | 457 | 224 | 456 | |
| Do. East, | 1182 | 1182 | 150 | 150 | 1332 | 1332 | 338 | 338 | 988 | 988 | 611 | 611 | 721 | 721 | 2001 |
| Kings, | 1858 | 1988 | 301 | 415 | 2159 | 2403 | 274 | 669 | 1885 | 1734 | 1517 | 1099 | 642 | 1304 | |
| Hants West, | 601 | 1106 | 103 | 156 | 704 | 1232 | 105 | 320 | 600 | 893 | 467 | 634 | 247 | 609 | 1067 |
| Do. East, | 666 | 1293 | 35 | 71 | 721 | 1364 | 130 | 411 | 580 | 925 | 437 | 680 | 293 | 694 | 1440 |
| Colchester, | 1686 | 2058 | 126 | 195 | 1812 | 2253 | 230 | 565 | 1550 | 1603 | 1023 | 1076 | 791 | 1092 | 2337 |
| Stirling, | 741 | 839 | 26 | 57 | 767 | 896 | 95 | 200 | 672 | 696 | 415 | 470 | 352 | 436 | 1091 |

| | | | | | | | | | | | | | | | |
|------------------|-------|-------|------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|------|
| Cumberland | 1342 | 1876 | 132 | 146 | 1472 | 2022 | 189 | 267 | 1283 | 1755 | 750 | 1072 | 722 | 950 | 570 |
| Parrsboro', | 361 | 314 | 43 | 41 | 404 | 355 | 64 | 92 | 342 | 243 | 226 | 159 | 189 | 196 | |
| Pictou North, | 1989 | 2353 | 78 | 1162 | 2067 | 2515 | 297 | 585 | 1802 | 1957 | 1196 | 1364 | 903 | 1178 | 3075 |
| Do. South, | 1941 | 2510 | 88 | 104 | 2029 | 2614 | 397 | 1231 | 630 | 1984 | 1109 | 1385 | 920 | 1227 | 1314 |
| Antigonish, | 1495 | 1606 | 199 | 268 | 1694 | 1874 | 158 | 317 | 1536 | 1557 | 980 | 1048 | 714 | 826 | |
| St. Mary's, | 357 | 440 | 28 | 55 | 385 | 495 | 82 | 175 | 282 | 299 | 203 | 243 | 181 | 222 | 508 |
| Guysborough, | 700 | 832 | 160 | 236 | 860 | 1068 | 135 | 277 | 725 | 791 | 486 | 519 | 374 | 559 | |
| Inverness North, | 761 | 766 | 69 | 82 | 830 | 848 | 123 | 187 | 707 | 661 | 482 | 496 | 348 | 352 | 1301 |
| Do. South, | 1176 | 1184 | 172 | 170 | 1348 | 1354 | 142 | 240 | 1206 | 1114 | 805 | 785 | 543 | 569 | |
| Victoria, | 1018 | 863 | 48 | 29 | 1066 | 892 | 122 | 213 | 944 | 679 | 592 | 487 | 474 | 405 | 1106 |
| Cape Breton, | 1684 | 1957 | 176 | 162 | 1860 | 2119 | 275 | 480 | 1585 | 1639 | 1107 | 1200 | 755 | 919 | |
| Richmond, | 852 | 1017 | 216 | 203 | 1068 | 1220 | 199 | 172 | 904 | 1018 | 515 | 547 | 473 | 574 | 1150 |
| Total, | 29329 | 35341 | 3982 | 5315 | 33311 | 41656 | 4982 | 10321 | 27430 | 30646 | 19621 | 20909 | 13646 | 19545 | |

TABLE C.
DURATION OF SCHOOLS.—SEX OF TEACHERS.—CHARACTER OF SCHOOL HOUSES, &c.

| SCHOOL BOARDS. | Schools in weeks. | | Sex of Teachers. | | | | Com. Schools teach'g classics. | No. teaching Grammar and Geography. | Registers kept. | School Houses. | | | | Library Books. | | School Books. | | Globes. | Maps. | Black Boards. | Other app'rtus. | |
|------------------|-------------------|----|------------------|----|---------|----|--------------------------------|-------------------------------------|-----------------|-----------------|--------|------|-------|----------------|-----|---------------|----|---------|-------|------------------|-----------------|----|
| | W. | S. | Male. | | Female. | | | | | Brick or Stone. | Frame. | Log. | Good. | Bad. | W. | S. | W. | | | | | S. |
| | | | W. | S. | W. | S. | | | | | | | | | | | | | | | | |
| Halifax city, | 16 | 18 | 11 | 10 | 24 | 23 | | 16 | 2 | 3 | 5 | 5 | 181 | 181 | 30 | 30 | 8 | 57 | 18 | (wood centr.) | | |
| Do. East, | 16 | 20 | 10 | 4 | 11 | 12 | | 21 | 2 | 1 | 16 | 16 | 35 | 35 | 283 | 283 | 3 | 165 | 29 | clock. | | |
| Do. West, | 23 | 24 | 24 | 25 | 12 | 23 | | 25 | 9 | 7 | 17 | 15 | 89 | 73 | 84 | 292 | 2 | 102 | 22 | | | |
| Do. Shore, | 21 | 20 | 7 | 9 | 8 | 9 | | 12 | 3 | | 7 | | 108 | 192 | 164 | 243 | 86 | 82 | 17 | | | |
| Chester, | 23 | 27 | 4 | 2 | 6 | 10 | | 9 | 3 | | 2 | | 80 | 53 | 124 | 80 | | 8 | 8 | | | |
| New Dublin, | 19 | 20 | 7 | 4 | 6 | 11 | | 13 | 2 | | 9 | | 98 | 157 | 156 | 42 | 1 | 39 | 18 | | | |
| Lanenburg, | 19 | 20 | 21 | 12 | 15 | 21 | | 14 | 10 | | 34 | 2 | 339 | 415 | 116 | 183 | 14 | 27 | 19 | | | |
| Queen's, South, | 21 | 20 | 13 | 9 | 13 | 23 | | 16 | 2 | | 3 | | 105 | 15 | 121 | 119 | 4 | 61 | 16 | | | |
| Do. North, | 22 | 25 | 4 | 2 | 2 | 6 | | 6 | 2 | | 3 | | 18 | 22 | 29 | 73 | | 7 | 10 | | | |
| Shelburne, | 18 | 21 | 11 | 11 | 5 | 19 | | 12 | 2 | | 8 | | 105 | 80 | | | 4 | 66 | 29 | | | |
| Barrington, | 18 | 23 | 21 | 10 | 1 | 14 | | 20 | 2 | | 17 | | 205 | 114 | 99 | 107 | 4 | 126 | 35 | | | |
| Argyle, | 22 | 23 | 14 | 8 | 5 | 16 | | 13 | 1 | | 19 | | 60 | 100 | 239 | 78 | 12 | 78 | 36 | | | |
| Yarmouth, | 19 | 20 | 24 | 12 | 4 | 25 | | 26 | 5 | | 21 | | 166 | 185 | 403 | 149 | 15 | 104 | 75 | | | |
| Clare, | 16 | 19 | 7 | 5 | 8 | 13 | | 3 | 2 | | 15 | | 25 | 29 | 237 | 127 | 1 | 13 | 7 | | | |
| Digby, | 21 | 22 | 23 | 16 | 8 | 21 | | 27 | 5 | | 26 | 3 | 84 | 149 | 52 | 84 | 3 | 69 | 09 | | | |
| Annapolis, West, | 22 | 22 | | | | | | 27 | 10 | | 33 | 4 | 82 | 120 | | 178 | 2 | 76 | 67 | | | |
| Do. East, | 21 | 21 | 22 | 26 | 13 | 56 | | 43 | 21 | | 47 | 15 | 117 | 22 | 64 | 145 | 6 | 179 | 80 | | | |
| Kings, | 19 | 22 | 57 | 26 | 13 | 23 | | 70 | 10 | | 65 | 5 | 126 | 169 | 135 | 230 | 5 | 87 | 30 | | | |
| Hants, West, | 24 | 24 | 16 | 13 | 11 | 23 | | 21 | 3 | | 19 | 4 | 27 | 185 | 97 | 202 | 3 | 89 | 17 | | | |
| Do. East, | 18 | 23 | 15 | 14 | 7 | 24 | | 20 | 2 | 1 | 17 | 2 | 10 | 3 | 48 | 20 | 4 | 196 | 66 | | | |
| olechester, | 19 | 20 | 33 | 26 | 21 | 46 | | 43 | 10 | | 46 | 6 | 100 | 85 | 81 | 163 | 2 | 74 | 23 | | | |
| Stirling, | 19 | 21 | 11 | 11 | 10 | 12 | | 21 | 3 | | 13 | 4 | 100 | 85 | 81 | 163 | 2 | 74 | 23 | | | |

| | | | | | | | | | | | | | | | | | | | | |
|-------------------|-----|-----|-----|-----|-----|-----|----|-----|-----|----|-----|-----|-----|------|------|------|------|-----|------|-----|
| Cumberland, | 18 | 20 | 30 | 33 | 15 | 36 | | 43 | 1 | | 45 | | 71 | 23 | 166 | 45 | 2 | 35 | 49 | |
| Parrsboro', | 19 | 21 | 6 | 5 | 7 | 6 | | 12 | 2 | | 11 | | 66 | 42 | 46 | 17 | | 18 | 7 | |
| Pictou, North, | 17 | 19 | 46 | 25 | 38 | 17 | | 46 | 4 | | 53 | | 213 | 172 | 294 | 291 | 5 | 133 | 65 | |
| Do. South, | 22 | 21 | 26 | 32 | 20 | 24 | | 54 | 2 | | 54 | | 10 | 10 | 150 | 111 | 10 | 130 | 54 | |
| Antigonishe, | 22 | 20 | 42 | 47 | 13 | 18 | | 38 | 3 | | 51 | | 50 | 11 | 569 | 136 | 5 | 142 | 20 | |
| St. Mary's, | 19 | 19 | 6 | 7 | 6 | 11 | | 11 | 3 | | all | | | | 162 | 152 | 2 | 33 | 11 | |
| Guysborough, | 20 | 21 | 18 | 9 | 15 | 30 | | 14 | 5 | | 29 | 1 | | 38 | 178 | 122 | | 26 | 15 | |
| Inverness, North, | 23 | 22 | 21 | 24 | 10 | 7 | | 16 | 8 | | 27 | 1 | 108 | 54 | 209 | 11 | | 21 | 12 | |
| Do. South, | 23 | 22 | 52 | 46 | 2 | 3 | | 52 | 1 | | 17 | | 121 | 80 | 414 | 11 | | 14 | 4 | |
| Victoria, | 21 | 18 | 31 | 23 | 5 | 10 | | 36 | 12 | | 35 | 1 | 188 | 49 | 305 | 32 | | 62 | 17 | |
| Cape Breton, | 22 | 22 | 44 | 41 | 18 | 19 | | 44 | 8 | | 41 | 10 | 191 | 161 | 509 | 46 | 4 | 93 | 31 | |
| Richmond, | 20 | 21 | 24 | 29 | 8 | 11 | | 19 | 3 | | 11 | | 104 | 1068 | 227 | 251 | | 42 | 16 | |
| Total, | 661 | 660 | 679 | 550 | 327 | 599 | 64 | 847 | 196 | 17 | 64 | 735 | 94 | 3198 | 4131 | 6118 | 3948 | 217 | 2553 | 887 |



APPENDIX No. 21.

PASSENGERS ACT.

(COPY.)

GOVERNMENT EMIGRATION BOARD,
8, Park Street, Westminster,
25th January, 1864.

SIR,—

I have the honor to enclose for your information, and for the guidance of the Emigration officers in the colony, copies of an Order in Council, which was passed on the 7th inst., for preserving order, promoting health, and securing cleanliness and ventilation on board passenger ships proceeding from the United Kingdom.

This order revokes the one dated the 25th of February, 1856, and re-enacts its provisions with some additions. The principal additions are contained in the 20th article, which now embraces all immoral or indecent acts or conduct, improper familiarity with female passengers, drunkenness, and acts of uncleanness on board—offences which were not included in the previous order.

The only other material alteration which occurs is in the 6th article, which adds to the duties of the emigrant sweepers for the day, that of pumping into tanks and cisterns for the use of the water closets. But to make the amendments plain at a glance, I have, in the enclosed copy of the order, underlined the new matter.

I have, &c.,

J. WALCOTT.

The Hon. the PROVINCIAL SECRETARY, Nova Scotia.

At the Court at Osborne House, Isle of Wight, the 7th day of January, 1864;

PRESENT,

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

Whereas by the "Passengers Act, 1855," it is amongst other things enacted, that it shall be lawful for Her Majesty, by an Order in Council, to prescribe such rules and regulations as to Her Majesty may seem fit for preserving order, promoting health, and securing cleanliness and ventilation on board of passenger ships proceeding from the United Kingdom to any port or place in Her Majesty's possessions abroad, and the said rules and regulations from time to time in like manner to alter, amend, and revoke, as occasion may require :

And whereas it is expedient to revoke an Order in Council made at a Court held at Buckingham Palace on the twenty-fifth day of February one thousand eight hundred and fifty-six, in virtue of the provisions of the said act, and to make a new Order in Council :

Now, therefore, her Majesty doth, by and with the advice of Her Privy Council, and in pursuance and exercise of the authority vested in Her by the said "Passengers Act, 1855," order, and it is hereby ordered, that the said Order in Council of the twenty-fifth day of February one thousand eight hundred and fifty-six be

and the same is hereby revoked ; and that the following shall henceforth be the rules for preserving order, for promoting health, and for securing cleanliness and ventilation, to be observed on board of every passenger ship proceeding from the United Kingdom to any port or place in Her Majesty's possessions abroad out of Europe, and not being within the Mediterranean Sea.

1. All passengers who shall not be prevented by sickness or other sufficient cause, to be determined by the surgeon, or in ships carrying no surgeon, by the master, shall rise not later than seven o'clock, A.M., at which hour the fires shall be lighted.

2. It shall be the duty of the cook or cooks, appointed under the thirty-ninth section of the said " Passengers Act, 1855," to light the fires, and to take care that they be kept alight during the day ; and also to take care that each passenger or family of passengers shall have the use of the fireplace at proper hours, in an order to be fixed by the master.

3. When the passengers are dressed, their beds shall be rolled up.

4. The decks, including the space under the bottom of the berths, shall be swept before breakfast, and all dirt thrown overboard.

5. The breakfast hour shall be from eight to nine o'clock, A. M. Before the commencement of breakfast, all the emigrants, except as herein before excepted, are to be out of bed and dressed, and the beds rolled up, and the deck on which the emigrants live properly swept.

6. The deck shall further be swept after every meal, and after breakfast is concluded shall be also dry holystoned or scraped. This duty, as well as that of cleaning the ladders, hospitals, round houses, and water closets, and of pumping water into the cisterns or tanks for the supply of the water closets, shall be performed by a party who shall be taken in rotation from the adult males above fourteen, in the proportion of five to every one hundred emigrants, and shall be considered as sweepers for the day. But the single women shall *do all necessary acts for keeping clean and in a proper state* their own compartment, where a separate compartment is allotted to them, and the occupant of each berth shall see that his or her own berth is well brushed out.

7. Dinner shall commence at one o'clock, P.M., and supper at six P. M.

8. The fires shall be extinguished at seven P.M., unless otherwise directed by the master or required for the use of the sick ; and the emigrants shall be in their berths at 10 o'clock, P.M., except under the permission or authority of the surgeon, or, if there be no surgeon, of the master.

9. On each passenger deck there shall be lit at dusk, and kept burning till daylight, three safety lamps, and such further number as shall allow one to be placed at each of the hatchways used by passengers.

10. No naked light shall be allowed between the decks or in the hold at any time or any account.

11. The scuttles and stern ports, if any, shall, weather permitting, be opened at seven o'clock, A.M., and kept open till ten o'clock, P.M. ; and the hatches shall be kept open whenever the weather permits.

12. The coppers and cooking utensils shall be cleaned every day, and the cisterns kept filled with water.

13. The beds shall be well shaken and aired on deck, weather permitting, at least twice a week.

14. The bottom boards of the berths, if not fixtures, shall be removed and dry-scrubbed, and, weather permitting, taken on deck, at least twice a week.

15. Two days in the week shall be appointed by the master as washing days ; but no washing or drying of clothes shall on any account be permitted between decks.

16. On Sunday mornings the passengers shall be mustered at ten o'clock, A.M.,

and will be expected to appear in clean and decent apparel. The Lord's Day shall be observed as religiously as circumstances will admit.

17. No spirits or gunpowder shall be taken on board by any passenger; and if either of those articles be discovered in the possession of a passenger, it shall be taken into the custody of the master during the voyage, and not returned to the passenger until he has landed or is on the point of landing.

18. No loose hay or straw shall be allowed below for any purpose.

19. No smoking shall be allowed between decks.

20. The following kinds of misconduct are hereby strictly prohibited; that is to say, *all immoral or indecent acts or conduct, taking improper liberties or using improper familiarity with the female passengers, using blasphemous, obscene, or indecent language, or language tending to a breach of the peace, swearing, gambling, drunkenness, fighting, disorderly, riotous, quarrelsome, or insubordinate conduct, also all deposits of filth or offensive acts of uncleanness in the between decks: Provided that no conviction under the said Passengers Act for any of the offences herein specified shall operate as a bar to any civil or criminal proceedings which may in the ordinary course of law be instituted for the same offence by any party aggrieved.*

21. Fire-arms, swords, and other offensive weapons shall, as soon as the passengers embark, be placed in the custody of the master.

22. No sailors shall be allowed to remain on the passenger deck among the passengers, except on duty.

23. No passenger shall go to the ship's cookhouse without special permission from the master, nor remain in the fore-castle among the sailors on any account.

24. In vessels not expressly required by the said "Passengers Act, 1855," to have on board such ventilating apparatus as therein mentioned, such other provision shall be made for ventilation as shall be required by the Emigration Officer at the port of embarkation, or in his absence, by the officers of Customs.

25. And, to prevent all doubts in the construction of this Order in Council, it is hereby further ordered that the terms "United Kingdom," "Passenger," "Passenger Ship," "Passenger Deck," and "Master," shall herein have the same signification as is assigned to them respectively in the said "Passengers Act, 1855;" and, unless inconsistent with the context, words of one number shall import both numbers.

And the most noble the Duke of Newcastle, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

EDMUND HARRISON.

11

APPENDIX No. 22.

REPORT OF COMMITTEE ON PUBLIC ACCOUNTS.

The Joint Committee of the Legislative Council and House of Assembly, appointed to examine the Public Accounts, have examined the same and the vouchers therewith submitted, and beg to report as follows :

By the Receiver General's account there appears a balance in favor of the Province to 31st December, 1863, of \$100,745 67.

The revenue arising from Excise duties to the 31st of December, 1863, was \$861,989 41—being an increase over that of the preceding year of \$31,862 84.

| | |
|---|-------------------|
| The gross amount of Light duties collected in 1863 was, | \$32,343 80 |
| In 1862 it was, | 31,164 50 |
| Increase in 1863, | <u>\$1,179 30</u> |

Total revenue from Excise and Light Duty in 1863, \$894,333 21.

(See Appendix A.)

| | |
|--|-------------------|
| There was due from Collectors of Excise and Light Duties to 31st December, 1863, | \$48,069 38 |
| Since paid, | 40,622 17 |
| Balance due, | <u>\$7,447 21</u> |

(See Appendix B.)

Statement of Light Duty collected in 1863 at the Strait of Canso :

| | |
|---------------------------------|------------------|
| Collected by A. Fraser, | \$3861 40 |
| “ J. Purcell, | 2016 10 |
| Total in 1863, | <u>\$5877 50</u> |
| Expenses—per account A. Fraser, | \$970 68 |
| “ “ J. Purcell, | 1262 05 |
| | <u>2232 73</u> |
| Net proceeds, | <u>\$3644 77</u> |

By account from the Financial Secretary's office there appears due from the late Collector at the Strait of Canso, A. Fraser, \$988 42, a large portion of which he claims to be released from, in consequence of having, as stated by him, taken American notes in payment for light duty without allowance for discount.

(See Appendix B. 1.)

CASUAL REVENUE.

| | |
|--|-------------------|
| The proceeds from the casual revenue for 1863 was, | \$40,933 19 |
| In 1862 it was, | 33,540 06 |
| Increase in 1863, | <u>\$7,393 13</u> |

| | |
|-----------------------------------|-------------------|
| The royalty on coal for 1863 was, | \$36,001 19 |
| In 1862 it was, | 34,517 62 |
| | <hr/> |
| Increase in 1863, | <u>\$1,483 57</u> |

(See Appendix C)

CROWN LANDS.

| | |
|---|--------------------|
| Gross proceeds of Crown Lands for 1863, | \$19,349 02 |
| Searches, | 28 10 |
| Receipts on applications for mining licenses, | 2,690 00 |
| For trespasses on Crown Lands, | 166 17 |
| | <hr/> |
| | <u>\$22,233 29</u> |

Disbursements.

| | |
|-------------------------------------|--------------------|
| Paid Deputy Surveyors, | \$4426 42 |
| " Under accounts 1859, | 3133 59 |
| " Rejected petitions, | 2903 67 |
| " Registrar of Deeds, | 161 10 |
| " Rejected petitions, mining areas, | 558 44 |
| " Miscellaneous, as per account, | 1607 02 |
| | <hr/> |
| | <u>\$12,790 24</u> |

| | |
|--------------|---------|
| Net Revenue, | 9443 05 |
| do. 1862, | 6346 84 |
| | <hr/> |

| | |
|-------------------|------------------|
| Increase in 1863, | <u>\$3096 21</u> |
|-------------------|------------------|

| | |
|---|---------|
| Net Revenue, 1863, | 9443 05 |
| Salaries of officers in Halifax paid by the Receiver General, | 5255 00 |
| | <hr/> |

| | |
|---------------------|------------------|
| Net proceeds, 1863, | <u>\$4188 05</u> |
|---------------------|------------------|

There were received, during the year, 419 petitions, applying for 49,531 acres, and 31,295 acres were granted.

GOLD FIELDS.

The total yield of gold for 1863, as per returns in Gold Commissioner's office, is 14,001 oz., 14 dwts., 17 grs., equivalent at \$18 50 per oz., to \$259,032 06.

The yield for 1862 was 7275 ounces.

| | |
|--|------------------|
| The total receipts from the gold fields, during the year 1863, | |
| amount to | \$18,700 02 |
| The expenditures, | 23,308 11 |
| | <hr/> |
| Excess of outlay, | <u>\$4608 09</u> |

| | |
|---|-------------|
| There was paid during the year 1863 on account of liabilities of former years, for lands taken possession of by the government, | \$11,666 43 |
| And for return of rents, | 880 00 |
| | <hr/> |

| | |
|---|-------------|
| Making together, | \$12,546 43 |
| Being more than one-half of the whole expenditure for 1863. | |

The transactions of 1863, considered apart from those of previous years, shew a balance in favor of the gold fields department of \$7938 34.

(See Appendix D and F to Gold Commissioner's Report.)

POST OFFICE.

| | |
|--|-------------|
| The accounts of this department have been examined, and found correct. | |
| The total expenditure for 1863 was, | \$70,389 08 |
| Net receipts, | 48,174 71 |
| | <hr/> |
| Deficit in the year, | 22,214 37 |
| The deficit for the previous year was, | 23,205 14 |
| | <hr/> |
| Decrease of deficit, | \$990 77 |
| | <hr/> |

BOARD OF WORKS.

The accounts and vouchers of this branch of the public service have been examined and checked, and found correct.

The Board charges the Receiver General with payments amounting to \$24973 74. These payments are credited in the Receiver General's account under the following heads, viz. :

| | |
|----------------------|-------------|
| Board of Works, | \$2,797 91 |
| Hospital for Insane, | 20,290 91 |
| Sable Island, | 1,884 92 |
| | <hr/> |
| | \$24,973 74 |

The balance due Board of Works on 31st December, 1863, (chiefly advanced by the Bank of Nova Scotia,) was

\$13,719 28

Besides unpaid accounts amounting to

13,208 94

\$26,928 22

(See Appendix D, E and F.)

On the 31st December, 1862, there was due the

Board of Works, \$1,482 24

And unpaid accounts for 1862, 12,305 14

13,787 38

Shewing an increase of the liabilities of the Province on account of this branch of the public service, as compared with the previous year, of

\$13,140 84

It appears from the report of the Chairman of Board of Works that there is due to the Hospital for the Insane, from private patients, transient poor, and several Counties, to the end of 1863,

\$22,279 40

The amount due from similar sources in 1862, was

16,859 28

Increase 1863,

\$5,420 12

Your committee observe that the amount due from several of the counties is large.

(See Board of Works Report.)

IMMIGRATION.

The whole amount drawn from the treasury for this service during the past year is

\$2444 80

Of this amount there was expended under the direction of a committee appointed by the late Government, (being for expenses incurred in connection with emigrants who arrived here in the early part of last year,) the sum of

1808 50

Expended by Mr. Morrison, late Immigration Agent, including his salary, 3 months,

236 30

Drawn from the treasury by the present Immigration Agent,

400 00

\$2444 80

APPENDIX No. 22.—PUBLIC ACCOUNTS.

Of the amount drawn by the present Immigration Agent, the sum of \$160 47 appears, by his account, to be in his hands, unexpended, on 31st December, 1863.

PROVINCIAL RAILWAY—CONSTRUCTION.

| | |
|--|----------------|
| The Railway expenditure to the 31st Dec., 1862, was, | \$4,273,401 81 |
| Expended during 1863, | 5794 22 |
| | <hr/> |
| | 4,279,196 03 |
| Less per credit account, | 733 88 |
| | <hr/> |
| Add, expended in survey of extension from Truro, | 4,278,462 15 |
| | 2,484 96 |
| | <hr/> |
| Total expended to 31st Dec., 1863, | 4,280,947 11 |
| Total amount received from Receiver General to 31st December, 1862, | \$4,273,282 20 |
| Received during 1863, | 7,108 31 |
| | <hr/> |
| | 4,280,390 55 |
| | <hr/> |
| Over expenditure, | \$556 56 |

Statement of Interest.

| | |
|--|----------------|
| The amount of interest paid to 31st Dec., 1862, was, | \$1,298,558 90 |
| There was paid during the year 1863, Derived from the following sources, viz. : | 244,767 92 |
| From revenue of road, paid Receiver General in 1862, | 144,247 05 |
| Less drawn for expenses, | 127,000 00 |
| | <hr/> |
| | 17,247 05 |
| From general revenue, | 227,520 87 |
| | <hr/> |
| | \$244,767 92 |

MILITIA.

The Militia accounts have been kept under four principal heads, viz. : Tradesmen's bills, pay list, travelling expenses, and contingencies.

The following accounts shew the expenditure and income for the year ending 31st December, 1863.

Expenditure.

| | |
|--|-------------|
| Balance due Adjutant General 31st Decr., 1863, | \$876 03 |
| Pay list, 1863, | 9,175 46 |
| Tradesmen's bills, | 15,987 72 |
| Travelling expenses, | 3,217 46 |
| Contingencies, | 1,736 50 |
| | <hr/> |
| | \$30,993 17 |

Receipts.

| | |
|------------------------------------|-------------|
| Drawn from treasury, | \$29,204 00 |
| Refunded for marking arms, | 225 75 |
| Received for military stores sold, | 1,617 41 |
| | <hr/> |
| | 31,047 16 |
| | <hr/> |
| In hands of Adjutant General, | \$53 99 |

SAVINGS' BANK.

The transactions of the past year appear by the accounts to be correct.

The amount due to depositors on 31st December, 1863, was £138,769 12s. 1d.

The cash in hand, as stated in the accounts and certified by the Receiver General, amounted to £5,512 11s. 1d.

The gain in the year 1863 is £89 5s. 5d., as shewn by the following statement:—

| | |
|--|------------|
| Interest paid depositors on accounts paid up and closed during the year, | £140 9 4 |
| Interest credited depositors on their accounts, | 4,908 0 3 |
| | £5,048 9 7 |
| Received from the Receiver General, interest on £125,000, at 4 per cent, | £5,000 0 0 |
| Interest on £9,000, paid to the Province, during the year, July 18th to September 30th, at 4 per cent, | 137 15 0 |
| | 5,137 15 0 |
| Gain during the year, added to surplus account, | £89 5 5 |

The surplus fund is £742 19s. 10d., exclusive of the deficiency account, £904 13s. 5d., as follows:

| | |
|---------------------------------------|------------|
| To balance due 31st December, 1862, | £1559 1 9 |
| Difference in ledger and abstract, | 6 2 4 |
| Balance of interest account, | 89 5 5 |
| | £1654 9 6 |
| Balance due the bank, | £742 19 10 |
| Expenses account 31st December, 1863, | 6 16 3 |
| Deficiency account, | 904 13 5 |
| | £1654 9 6 |

The committee are of opinion that the deficiency of the late Cashier should be struck off from the surplus account, and the matter finally settled, as the Government may deem expedient.

TREASURY NOTES.

The sum of \$69,000 old and defaced treasury notes, handed to your committee by the Provincial Secretary, have been destroyed.

By a certificate from the Commissioners appointed to sign Province notes, the committee are informed that the same amount was signed and issued in their place; and that a further sum of \$40,000 has been signed by the Commissioners and handed to the Receiver General. Leaving old issue of Province notes, as reported in 1863,

| | |
|---|--------------|
| New notes in hands of the Receiver General, | 447,458 00 |
| | 40,000 00 |
| | \$487,458 00 |

Total,
(See Appendix G.)

The committee have also counted and destroyed the coupons for railway interest, payable in Nova Scotia in 1863, amounting to \$30,000, and also the coupons paid the Bishop of Nova Scotia, amounting to \$2550.

The committee also destroyed an equal amount of coupons paid in Nova Scotia in 1861.

BOARD OF REVENUE.

| | |
|--|-----------|
| Total receipts for fines in 1863, | \$2726 36 |
| Paid expenses, and half fines to officers, | 1221 61 |
| Paid Receiver General, | 1480 00 |
| | 2701 61 |
| Balance, | 24 75 |

Indebtedness of the Province, 31st December, 1863, viz. :

| | |
|--|----------------|
| Liabilities, | \$5,137,047 42 |
| Assets, | 278,499 86 |
| | <hr/> |
| Balance, | \$4,858,547 56 |
| The balance on 31st December, 1862, was, | 4,912,689 49 |
| | <hr/> |
| In favor of 1863, | \$54,141 93 |
| | <hr/> |

The assets of 1863 include the sum of \$100,745 67, in the hands of the Receiver General.

(See Appendix H.)

TRANSIENT POOR.

The committee observe that the expenditure for the support of transient poor, Indians, and other similar services, has recently very largely increased ; in view of which fact the committee recommend that all the checks and guards formerly adopted by the House of Assembly and committees thereof, be adhered to as a general rule.

The committee recommend that a more commodious and comfortable room be furnished future committees, in which they may satisfactorily perform the work assigned to them.

All of which is respectfully submitted.

STAYLEY BROWN, Chairman, }
 JOHN HOLMES, } Legislative Council
 ARCH. PATTERSON, }

H. S. JOST, Chairman, }
 GEORGE S. BROWN, } House of Assembly.
 A. W. McLELAN, }
 AVARD LONGLEY, }
 EDWARD L. BROWN, }

Committee Room, 26th March, 1864.

APPENDIX.

A.

STATEMENT OF GROSS REVENUE OF 1863.

| | |
|---|-----------------------|
| Customs and Excise duties, | \$861989 41 |
| Light duty, | 32343 80 |
| Royalty on coal, | 36001 19 |
| Fees from Secretary's office, | 4932 00 |
| Crown Land department, | 22233 29 |
| Gold Fields, | 19247 05 |
| Hospital for Insane, | 17420 31 |
| Board of Works, | 4682 83 |
| Lords of the Treasury, | 2013 33 |
| Canada, New Brunswick and Prince Edward Island, | 4362 80 |
| Distressed seamen, | 1981 02 |
| Signal Station, | 716 30 |
| Miscellaneous, | 969 20 |
| Post communication, | 33932 00 |
| Railway revenue, | 149674 42 |
| Indian Reserves, | 713 60 |
| Board of Revenue, | 1480 00 |
| Copper coin, | 4061 65 |
| Road service, | 3200 00 |
| Richmond suspense account, | 562 85 |
| Copy Right, | 35 27 |
| Cape Race light, | 20 67 |
| Advances, | 9383 97 |
| Agriculture, | 677 50 |
| | <u>\$1,212,614 46</u> |

B.

Balances due by Collectors of Excise and Light Duty, 31st December, 1863.

| PORTS. | Due 31st Dec'r. | Since Paid. |
|--------------------------------|-----------------|-------------|
| Halifax, | \$2997 00 | \$2997 00 |
| Advocate Harbor, | 89 31 | 89 31 |
| Annapolis, | 1667 46 | 1476 52 |
| Amherst, | 2901 42 | 2687 67 |
| Antigonishe, former collector, | 7 43 | |
| Do. present collector, | 443 42 | 435 14 |
| Arichat, | 1349 43 | 1347 01 |
| Barrington, former collector, | 99 37 | |
| Do. present collector, | 102 34 | 148 81 |
| Baddeck, | 1824 16 | 1701 33 |
| Bear River, | 730 89 | 730 81 |
| Beaver River, | 115 62 | 115 52 |

Balances due by Collectors of Excise, &c., (continued.)

| PORTS. | Due 31st Dec'r. | Since Paid. |
|------------------------------------|-----------------|-------------|
| Bridgetown, | 1845 87 | \$1778 34 |
| Cape Canso, (Norris,) | 61 54 | 62 56 |
| Do. (Bigelow,) | 56 79 | |
| Canada Creek, | 232 44 | 233 35 |
| Clementsport, | 305 32 | 305 36 |
| Cornwallis, | 965 10 | 966 10 |
| Cheverie, | 199 96 | 185 12 |
| Cow Bay, | 887 09 | 838 18 |
| Digby, | 2039 83 | 2039 83 |
| Five Islands, | 69 37 | 43 87 |
| French Cross, | 254 46 | 254 44 |
| Guysborough, | 07 | |
| Great Bras d'Or, former collector, | 52 05 | |
| Do. present collector, | 35 27 | 35 34 |
| Glace Bay Union Mines, | 257 79 | 200 00 |
| Harbor au Bouche, | 65 29 | 65 29 |
| Hantsport, | 777 50 | 576 43 |
| Harborville, | 494 29 | 496 32 |
| Horton, former collector, | 812 30 | |
| Do. present collector, | 257 14 | 257 14 |
| Isaac's Harbor, | 1 10 | |
| Joggins, | 1291 44 | 1291 40 |
| LaHave, former collector, | 69 05 | |
| Do. present collector, | 255 71 | 255 71 |
| Liverpool, | 1938 25 | 1937 40 |
| Little River, | 28 42 | 28 42 |
| Lingan, | 356 47 | 371 03 |
| Londonderry, | 1083 29 | 1083 29 |
| Lunenburg, | 228 54 | 220 37 |
| Louisburg, | 59 98 | 10 80 |
| Maitland, | 322 62 | 138 62 |
| Mahone Bay, | 28 44 | 28 44 |
| Margarce, | 78 84 | 78 84 |
| Margaretsville, former collector, | 222 97 | 222 97 |
| Do. present collector, | 480 81 | 548 88 |
| North Sydney, | 1911 45 | 1911 45 |
| Parrsborough, former collector, | 1496 40 | |
| Do. present collector, | 903 39 | 606 95 |
| Pictou, | 1055 23 | 1065 02 |
| Pugwash, | 67 92 | 67 91 |
| Pubnico, | 98 28 | 98 25 |
| Port Acadia, | 912 01 | 879 62 |
| Port Gilbert, | 317 62 | 317 63 |
| Port Hood, | 338 99 | 671 60 |
| Port Medway, former collector, | 404 53 | |
| Do. present collector, | 486 34 | 520 34 |
| Port Mulgrave, former collector, | 117 85 | 74 00 |
| Do. present collector, | 276 21 | 160 44 |
| Port Williams, | 162 44 | 118 00 |
| Pubnico, Light Duty, | 84 60 | 84 60 |
| Ragged Islands, | 72 56 | 72 55 |
| Sydney, | 465 97 | 475 14 |
| Shelburne, | 541 76 | 540 47 |
| Do. Light Duty, | 59 | |

Balances due by Collectors of Excise, &c., (continued.)

| PORTS. | Due 31st Dec'r. | Since Paid. |
|-------------------------------------|--------------------|--------------------|
| Sandy Cove, | 242 36 | 244 21 |
| St. Mary's River, former collector, | 57 97 | |
| Do. present collector, | 23 12 | 23 12 |
| St. Ann's, | 2 67 | 2 55 |
| Strait of Canso, former collector, | 2417 80 | 970 68 |
| Do. present collector, | 1677 89 | 246 62 |
| Thorne's Cove, | 109 53 | 110 07 |
| Tangier, | 10 70 | 10 70 |
| Tatamagouche, | 340 51 | 273 73 |
| Truro, | 116 59 | 111 27 |
| Tusket, | 124 59 | 125 29 |
| Do. Light Duty, | 60 | |
| Wallace, | 50 37 | 50 37 |
| Walton, | 2 96 | 4 45 |
| Westport, | 108 93 | 124 47 |
| Weymouth, | 2895 34 | 2775 96 |
| Wilmot, | 345 29 | 345 28 |
| White Haven, | 134 35 | 10 00 |
| Yarmouth, | 1261 13 | 1246 47 |
| | <u>\$48,080 90</u> | <u>\$40,622 17</u> |
| Less \$0.54, \$0.10, and \$10.88, | 11 52 | |
| | <u>\$48,069 38</u> | |

B 1.

Statement of account with late Collector of Light Duty at the Strait of Canso.

| | | |
|--|----------|------------------|
| Balance due 31st March, 1863, per report of committee, | | \$187 70 |
| Amount of Light Duty collected to 13th August, 1863, | | 3861 40 |
| | | <u>4049 10</u> |
| Paid Receiver General, December Quarter, 1863, | | 1631 00 |
| | | <u>2418 10</u> |
| Balance due 31st December, 1863, | | |
| Less amount credited in 1864, viz.: | | |
| Salary to 13th August, 1863, | \$371 66 | |
| Wages and board of crew to do. | 535 18 | |
| Repairs to Revenue boat, | 23 55 | |
| Incidental expenses, | 40 29 | |
| Orders forwarded for collection, | 459 00 | |
| | | <u>1429 68</u> |
| Balance now due by Alexander Fraser, | | \$988 42 |
| Collected by A. Fraser, in cash, from masters, | | 2287 60 |
| “ D. McCulloch, | | 622 70 |
| “ D. Rogers, | | 117 10 |
| “ S. Donovan, | | 3 00 |
| From V. Wallace and others, | | 206 60 |
| In account current with captains of vessels, | | 63 70 |
| In flour, pork, lime, and potatoes, | | 101 70 |
| Orders forwarded for collection, | | 459 00 |
| | | <u>\$3861 40</u> |
| Total collections in 1863, | | |

| | | | |
|---|---------|------------------|-----------------|
| Payments made on account of above, Nov. 25, 1863, | | | |
| Nova Scotia notes, | | \$100 00 | |
| New Brunswick notes, | | 9 00 | |
| Canada, | | 13 00 | |
| P. E. Island, | | 16 00 | |
| American \$2297 ; (disct. 35 per cent.) | 1493 00 | | |
| | | <u>\$1631 00</u> | |
| Orders, | | 459 00 | |
| Expenses to 13th August, | | 970 68 | |
| | | <u>3060 68</u> | |
| Collected in 1863, including balance from 1862, | | | 4049 10 |
| | | | <u>\$988 42</u> |

Financial Secretary's office,
Halifax, 19th March, 1864.

C.

CASUAL REVENUE. 1863.

| | | | |
|--|----------------------|------------------|--------------------|
| Fees from Provincial Secretary's office, | | | \$4,932 00 |
| Royalty on coal viz. : | | | |
| Mining Association, | 318791 at 6d. & 4d., | 29586 09 | |
| G. Hibbard, | 6058 " | 605 80 | |
| E. P. Archbold, | 26209 " | 2620 90 | |
| R. Belloni, | 15690 " | 1569 00 | |
| P. Collins, | 2387 " | 238 70 | |
| C. J. Campbell, | 726 " | 72 60 | |
| Do. | 3542 " | 354 20 | |
| McLeod and Burchell, | 3699 " | 369 90 | |
| Fraser, | 1297 " | 129 70 | |
| A. Campbell, | 484 " | 48 40 | |
| Timothy Kyle, | 888 " | 88 80 | |
| J. Campbell, | 219 " | 21 90 | |
| Young et al., | 540 " | 54 00 | |
| Ross, | 1303 " | 130 30 | |
| S. Guthro, | 1109 " | 110 90 | |
| | | <u>36,001 19</u> | |
| | | | <u>\$40,933 19</u> |

RECEIPTS OF CASUAL REVENUE IN 1863.

Memorandum of Monies received by the Receiver General on account of Casual Revenue between 1st January and 31st December, 1863.

1863.

| | | |
|-------------|---|-----------|
| Jan'y. 23.— | Received from Secretary's office, (fees,) | \$1711 28 |
| Feb'y. 2.— | " A. J. Campbell, royalty on coal, | 144 10 |
| " 9.— | " Geo. Hibbard, " | 150 00 |
| " 9.— | " J. D. B. Fraser, " | 39 00 |
| " 14.— | " Hugh Ross, " | 37 00 |
| " 27.— | " William Cunard, " | 30,231 70 |
| " 27.— | " Hon. T. D. Archibald, " | 357 65 |
| April 18.— | " E. P. Archbold, " | 773 40 |
| " 30.— | " Secretary's Office, (fees,) | 1000 00 |
| May 4.— | " E. P. Archbold, royalty on coal, | 386 70 |

| | | |
|------------|---|----------|
| July 30.— | Received from Daniel Laffin, royalty on coal, | \$232 00 |
| August 7.— | “ Secretary’s Office, (fees,) | 1160 00 |
| “ 13.— | “ “ “ | 487 65 |
| Decr. 2.— | “ Robert Belloni, royalty on coal, | 1680 25 |
| “ 16.— | “ Secretary’s Office, (fees,) | 536 00 |

\$38,926 73

| | |
|----------|-------------|
| Royalty, | \$34,031 80 |
| Fees, | 4,894 93 |

Receiver General’s Office,
Halifax, 31st December, 1863.

D.

The Province of Nova Scotia, from January 1st to December 31st, in account with the Board of Works.

| | | | |
|----------|---|----------------------|---------------------|
| 1863. | DR. | | |
| Jan’y 1. | To balance as per account current, Dec. 31, 1862, | | \$1482 24 |
| Dec. 31. | Disbursed on account | Government House, | \$3857 73½ |
| | “ | Province Building, | 8726 49½ |
| | “ | Penitentiary, | 8840 58½ |
| | “ | Hospital for Insane, | 21954 13 |
| | “ | Sable Island, | 3949 01 |
| | “ | Schooner Daring, | 4994 03 |
| | “ | Light House Service, | 41100 84 |
| | “ | Board of Works, | 1249 83½ |
| | | | <u>\$94672 66</u> |
| | Paid over to Receiver General, | | 24973 74 |
| | | | <u>\$121,128 64</u> |

Dec. 31. To balance brought down, \$13,719 28

| | | | |
|----------|---|----------|---------------------|
| | CR. | | |
| Dec. 31. | By cash from Receiver General, (various times,) | | \$82267 62 |
| | Government House, credit, | \$10 92 | |
| | Province Building, “ | 5 98 | |
| | Penitentiary, “ | 716 97 | |
| | Hospital for Insane, “ | 20290 91 | |
| | Sable Island, “ | 1884 92 | |
| | Schooner Daring, “ | 437 00 | |
| | Light Houses, “ | 1795 04 | |
| | | | <u>\$25141 74</u> |
| | Balance carried down, | | 13719 28 |
| | | | <u>\$121,128 64</u> |

FREDERIC BROWN,
Chairman.

Office of Board of Works,
Halifax, December 31st, 1863.

E.
Statement of monies paid on account of the various services under control of the Board of Works for 1863—credits to the various services—payment of arrears for 1862, and nett cost for 1863.

| | Paid in 1863. | Credits for 1863. | Arrears for 1862. | Paid on account, 1863. | Unpaid accounts, Dec. 31, 1863. | Total cost, 1863. |
|--------------------------------|---------------|-------------------|-------------------|------------------------|---------------------------------|-------------------|
| Government House, | \$3857 73½ | \$10 92 | \$1780 70 | \$2077 03½ | \$475 10 | \$2552 13½ |
| Province Building, | 8726 49½ | 5 98 | 1121 99 | 7604 40½ | 935 98 | 8540 38½ |
| Penitentiary, | 8840 58½ | 716 97 | 1039 86 | 7800 72½ | 785 07 | 8585 70½ |
| Hospital for Insane, | 21954 13 | 20290 91 | 1975 81 | 20178 32 | 2183 55 | 22361 87 |
| Sable Island, | 3949 01 | 1884 92 | 749 46 | 3199 55 | 1430 37 | 4629 92 |
| Schooner Daring, | 4994 03 | 437 00 | 682 51 | 4311 52 | 397 96 | 4709 48 |
| Light Houses, | 41100 84 | 1795 04 | 4916 74 | 36174 10 | 6829 35 | 43003 45 |
| Board of Works, | 1249 83½ | | 118 07 | 1131 76½ | 171 56 | 1303 32½ |
| | \$94672 66½ | \$25141 74 | \$12385 14 | \$82477 42 | \$13208 94 | \$95686 30 |

Balance due Bank of Nova Scotia, December 31, 1863, \$13743 02.

F.

Canada, New Brunswick, and Prince Edward Island, contribute towards the support of light houses on St. Paul's, Scattarie, Brier and Seal Island, as follows, viz. :—

| | | |
|---|---------|---------------------|
| Canada, annual grant to St. Paul's and Scattarie, | 2000 00 | |
| “ proportion of over-expenditure, | 365 75½ | |
| | <hr/> | 2365 75½ |
| New Brunswick, annual grant to do. | | 1000 00 |
| P. E. Island, “ “ | 120 00 | |
| “ proportion of over-expenditure, | 21 94½ | |
| | <hr/> | 141 94½ |
| | | <hr/> |
| | | 3507 70 |
| New Brunswick, annual grant to Brier Island, | 400 00 | |
| “ one-half cost Seal Island, | 574 51 | |
| | <hr/> | 974 51 |
| | | <hr/> |
| | | For 1863, \$4482 21 |

FREDERIC BROWN,
Chairman.

Office of Board of Works,
Halifax, March 10, 1863.

G.

PROVINCIAL NOTES.

Amount of Provincial Notes signed by the Commissioners from 1st March, 1863, to March 11, 1864, and handed by them to the Receiver General.

ONE POUND NOTES.

| | | | |
|-------------|------|--------------------|-------------|
| 1863. | | | |
| March 10. | Nos. | 106,501 to 107,000 | \$2000 00 |
| | | 107,001 to 107,500 | 2000 00 |
| | | 107,501 to 108,000 | 2000 00 |
| | | 108,001 to 108,500 | 2000 00 |
| | | 108,501 to 109,000 | 2000 00 |
| | | 109,001 to 109,500 | 2000 00 |
| May 16. | | 109,501 to 110,000 | 2000 00 |
| | | 110,001 to 110,500 | 2000 00 |
| | | 110,501 to 111,000 | 2000 00 |
| June 20. | | 111,001 to 111,500 | 2000 00 |
| | | 111,501 to 112,000 | 2000 00 |
| | | 112,001 to 112,500 | 2000 00 |
| | | | <hr/> |
| | | | \$24,000 00 |
| 1864. | | | |
| February 5. | Nos. | 112,501 to 113,000 | \$2000 00 |
| | | 113,001 to 113,500 | 2000 00 |
| | | 113,501 to 114,000 | 2000 00 |
| March 11. | | 114,001 to 114,500 | 2000 00 |
| | | 114,501 to 115,000 | 2000 00 |
| | | 115,001 to 115,500 | 2000 00 |
| | | 115,501 to 116,000 | 2000 00 |
| | | 116,001 to 116,500 | 2000 00 |
| | | 116,501 to 117,000 | 2000 00 |
| | | 117,001 to 117,500 | 2000 00 |
| | | | <hr/> |
| | | | 20,000 00 |
| | | | <hr/> |
| | | | \$44,000 00 |

| | | | | |
|--------------------|------|----------------------------------|-----------|-------------|
| | | Brought forward—one pound notes, | | \$44,000 00 |
| FIVE DOLLAR NOTES. | | | | |
| 1863. | | | | |
| June 24. | Nos. | 20,001 to 21,000 | \$5000 | 00 |
| | | 21,001 to 22,000 | 5000 | 00 |
| July 1. | | 22,001 to 23,000 | 5000 | 00 |
| | | 23,001 to 24,000 | 5000 | 00 |
| July 4. | | 24,001 to 25,000 | 5000 | 00 |
| | | | \$25,000 | 00 |
| Nov. 11. | Nos. | 25,001 to 26,000 | \$5000 | |
| | | 26,001 to 27,000 | 5000 | |
| | | 27,001 to 28,000 | 5000 | |
| | | | 15,000 | 00 |
| Dec. 23. | Nos. | 28,001 to 29,000 | \$5000 | |
| | | 29,001 to 30,000 | 5000 | |
| | | 30,001 to 31,000 | 5000 | |
| | | | 15,000 | 00 |
| Dec. 30. | Nos. | 31,001 to 32,000 | \$5000 | |
| | | 32,001 to 33,000 | 5000 | |
| | | | 10,000 | 00 |
| | | | 65,000 | 00 |
| | | | \$109,000 | 00 |

Amount of Provincial notes defaced by Commissioners from March 1st, 1863, to March 10, 1864, and delivered to Provincial Secretary, as per receipt in Registry Book.

| | | | | |
|-----------|--|-----------------------------|----------|----------|
| 1863. | | | | |
| May 7. | | £3000 in \$4 and \$5 Notes. | | |
| | | in 4 Notes, | \$11,700 | |
| | | in 5 Notes, | 300 | |
| | | | 12,000 | 00 |
| June 2. | | £1500 in 4 and \$5 Notes, | | |
| | | in 4 Notes, | 5800 | |
| | | in 5 Notes, | 200 | |
| | | | 6,000 | 00 |
| July 6. | | £1500 in 4 and \$5 Notes, | | |
| | | in 4 Notes, | 5840 | |
| | | in 5 Notes, | 160 | |
| | | | 6,000 | 00 |
| Oct 22. | | £3750 in 4 and \$5 Notes, | | |
| | | in 4 Notes, | 14,480 | |
| | | in 5 Notes, | 520 | |
| | | | 15,000 | 00 |
| Dec. 16. | | £2500 in 4 and \$5 Notes, | | |
| | | in 4 Notes, | 9480 | |
| | | in 5 Notes, | 520 | |
| | | | 10,000 | 00 |
| 1864. | | | | |
| March 10. | | £5000 in \$4 and \$5 Notes, | | |
| | | in 4 Notes, | 18,700 | |
| | | in 5 Notes, | 1300 | |
| | | | 20,000 | 00 |
| | | | £17,250 | \$69,000 |
| | | | | 00 |

CHARLES TWINING,
JEREMIAH NORTHUP,
CHAS. H. M. BLACK.

Halifax, March 16, 1864.

H.

Indebtedness of the Province of Nova Scotia.

DR.

| | |
|---|----------------|
| To amount of Province notes, old and new issue, | \$447,458 00 |
| “ Borrowed of Savings’ Bank, | 536,000 00 |
| “ Of undrawn monies, | 151,192 18 |
| “ Railway damages to counties due, | 2397 24 |
| “ Of Provincial bonds sold. | 4,000,000 00 |
| | <hr/> |
| | \$5,137,047 42 |

CR.

| | |
|--|--------------|
| By amount due from Collectors of Excise, | \$48,069 38 |
| “ “ Casual Revenue, | 39,128 15 |
| “ “ Canada, New Brunswick, and P. E. I. | 6145 15 |
| “ “ Dalhousie College, | 20,000 00 |
| “ “ Counties for road advances, | 11,231 43 |
| “ “ Counties to Hospital of Insane, | 22,279 40 |
| “ “ Railway Department, | 23,005 38 |
| “ “ Post office, | 1597 63 |
| “ “ Old copper coin, | 3000 00 |
| “ “ Brewers of ale and manufacturers of Tobacco, | 3292 67 |
| Balance in Bank of Nova Scotia, | 100,745 67 |
| | <hr/> |
| | \$278,499 86 |

Receiver General’s office,
Halifax, 31st December, 1863.



APPENDIX No. 23.

APPOINTMENTS TO THE LEGISLATIVE COUNCIL.

(No. 17, Legislative.)

Government House, Halifax, 19th February, 1863.

MY LORD DUKE,—

A vacancy having occurred in the Legislative Council of this Province, by the appointment of Mr. S. Creelman, to be Gold Commissioner, I have the honor to inform your Grace that, by the advice of my Council, I have appointed Mr. Archibald Patterson to a seat in that branch of the Legislature, and in accordance with the instructions contained in a despatch from your Lordship, marked separate, 27th December, 1862, I lose no time in informing you of the same. Mr. Patterson is a merchant resident in the county of Colchester, of an old and respectable Pictou family, and is in many ways worthy of a seat in the Legislative Council.

I have, &c.,

(Signed) MULGRAVE.

His Grace the DUKE OF NEWCASTLE, K. G.

(Nova Scotia, No. 18.)

Downing Street, March 17th, 1863.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's despatch, No. 17, of the 19th February, stating that you have appointed Mr. Archibald Patterson, to a seat in the Legislative Council of Nova Scotia.

I have the honor to be,

My Lord,

Your Lordship's most obedient humble servant,

NEWCASTLE.

Lieut. Governor the Right Honble. the EARL OF MULGRAVE, &c. &c.

(No. 48, Legislative.)

Government House, Halifax, N. S., 13th May, 1863.

MY LORD DUKE,—

I have the honor to inform your Grace, that I have appointed the honorable Samuel Chipman, to a seat in the Legislative Council, in place of Mr. Charles Dickey, who has resigned his seat in that branch of the Legislature, in consequence of ill health.

Mr. Chipman was the oldest member of the House of Assembly, having occupied a seat in that body for more than twenty years.

I have, &c.

(Signed) MULGRAVE.

His Grace the DUKE OF NEWCASTLE, K. G.

(Nova Scotia, No. 38.)

Downing Street, June 3, 1863.

My Lord,—

With reference to your despatch No. 48, of the 13th inst., I have the honor to convey to you my approval of the appointment of the honorable Samuel Chipman, to a seat in the Legislative Council, in the place of Mr. Charles Dickey, who has resigned his seat in consequence of ill health.

I have the honor to be,

My Lord,

Your obedient servant,

NEWCASTLE.

The Right Honble. the EARL OF MULGRAVE.

APPENDIX No. 24.

MARITIME PROVINCES.

(COPY.)

*Government House, Halifax, N. S.,
5th February, 1864.*

SIR,—

I have the honor to bring under the notice of your Excellency the following extract from the speech addressed to the Legislature of this Province, on the 4th instant, relating to the proposed union of the three maritime Provinces, in the hope that corresponding action may be taken by the government of New Brunswick.

“The importance of consolidating the influence and advancing the common progress of the three maritime Provinces, whose interests are so closely identified, has for some time attracted a large share of public attention; and I propose to submit, for your consideration, a proposition, in which the co-operation of the Government of New Brunswick and Prince Edward Island will be invited, with a view to the union of the three Provinces under one Government and Legislature.”

In accordance with the announcement thus made, the Government propose to submit to the Legislature a resolution authorizing the appointment of delegates, to confer with delegates who may be appointed by the Government of New Brunswick and Prince Edward Island, for the purpose of arranging such preliminaries as may be considered necessary for the union of the three Provinces under one Government and Legislature, such action to take effect only when confirmed by the Legislatures of the three Provinces, and approved by her Majesty the Queen.

I have, &c.,

(Signed) HASTINGS DOYLE.

His Excellency the
HON. A. GORDON, C. M. G.

A similar despatch was transmitted to His Excellency the Lieut. Governor of Prince Edward Island.

(COPY.)

Fredericton, N. B., 17th February, 1864.

SIR,—

I have the honour to acknowledge the receipt of your despatch of the 5th inst., and beg to assure your Excellency that the important subject to which it relates will receive the best attention of my responsible advisers. I may venture to suggest to your Excellency that it would be desirable that the words of the resolutions referred to in your Excellency's despatch should be agreed upon, in common by the governments interested, previously to their introduction, in order that they may be presented in precisely the same form to each of the three Legislatures

I have the honor to be, &c.,

(Signed) ARTHUR H. GORDON.

His Excellency the Administrator of the
Government of Nova Scotia.

(COPY.)

*Government House, Prince Edward Island,
17th February, 1864.*

SIR,—

I have the honour to acknowledge the receipt this day of your despatch of the 5th inst., in which you bring under my notice an extract from your speech to the Legislature of Nova Scotia, which has reference to a Legislative union of the Provinces of Nova Scotia, New Brunswick, and Prince Edward Island.

I shall, at the earliest opportunity, bring under the notice of the Executive Council of this Province, the resolution which, in accordance with the announcement in your speech, your ministers propose to submit to the Legislature of Nova Scotia on this important question.

I have the honor to be, &c.,

(Signed) **GEORGE DUNDAS.**
Lieutenant Governor.

To His Excellency **HASTINGS DOYLE.**

(COPY.)

Government House, Halifax, 27th February, 1864.

SIR,—

I have the honour to acknowledge the receipt of your despatch of the 17th inst., and in reply have to state, that the Government here propose to introduce the following resolution upon the subject of the union of the maritime Provinces, but will defer doing so at present, in order that they may receive any suggestion upon the terms of the resolution which your Government may wish to offer, as it is certainly much to be desired that the wording of the resolutions proposed to the different Legislatures should be as nearly identical as possible.

I have the honor to be, &c.,

(Signed) **HASTINGS DOYLE.**

To His Excellency **ARTHUR H. GORDON,**
The Lieut. Governor of New Brunswick.

“*Resolved, That His Excellency the Administrator of the Government be requested to appoint delegates (not to exceed five) to confer with delegates who may be appointed by the Governments of New Brunswick and Prince Edward’s Island, for the purpose of arranging a preliminary plan for the union of the three Provinces under one Government and Legislature, such union to take effect when confirmed by the Legislative enactments of the various Provinces interested and approved by Her Majesty the Queen.*”

A similar despatch was transmitted to the Lieut. Governor of Prince Edward Island.

(COPY.)

Fredericton, N. B., 11th March, 1864.

SIR,—

I have communicated to my Council the draft resolution, enclosed in your Excellency’s despatch of the 27th ult., and have now the honor to transmit

to your Excellency the draft of a corresponding resolution, which it is the intention of my advisers to introduce into the Legislature of this Province, and which, as your Excellency will observe, is substantially identical with that to be introduced in Nova Scotia.

I have, &c.,

(Signed)

ARTHUR H. GORDON.

His Excellency

The Administrator of the Government.

“ *Resolved*, That an humble address be presented to his Excellency the Lieut. Governor, requesting him to appoint delegates (not to exceed five) to confer with delegates who may be appointed by the Governments of Nova Scotia and Prince Edward’s Island, for the purpose of considering the subject of the union of the three Provinces under one Government and Legislature, such union to take effect when confirmed by the Legislative enactment of the various Provinces interested, and approved by Her Majesty the Queen.”

(COPY.)

*Government House, Prince Edward Island,
11th March, 1864.*

SIR,—

I have the honor to acknowledge the receipt, on the 9th inst., of your despatch of date the 29th ultimo, on the subject of a proposed administrative and legislative union of the Provinces of Nova Scotia, New Brunswick, and Prince Edward Island; and to inform you that I have referred a copy of that despatch, and of the resolution enclosed, for the consideration of the Executive Council of this Island.

I have &c.,

(Signed)

GEORGE DUNDAS,
Lieutenant Governor.

His Excellency Major General HASTINGS DOYLE.

(COPY.)

Fredericton, N. B. 11th April, 1864.

SIR,—

I have the honor to enclose for your Excellency’s information the copy of an address which has been presented to me by both Houses of the Provincial Legislature, together with my reply.

If such an arrangement should not appear to be objectionable to your Excellency, I should venture to suggest the close of the month of July or the beginning of August as the date for the meeting of the delegates.

I have the honor to be, &c.,

(Signed)

ARTHUR H. GORDON.

His Excellency

The Administrator of the Government, Nova Scotia.

“ *Resolved*, That an humble address be presented to his Excellency the Lieutenant Governor, requesting him to appoint delegates (not to exceed five) to confer with delegates who may be appointed by the Government of Nova Scotia and Prince Edward Island, for the purpose of considering the subject of the union of the three Provinces under one government and legislature—such union to take effect when confirmed by the legislative enactments of the various province interested, and approved by Her Majesty the Queen.”

“I receive this address with the utmost satisfaction, and trust that the delegates whom, in conformity with the wishes therein expressed, I shall immediately proceed to appoint, will be enabled to devise satisfactory means of accomplishing the object with reference to which it will be their duty to deliberate.”

(COPY.)

*Government House, Prince Edward Island,
19th April, 1864.*

SIR,—

I have the honor to enclose copy of a resolution, passed on the 18th inst., in the House of Assembly of this Island, respecting a proposed union of the Provinces of Nova Scotia, New Brunswick, and Prince Edward Island.

I have the honor to be,

Sir,

Yours, &c.,

(Signed) GEORGE DUNDAS.
Lieut. Governor.

His Excellency Major General H. DOYLE, &c.

“*Resolved*, That His Excellency the Lieutenant Governor be authorized to appoint delegates (not to exceed five) to confer with delegates who may be appointed by the government of Nova Scotia and New Brunswick, for the purpose of considering the expediency of a union of the three Provinces of Nova Scotia, New Brunswick, and P. E. Island, under one government and Legislature; the report of said delegates to be laid before the Legislature of this colony before any further action shall be taken in regard to the proposed question.”

APPENDIX No. 25.

RECORD COMMISSION.

REPORT OF THOMAS B. AKINS,

Appointed by His Excellency the Lieutenant Governor to be Commissioner of Public Records, under a resolution of the House of Assembly, passed 31st day of April, A. D., 1857, as follows, viz. :—"That His Excellency be respectfully requested to cause the ancient records and documents illustrative of the history and progress of society in this Province, to be examined, preserved, and arranged, either for reference or publication, as the Legislature may hereafter determine, and that this House will provide for the same."

TO THE HONORABLE THE PROVINCIAL SECRETARY.

Sir,—

I have the honor to submit for the information of the Administrator of the Government, the following report of my proceedings during the last three years, relating to the public archives of this Province under my charge.

By the report of the committee of the House of Assembly on the subject of the Record Commission, made on the 30th day of April, 1860, it was recommended that the work of the Commissioner should be suspended until the termination of the then current year, after which it should be resumed, with a view to its completion. Accordingly, on the first day of January, 1861, the work was resumed, and continued without intermission until April, 1862. During these fifteen months a large mass of papers were examined, and selections made from them of such documents as were considered worthy of preservation, not only as being of historical value, but also such as appeared likely to be the subject of reference for business purposes. These selections occupy sixty-four volumes, and have been bound up and their contents carefully catalogued. A large quantity of papers connected with the granting of land have been also put in order, tied up in bundles under their respective dates, and packed away in boxes. These papers consist of petitions for grants, warrants of survey, orders, original surveys, and drafts of the grants, &c. They occupy four boxes.

The volumes of selections bound during the year 1861, consist of the following, viz. :—

| | VOLS. |
|--|-------|
| Papers of the Legislative Council from 1830 to 1841, | 7 |
| Supplemental volume of Cape Breton papers from 1799, | 1 |
| Continuation of the first series of files of the House of Assembly from 1831, | 1 |
| Supplemental volume of papers from files of Legislative Council, | 1 |
| Sheriffs' appointments, gaol returns, &c., | 1 |
| Supplemental volumes of general series from Secretary's office, 1760, | 2 |
| Papers connected with the criminal proceedings from 1749 to 1800, | 1 |
| Papers connected with the partition of the old townships, from 1760 to 1784, | 1 |
| Transcripts received from State paper office in London, viz. :— | |
| Letters from Governors of Nova Scotia to Lords of Trade, from 1715 to 1781, | 5 |

| | VOLS. |
|--|-------|
| Letters from Governors of Louisburg to Lords of Trade, from 1745 to 1749, | 1 |
| Letters from Board of Trade to Governors at Annapolis, 1714 to 1748, | 1 |
| Minutes of Council at Annapolis, 1720 to 1749, | 2 |
| French documents relating to Acadia, from the archives of Paris, (copies made at Quebec,) from 1632 to 1749, | 2 |
| French register kept at Annapolis, of marriages, baptisms, &c., for 1703, | 1 |
| French manuscripts, known as the Tyrell papers, 1753 to 1755, | 1 |
| Book containing accounts, certificates, orders, &c., relating to the vessels employed by governments at Halifax in 1749, | 1 |
| Letters from Governors of Nova Scotia to Secretary of State, from 1808 to 1813, | 2 |
| A volume of public accounts, 1776 to 1781, | 1 |
| A volume containing emigration reports, &c., | 1. |
| Census of the county of Halifax, taken in 1851, | 2 |
| Documents connected with the militia since 1829, | 1 |
| Letters from the Governors of Massachusetts to Secretary of State, 1748 to 1751, from State paper office, | 1 |
| Letters from Governors at Annapolis to Secretary of State, 1720 to 1748, | 1 |
| Letters from Governors at Halifax to Secretary of State, from 1749 to 1794, from State paper office, | 9 |
| Original Council books of Cape Breton, from 1785 to 1820, | 6 |
| Returns of the partition of the township grant of Horton, | 1 |
| Catalogues of the public documents, made by W. Gautier about 1810, | 1 |
| Catalogues of the contents of the foregoing volumes, | 3 |
| Catalogue of the contents of volumes made up in 1859 and 1860, | 3 |
| Two large volumes of plans and survey of roads, &c., | 2 |
| | 64 |

In May, 1862, the work was again suspended, by direction of the Government, until January, 1863, when it was once more resumed, with the intention of bringing it to a speedy close. The selections from the papers in the Secretary's office had been brought down to the year 1841, and it was deemed advisable that those from the files of the House of Assembly should be also completed to that time. They occupy four volumes, no papers being selected but those of chief importance and which had not been printed in the Journals. During this year the missing portion of the census of 1838 was found, and was arranged and bound up with the rest. Also, a considerable number of papers connected with the mines and minerals, and the questions in dispute between the Government and the Mining Association of London; and also some despatches from the Colonial Office relative to important changes in the government. These have been also bound and catalogued.

The most important work performed during the present year, has been the progress made towards the completion of a copious Index to the registry books of crown grants of land in Nova Scotia and Cape Breton. A complete Index of the names of all grantees from 1725 to 1817, with the dates of the grants, number of acres of land granted, the locality, and other particulars, embracing the names of upwards of 24,000 grantees, has been carefully prepared.

The value and importance of this Index will be apparent, when it is known that frequently from 25 to 800 names occur in one patent, and the first name only on the list of grantees is given in the old Index. Much inconvenience has hitherto resulted, both to the Government and private parties, in consequence of the want of such an Index as that now in progress. It is, however, a work of time, and cannot be completed until July or August next, when I hope to have it brought down to 1845, from which period the crown grants have been recorded in the Registry of Deeds in each county, and proper Indexes of them have been kept.

A large quantity of papers to which reference is never made, consisting of government vouchers, treasurers' reports, and duplicate accounts, papers appertaining to the custom house, excise, board of revenue, school returns, and those of the

Secretary's office, from which selections have been made, have been placed in boxes, but not arranged or classified.

The necessity of some system of registration of marriages has been the subject of much consideration during the last three years. In my last report I mentioned that a great number of bonds taken at the Secretary's office on the issuing of marriage licenses had come into my hands. These bonds extend over a period of 55 years, and are about eleven or twelve thousand in number. Many of them are defective, (particularly the more modern,) and some so carelessly filled up as not to contain the names of the persons to be married, but only those of the sureties; others are without seals, and in other respects defective. These bonds are usually filled up by the ministers in the country to whom the licenses are directed, who frequently neglect to return them to the office; consequently no record of marriages solemnized under license has been kept. I should suppose about one fourth part of these bonds only have been returned; those, however, in possession of the Government have been carefully catalogued. The governments of New York and Rhode Island, where the same system of marriage licenses prevailed previous to the revolution, have collected and published catalogues of marriages from their bonds on file. In the latter State there is a very complete system of registration of marriages, births, and deaths, and their returns are annually published by order of the State government.

I have attached a complete list of the books bound, and documents filed and preserved since the commencement of the commission; and in conclusion beg to say that the want of a proper place of deposit for the public archives has been the cause of considerable trouble and expense, which otherwise would have been avoided. There is no room in the building which could be conveniently appropriated for their reception, and it has been found necessary to remove several of the boxes to the garret of the building.

The bound volumes have been placed on the open shelves of the Legislative Library. They should have a separate press or division assigned them, and locked up when not required.

As so many materials have thus been collected at provincial expense, of much value for historical purposes, I think it right to revert to the idea suggested in the resolution of the Assembly in 1857, of printing and publishing selections from these archives, believing they would prove very interesting. The States of New York and Pennsylvania have lately published very large collections of this nature.

I have the honor to remain, Sir,

Your obedient servant,

THOMAS B. AKINS.

Halifax, February 24, 1864.

A List of all the books and documents arranged and bound by the Commissioner of Public Records from the date of issuing the commission in 1857 to 1st February, 1864.

| | No. of Vols |
|---|--------------|
| 1. Copies of despatches from Lords of Trade and Plantations to the Governors at Annapolis, from 1714 to 1748, with catalogue or table of contents, | 1 |
| 2. Original despatches from Lords of Trade to Governors of Nova Scotia at Halifax, entitled Whitehall despatches, from 1749 to 1799, with a volume containing catalogue of contents—bound in six volumes, | 1 |
| 3. Copies of despatches from the Lords of Trade, &c., to the Governors at Cape Breton, between 1785 and 1820, with catalogue of contents at the end of each volume. These transcripts were obtained from the State Paper office in London, | 2 |
| 4. Despatches (original) from Secretaries of State to Governors of Nova Scotia, from 1800 to 1833—bound in ten volumes, A volume containing the catalogues of the contents of the foregoing volumes, | 10 1 |
| 5. Duplicate (original) despatches to Governors, between 1824 and 1840,—not catalogued, | 4 |
| 6. Copies of despatches from Governors of Nova Scotia to Lords of Trade and Plantations, from 1718 to 1781, obtained from State Paper office—bound in 5 volumes, with a volume containing catalogue of contents, | 6 |
| 7. Copies of despatches from Governors of Nova Scotia to Secretaries of State, from 1720 to 1764—bound in 10 volumes (from State Paper office), The catalogue of the contents of these 10 volumes is bound up with that of series No. 6, entitled Despatches from Board of Trade. | 10 |
| 8. Copies of despatches from Governors at Louisburg to Secretary of State, between 1745 and 1748, with catalogue of contents. (State Paper office), | 1 |
| 9. From Governors of Massachusetts to the Secretary of State, 1748 to 1751, with table of contents.—(State Paper office), | 1 |
| 10. Letter books of Governor Wentworth, from 1783 to 1807, in seven volumes. (These volumes were presented to the Province by the late Mrs. Gore, having come into her possession as one of the heirs at law of the late Sir Charles Wentworth, son of Governor Wentworth. They contain copies of all his letters to the Secretaries of State while Governor of Nova Scotia, with a great variety of other correspondence of an official character, | 7 |
| 11. Letters from Governors of Nova Scotia to Secretaries of State, from 1808 to 1813. All despatches from 1813 to the present time are in the office of the Provincial Secretary, | 2 |
| 12. Documents selected from the files of the Legislative Council, from 1760 to 1829—bound in five volumes, | 5 |
| 13. Documents from the files of the Legislative Council, 2nd series—1830 to 1841,—with volume of catalogues, A supplemental vol. of Legislative Council papers, | 8 1 |
| 14. Documents selected from the files of the House of Assembly, from 1758 to 1831, in ten volumes, Catalogue of the contents of the first series of papers from the Legislative Council and those from the House of Assembly, from 1758 to 1831—bound in one volume, Papers from files of Assembly, from 1832 to 1841.—(Catalogued). | 10 1 4 |

15. Manuscript documents of Nova Scotia, consisting of miscellaneous papers, arranged according to dates, from 1748 to 1841, in 29 volumes. The second volume contains drafts of letters from Governors of the Province to Secretaries of State and Board of Trade, not contained in the series of transcripts obtained from the State Paper office, 29
 A supplemental volume of papers, from 1760 to 1840,—another from 1812 to 1840, 2
 The catalogues of the contents of these 31 volumes are contained in two folio volumes, 2

PAPERS OF THE ISLAND OF CAPE BRETON.

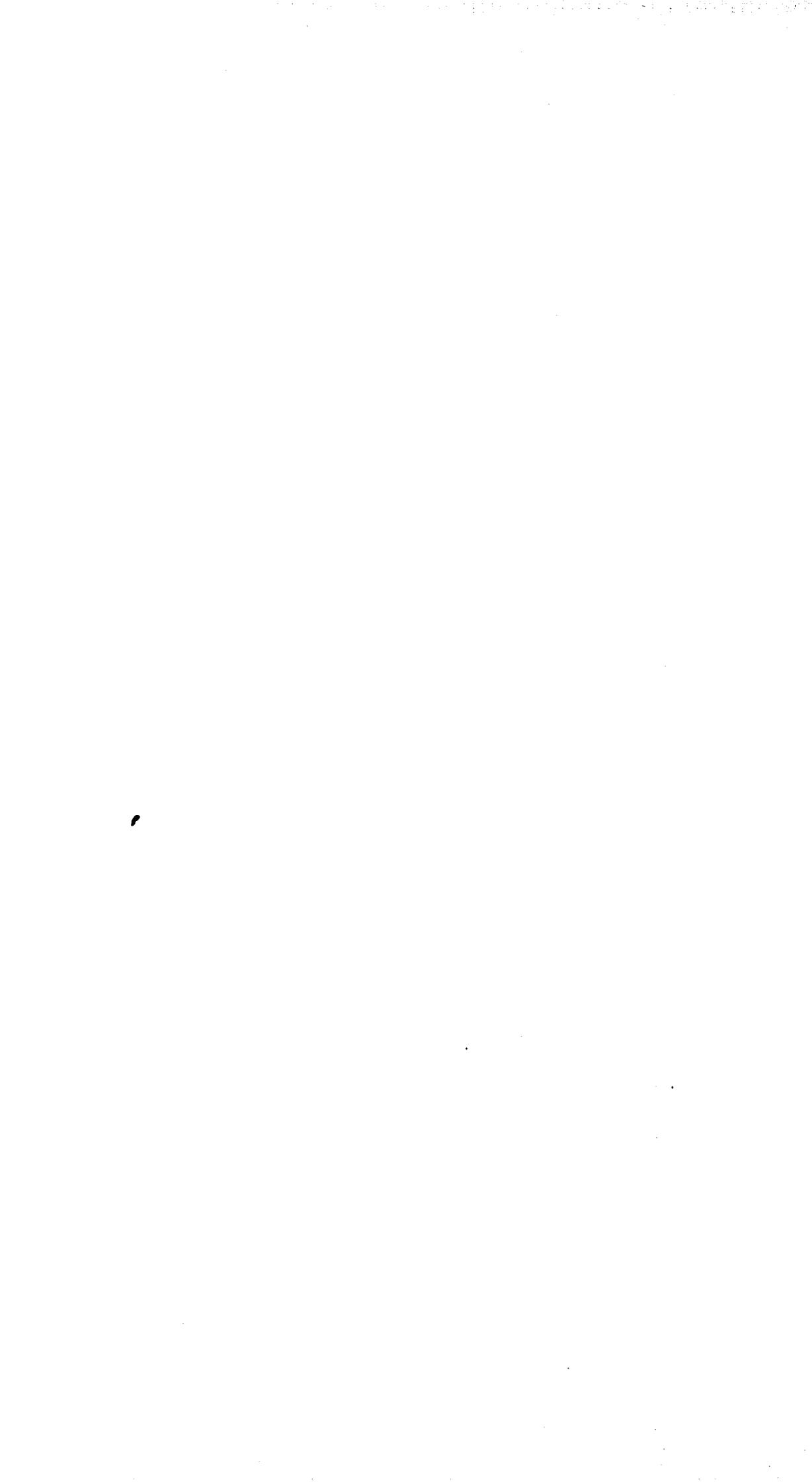
16. Papers relating to Cape Breton, from 1778 to 1820, in seven vols., with a supplemental volume, from 1796 to 1841, 8
 A volume containing Cape Breton papers, on special subjects, viz. : copies of Imperial acts relating to the Colonies, Orders in Council, Royal Instructions to Governors, Proclamations, and census returns, from 1811 to 1814, &c. 1
 The catalogue of the contents of the foregoing 9 volumes is bound in a separate volume, 1
 17. Papers relating to the county of Cape Breton since its re-annexation in 1820 to 1839, with a few papers in the first volume of previous dates, 5
 The contents of these five volumes will be found in the volume of catalogues, entitled, "Special subjects," 5
 18. Council books of Cape Breton while a separate government, from 1785 to 1820, that for 1793 missing. 6

SPECIAL SUBJECTS.

19. French documents relating to Acadia while under the government of France, from the archives of Paris, being transcripts from the copies in the possession of the government of Canada. Contents: 1st volume, from 1632 to 1699; 2nd volume, from 1700 to 1713, with several documents between 1713 and 1749. Table of contents and catalogue of documents in each volume, 2
 A French Register of baptisms, marriages, &c., kept at Annapolis between 1702 and 17 . . . The second volume of this register is in possession of the Roman Catholic Church at Halifax, having been given to the late Archbishop Walsh about 10 years since by those in charge of the archives at that time, 1
 French manuscripts called Tyrell's papers, relating to the capture of Fort Cumberland, &c., by Governor Monkton, in 1753 and 1755, 1
 20. Copies of the Minutes of Council at Annapolis, from 1720 to 1749, from State paper office. The original Council books had been lost. Since these transcripts were obtained, one of the original volumes has been recovered, 3
 21. A volume containing orders, certificates, and accounts, connected with the vessels employed by governments in 1749-50, 1
 22. Papers connected with the Crown prosecutions for treasons, seditions, &c., between 1749 to 1788, 2
 23. Parliamentary estimates for civil and military establishments of Nova Scotia, from 1751 to 1834, 1
 24. Printed Acts of Parliament relating to the Colonies, previous to 1800, 1
 24. Royal Instructions to Governors of Nova Scotia, under the Royal seal at arms, from 1720 to 1841—bound in 4 volumes,—an additional or supplemental volume lately added, 4

| | | |
|------------------|--|-----|
| 25. | Royal Proclamations, from 1748 to 1807, | 1 |
| 27. | Orders of the Privy Council, from 1753 to 1827, | 2 |
| 28. | Royal warrants, mandamuses, and commissions, under seal at arms, from 1753 to 1840, | 1 |
| 29. | Papers relating to the Indians of Nova Scotia, from 1751 to 1848, including entry book of commissioners of Indian affairs, | 2 |
| 30. | Papers connected with the settlement of the old townships, between 1759 and 1784, with some papers relating to the loyalist settlers, | 1 |
| | A volume of documents relating to the partition of the townships of Falmouth, Horton, Yarmouth, Onslow, Londonderry, Newport, &c., 1761 to 1784, | 1 |
| | Volume containing the return on the writ of partition of the township of Horton, | 1 |
| | | — 3 |
| 31. | Treasurers accounts of the Province of Nova Scotia, from 1758 to 1846—large folio, | 6 |
| 32. | Papers connected with the settlements formed on the River Saint John, 1764, &c. ; and the building of the city of Saint John, or Parr Town, 1785 to 1808, | 1 |
| CENSUS. | | |
| 33. | Census of the Province and returns of poll tax to the year 1800, | 1 |
| | Several censuses taken between 1800 and 1851, | 4 |
| | Census of the County of Halifax, 1851, | 2 |
| | Epitome of the census of city of Halifax, 1851, | 1 |
| | | — 8 |
| TOWN OF HALIFAX. | | |
| 34. | A perfect copy of the original allotment book of the town of Halifax in 1749-50. This copy was made to be placed in the office for reference in place of the original, which was very much torn and should be carefully preserved in some suitable place, as the only authentic record of the settlement and plan of the city, | 1 |
| | Papers relating to the town of Halifax from 1754 to 1839. The papers of the Shubenacadie canal are bound up in the third volume of this series. | 3 |
| 35. | Papers relating to the several Negro emigrations and settlements, from 1790 to 1839, | 4 |
| 36. | A volume containing selections from school returns, &c., between 1813 and 1840, | 1 |
| 37. | Two volumes containing papers relating to the government establishment at Sable Island, from 1801 to 1840, | 2 |
| 38. | Two volumes containing papers connected with the churches of England and Scotland, and the school and glebe lands of the church. (Vol. 1st, from 1779 to 1845, including papers of St. Paul's parish ; 2nd vol., from 1800 to 1840, church lands allotted to Ministers of Church of Scotland, &c.) | 2 |
| 39. | A volume containing papers relating to the casual and territorial revenues, &c., | 1 |
| 40. | Correspondence between the Governors of Nova Scotia and the British Minister at Washington, with accompanying papers, | 1 |
| 41. | Correspondence between the Governors of Nova Scotia and those of New Brunswick, P. E. Island, and Newfoundland, from 1816 to 1841, with accompanying papers, | 1 |
| 42. | Manuscript copy of the tour made by the late Titus Smith through the eastern part of Nova Scotia by order of Government, with remarks on the natural history of the province, | 1 |
| 43. | A volume containing sheriffs appointments, gaol returns, and a series of papers connected with the division and boundaries of counties about 1830, | 1 |

| | | |
|-----|--|-----|
| 44. | Papers relating to the militia of Nova Scotia from 1807 to 1843, | 2 |
| 45. | Papers relating to emigration, | 1 |
| 46. | A collection of original returns used in construction of blue books sent to England, | 1 |
| 47. | Two volumes containing papers relating to the mines and minerals of Nova Scotia, and the revenue derived from the mines, from 1803 to 1843, | 2 |
| 48. | A collection of catalogues of public documents, made by the late James Gautier, Clerk of Council, about the year 1800, | 1 |
| | A complete index of all the Crown grants of land in Nova Scotia and Cape Breton between 1718 and 1763, with the names of 4000 grantees, and other particulars, | 1 |
| | Indexes of the Crown grants from 1763 to 1817, (20,500 grantees,) to be bound in two volumes, | 2 |
| | A catalogue of all the papers deposited in the various boxes, numbered and marked "Record Commission," including a list of all the marriage license bonds in possession of the Government to 1852 inclusive, | 1 |
| | | — 4 |
| 49. | Two volumes of letters written by Sir John Wentworth to the Secretaries of State while Governor of New Hampshire, | 2 |
| 50. | Two volumes of plans, chiefly alterations made or proposed to be made in the great roads throughout the province during the last thirty years, | 2 |
| | | — |
| | | 204 |



APPENDIX No. 26.

MARINE COURTS OF INQUIRY.

(Circular.—Nova Scotia.)

Downing Street, 6th July, 1863.

SIR,—

With reference to my circular despatches of the 16th September, 1862, and 14th April last, I transmit to you for your consideration the copy of a further letter from the office of the Lords of the Committee of Privy Council for Trade, urging the establishment in the Colonies of Courts of Inquiry into the causes of wrecks, in order to investigate the causes of every such casualty as soon as possible after it has occurred.

I am confident that the subject will receive from you the attention which it deserves.

I have the honor to be, Sir,

Your most obedient, humble servant,

(Signed)

NEWCASTLE.

The Right Honorable THE EARL OF MULGRAVE.

MR. BOOTH TO THE UNDER SECRETARY OF STATE FOR THE COLONIES.

(COPY.)

*Office of Committee of Privy Council for Trade,
Marine Department, Whitehall, 23rd June, 1863.*

SIR,—

I am directed by the Lords of the Committee of Privy Council for Trade, to offer the following observations for the consideration of His Grace the Duke of Newcastle, upon the subject of inquiries into wrecks happening on or near the coasts of Her Majesty's Colonial possessions.

The recent loss of the steamship "Anglo Saxon," off Cape Race, Newfoundland, and the proceedings connected with the inquiry which My Lords have instituted in this country in the matter of that wreck, have induced their Lordships at once to bring to the notice of the Secretary of State the inconvenience and the difficulty of conducting these investigations in this country in cases where the casualty has happened in a distant country some weeks, or, it may be, months previously. In such cases it often happens that the officers, ship's crew, and passengers, have dispersed or remained abroad, and it becomes a chance whether the most important witnesses can be produced at the hearing.

To obviate the difficulties above alluded to, My Lords desire me to suggest that it is very desirable that measures should be adopted for the establishment, in the larger Colonies at any rate, of Marine Courts of Inquiry, whose duty it should be to investigate on the spot and at once any case of wreck calling for inquiry which may happen on or near the coast of those Colonies.

Such a step has been contemplated by the Imperial Legislature in passing the Merchant Shipping Act, 1854, sec. 242, (amended by 25 and 26 Victoria cap.

63, sec. 23,) and has been adopted in some of the British possessions, *e. g.*, in India, at the Cape of Good Hope, in some of the Australian Colonies, and at Hong Kong; and their Lordships are able to bear testimony to the satisfactory reports of investigations that have from time to time been received in this department from the Courts so constituted.

It appears to My Lords that the Duke of Newcastle might with advantage call the attention of the Governors of those Colonies in which no Courts of Inquiry into wrecks at present exist, to this subject, with an intimation of the opinion of Her Majesty's Government, that it will be desirable in every Colony where the requisite means exist to establish Courts of Inquiry, which shall investigate wrecks of British ships happening on their respective coasts as soon as possible after the casualty has occurred.

I have, &c.,

(Signed)

JAMES BOOTH.

THE UNDER SECRETARY OF STATE, Colonial Office.

(No. 75.—Miscella.)

*Government House, Halifax, N. S.,
28th August, 1863.*

MY LORD DUKE,—

I have the honour to inform you that, on receipt of a circular from your Grace, dated 6th July, 1863, relative to the formation of a court of enquiry into the causes of wrecks, I at once called the attention of my Council to the subject.

It appears, however, that there does not exist at present any act of this Provincial Legislature by which such a court could be established.

My Government have accordingly determined to prepare an act for that purpose, which may be submitted to the Assembly at the next session; and in order that it may be as perfect as possible I have to request your Grace to be good enough to cause copies of similar acts which may have been passed in England or the other Colonies to be transmitted for the guidance of this Government.

I have, &c.,

(Signed)

NORMANBY.

HIS GRACE THE DUKE OF NEWCASTLE.

Halifax, 10th August, 1863.

SIR,—

I have to request you will inform His Excellency the Lieutenant Governor that I have examined the subject of the circular of His Grace the Duke of Newcastle, dated 6th July, 1863, and do not find any authority to exist in the Provincial Government to establish a Court of Inquiry into the causes of wrecks. This authority could only be derived from Imperial or Provincial legislation; and the court or tribunal mentioned in the cexlii. section, paragraph 5, of the Merchant Seamans Act, 1854; and to which allusion appears to be made in the several despatches sent to me is expressed to have its creation under legislative authority.

It would seem therefore to be proper, under the opinion of the Colonial Secretary, that an act for the purpose, His Grace desires, should be prepared and submitted to the Assembly at its next session; and as uniformity is desirable, I would suggest an application for copies of such laws or regulations as have been passed in England or the Colonies on the subject.

I return the despatches sent to me—among them I do not find that of 14th April, 1863, referred to in the circular of 6th July.

I have the honor to be,

Very truly yours,

J. W. JOHNSTON.

THE HON. THE PROVINCIAL SECRETARY, &c., &c., &c.

(Nova Scotia.—No. 63.)

Downing Street, 19th October, 1863.

SIR,—

With reference to the Marquis of Normanby's despatch, No. 75, of the 20th of August, I have the honor to transmit to you for your information and guidance the enclosed copy of a letter from the Board of Trade, offering observations on the establishment of Marine Courts of Inquiry, and enclosing copies of laws which have been passed by different Colonial Legislatures for the purpose.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed) NEWCASTLE.

The Officer Administering the Government in Nova Scotia.

MR. FARRER TO THE UNDER SECRETARY OF STATE, COLONIAL OFFICE.

(COPY.)

*Office of Committee of Privy Council for Trade, Marine Department,
Whitehall, 5th October, 1863.*

SIR,—

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 21st ultimo, enclosing copies of despatches from the Governors of Antigua, dated 10th August, and Nova Scotia, dated 20th August, reporting on the proposition for the establishment of Courts of Inquiry into cases of wrecks in the Colonies; and with reference to the request contained in the despatch of the Governor of Nova Scotia to be supplied with copies of similar acts which may have been passed either in England or the other Colonies for his guidance in the matter, I am to request you will refer the Governor to the Merchant Shipping Act, 1854, part viii., and to the Merchant Shipping Act Amendment Act, 25 and 26 Vic., cap. 63, section 23.

I am to point out that there are various acts in various colonies and possessions in India, at the Mauritius, in the Bahamas, in the Australian Colonies, at the Cape, and elsewhere, providing for the constitution of these Courts of Inquiry, all of which depend for their details on the materials available in and on the special circumstances of each colony.

The great objects to be kept in view in the constitution of such Courts are, that there shall be, either as a member or members of the court, or as assessor or assessors, some independent person or persons, possessing adequate nautical skill and experience, and also some person or persons of judicial knowledge and habits.

The proceedings should be public, and should be assimilated as far as possible to those of ordinary courts of justice.

The Colonial Office are no doubt aware that a proposal has recently been made for establishing these Courts in Newfoundland and New Brunswick; and I am to suggest that the government of these neighboring Colonies may possibly be able to help each other in forming a similar if not an uniform system.

I herewith forward for the use of the Governor of Nova Scotia, copies of, or reference to, various enactments by which these courts are established. Others might be added if it were desirable, but they would scarcely convey any additional information.

In conclusion I am to add, as an illustration of the importance of holding these enquiries as soon as possible after the casualty occurs, that the Board of Trade are prevented from having investigations into the wrecks of three vessels which have been recently lost on the coasts of New Brunswick and Newfoundland, viz.: the "Norwegian," the "Georgia," and the "Pactolus," because the Masters have not returned to the United Kingdom.

I have, &c.,

(Signed) T. H. FARRER.

THE UNDER SECRETARY OF STATE, Colonial Office.



APPENDIX No. 27.

POORS' ASYLUM.

Aggregate list of articles purchased for the use of the Halifax Asylum for the Poor during the year 1863, with the balance due the Bank on the 1st January.

| | | |
|--|----------|-----------|
| 1863. Balance due the Bank of Nova Scotia, per account, | | \$4423 54 |
| Barley, 5782 lbs., | \$220 64 | |
| Beef, 31361 lbs., | 1285 58 | |
| Butter, 1255 lbs., | 192 02 | |
| Bread, (hard), 35 boxes, | 35 00 | |
| Bakery—Baker's salary and wood, | 216 82 | |
| Coals, 85 chals., | 431 12 | |
| | | \$2381 18 |
| Contingencies—expended by the matron, whose account is audited monthly by the acting Commissioner, | \$849 00 | |
| Clothing—blankets, sheets, &c., | 1821 95 | |
| Coffee, 167 lbs., | 35 07 | |
| Cows and horse—purchase of cow, bran, harness, &c., | 110 65 | |
| | | 2815 77 |
| Cottage, Willis—Common and Waterloo Fields, and Hospital, | \$457 85 | |
| Corn Meal, 20 bbls., | 75 70 | |
| Fish—104 qtls. Dry and 1 bbl. Herring, | 162 85 | |
| Flour, 433 bbls., | 2250 57 | |
| Gas Company—gas light, | 113 90 | |
| Ironmongery, | 29 67 | |
| Interest—paid the Bank for money advanced, | 186 99 | |
| Insurance—paid prem. Insurance against fire on the buildings, | 36 00 | |
| Lumber—for repairs to buildings, coffins, &c., | 116 62 | |
| Leather—for shoes and repairing, | 280 57 | |
| | | 3710 72 |
| Miscellaneous—expenses required for the establishment—articles not of ordinary consumption, purchased by the Commissioners, which do not come under other heads, | \$376 76 | |
| Molasses, 1386 galls., | 425 34 | |
| Oatmeal, 2050 lbs., | 66 75 | |
| Oil, 140 galls., | 99 90 | |
| Porter and Beer, | 157 53 | |
| Pork, 3800 lbs., | 196 50 | |
| Potatoes, 1876 bush., | 638 95 | |
| Peas and Beans, 124 bush., | 149 77 | |
| Removal of Paupers, | 42 00 | |
| Repairs to buildings, | 335 84 | |
| Rice, 1344 lbs., | 56 00 | |
| Straw for bedding, 25711 lbs., | 116 76 | |
| | | 2660 00 |

Salaries—including Medicines and medical attendance :

| | | |
|---|----------|------------|
| viz., Dr. W. J. Almon, | \$480 00 | |
| Keeper and Matron, | 600 00 | |
| Schoolmistress, | 60 00 | |
| Clerk, | 240 00 | |
| | | 1380 00 |
| Salt, 10 hhds., | 18 50 | |
| Soap, 576 lbs. hard, 224 3-5 cwt. soft, | 308 41 | |
| Stationery and printing, | 15 41 | |
| Sugar, 1920 lbs., | 145 55 | |
| Tinware and repairing, | 178 81 | |
| Tea, 1351 lbs., | 485 98 | |
| Truckage, | 67 75 | |
| Vinegar, 80 gals., | 11 66 | |
| Wool, | 47 38 | |
| Water Commissioners—water, | 246 75 | |
| Wine, 127 gals., | 203 20 | |
| Wood, 90 cords, | 209 55 | |
| | | 1938 95 |
| | | \$19310 40 |
| Dec. 31. Balance due the Bank of Nova Scotia at date, | | \$4573 40 |

P. POWER,
CHARLES TWINING, } Auditors.

Account of Funds received for the use of the Halifax Asylum for the Poor during the year 1863, and from whence received.

| 1863. | Commissioners. | Treasury Transient Poor. | City & Coun- ty Treas'rer. | Casual board and sale of Sundries. | Total. |
|------------|-------------------------|--------------------------------|-------------------------------|--|----------|
| January, | His Worship the Mayor, | | | 159 00 | 159 00 |
| February, | Wm. Lawson, Esq. (1862) | 2000 00 | 2000 00 | 348 93 | 4348 93 |
| March, | Charles Twining, Esq., | | | 179 67 | 179 67 |
| April, | A. M. Uniacke, Esq., | | 1296 10 | 76 37 | 1372 47 |
| May, | Henry Pryor, Esq., | 2000 00 | | 236 76 | 2236 76 |
| June, | W. M. Allan, Esq., | | | 28 63 | 28 63 |
| July, | Do. | 2000 00 | | 79 55 | 2079 55 |
| August, | Hon. J. H. Anderson, | | | 53 16 | 53 16 |
| September, | Hon. E. Kenny, | | | 55 51 | 55 51 |
| October, | J. W. Nutting, Esq., | 2000 00 | | 34 46 | 2034 46 |
| November, | Patrick Power, Esq., | | | 22 67 | 22 67 |
| December, | Hon. M. Br Almon, | | 2000 00 | 66 05 | 2066 05 |
| | School grant for 1862, | | | | 100 00 |
| | Balance carried down, | | | | 4573 40 |
| | | \$8000 00 | 5296 10 | 1340 76 | 19310 26 |

Errors excepted.

HENRY PRYOR,
Chairman.

Halifax, 31st December, 1863.

Account of Paupers remaining in the Asylum for the Poor on the 1st January, 1863, and admitted during the year ended 31st December.

| | | |
|-------------------|-----|-------|
| Men—Halifax, | 94 | |
| Transient, | 358 | |
| | | 452 |
| Women—Halifax, | 99 | |
| Transient, | 192 | |
| | | 291 |
| Children—Halifax, | 175 | |
| Transient, | 40 | |
| | | 215 |
| | | <hr/> |
| Total, | | 958 |

Deaths in the Asylum during the year :

| | |
|-----------|-------|
| Men, | 31 |
| Women, | 32 |
| Children, | 25 |
| | <hr/> |
| Total, | 88 |

Number of Paupers in the Asylum on the 31st December, 1863 :

| | | | | |
|-----------|-------|----------|-------|--------------|
| Men, | 162, | of which | 14 | are Lunatic. |
| Women, | 147, | “ | 29 | “ |
| Children, | 89, | “ | 3 | “ |
| | <hr/> | | <hr/> | |
| | 398 | | 46 | |

Average number of Paupers per day, 360, at a cost of 12 cents per day.

Number of Paupers in the House on the 17th January, 1864—422.

J. H. KEYNOLDS,
Secretary.



APPENDIX No. 28.

PROVINCIAL APPOINTMENTS.

(COPY.)

(Nova Scotia, No. 185.)

Downing Street, 22nd July, 1862.

My LORD,—

You were informed by my circular, bearing date the 18th of January last, that the practice of appointing public officers in pursuance of a warrant under the Royal Sign Manual, was generally inapplicable to appointments which are made by a Governor not under instructions from the Secretary of State, but in conformity with the recommendations of his responsible ministers.

I shall be glad to learn of you whether in the Colony under your government there are any appointments for which such a warrant is required by law, or with regard to which there are in your opinion any exceptional reasons for continuing the existing form.

I have, &c.,

(Signed) NEWCASTLE.

The Right Honble. the EARL OF MULGRAVE.

(No. 73, Legislative.)

Government House, Halifax, 15th August, 1862.

My LORD DUKE,—

I have the honor to acknowledge the receipt of your despatch No. 185, 22nd July, 1862, in which your Grace desires to be informed whether there are any appointments in this Province for which a warrant under the Royal Sign Manual is required by law, or with regard to which there may be in my opinion any exceptional reasons for continuing the existing form.

In reply I beg to inform your Grace that, after consultation with the Law Officers, I do not find that such a warrant is in any case required by law; nor am I aware of any office with regard to which it would be necessary to continue the present form.

Your Grace will of course understand that I do not refer to appointments in the Vice Admiralty Court; those appointments being Imperial, not Provincial.

I have, &c.,

(Signed) MULGRAVE.

His Grace the DUKE OF NEWCASTLE, K. G.

(COPY.)

(Nova Scotia.—Separate.)

Downing Street, 27th December, 1862.

MY LORD,—

I have had under my consideration your despatch of the 15th August, respecting the practice of appointing public officers in pursuance of a warrant under the Royal Sign Manual, and I have come to the conclusion that in all future appointments the issue of the Royal Warrant should be discontinued.

I should, however, wish that all appointments which, under the existing system, would be made by warrants, should be notified to this department, as it would not be convenient that Her Majesty and her Government should be uninformed of the changes which may occur amongst the principal office holders of the Province.

These instructions do not, of course, apply to the officers of the Vice Admiralty Court, who will continue, as at present, to receive their commissions from this country.

I have, &c.

(Signed) NEWCASTLE.

Lieut. Governor the Right Honble. the EARL OF MULGRAVE, &c. &c.

APPENDIX No. 29.

LEGISLATIVE LIBRARY.

*Legislative Library Rooms, Halifax,
5th March, 1864.*

TO THE HONORABLE THE PROVINCIAL SECRETARY, &c., &c.:

Sir,—

Herewith we furnish detailed report for 1863, with accounts appended, by Mr. James Venables, Librarian, which we apprehend will be found satisfactory. The Library has been enriched during the year 1863, as will be seen, by several useful and valuable works. As a public resort, it has, so far, quite fulfilled the expectations of the original designers; and a moderate amount of public means, annually disbursed in providing additional volumes, is all that is required to establish its utility.

We have much pleasure in certifying to the courtesy and attention of the Librarian, and to his efficiency for the office he holds.

All of which is respectfully submitted.

ADAMS G. ARCHIBALD.

J. McCULLY, *Chairman.*
EDW. KENNY,
M. B. ALMON,

Legislative Library Rooms, Halifax, N. S.

TO THE HONORABLE THE CHAIRMAN OF THE JOINT COMMITTEE OF THE LEGISLATIVE LIBRARY:

Sir,—

I have the honor to submit this, my second report on the condition of the Library, for the year 1863. The Library continues to increase in value and usefulness, in consequence of additions by purchase and otherwise, during the past year, of several works of merit, chief among which is a copy (latest edition) of the Encyclopaedia Britannica, in twenty-two volumes.

I may mention the following works, which have been added to the Library, as worthy of especial notice, viz.:

| | |
|---|-----------|
| Anthon's Classical Dictionary, | 1 volume. |
| Eighty years Progress of British America. | |
| Garneau's History of Canada, | 2 do. |
| Gesner's Geology of Nova Scotia, | 1 do. |
| Lyell's Antiquity of Man, | 1 do. |
| Taylor's Statistics of Coal, | 1 do. |
| Pedley's History of Newfoundland, | 1 do. |
| Kirk's History, Charles the Bold, | 2 do. |
| Irving's Life of Washington, | 5 do. |
| May's Constitutional History of England, | 2 do. |
| Ruskin's works, | 5 do. |

Also, several volumes of a new edition of Bacon's works, which is at present

in process of publication. There have been received also, by donation, several volumes as follow :

From Canada, a late work, of nearly one thousand pages, on the Geology of Canada, by Sir William Logan and others,—Canadian Flora, in two volumes, by the Abbe L. Provancier.

Report of the Commissioner of Crown Lands for 1862.

Do. on the public accounts of Canada, “

Do. of the Minister of Agriculture and Statistics, “

Memorial of the people of Red River Settlement to the British and Canadian Governments.

Report on the postal service by the Grand Trunk Railway, for 1862.

Report on the protection of the fisheries in the gulf of St. Lawrence, for 1861–62.

And a pamphlet on the currents, climate, and navigation of the St. Lawrence and Straits of Belle Isle.

A copy of the Laws of Canada for 1862; and a complete set of the Journals of the Legislative Assembly and Legislative Council, for the same year.

From New Brunswick, we have received the Journals of the House of Assembly and Legislative Council, and a copy of the Laws, all for the year 1863.

From Prince Edward Island, a copy of their Revised Statutes, in two volumes, containing the Statutes from the year 1773 to 1862, and a copy of the Laws for 1863.

From Newfoundland, the Journals of the House of Assembly and Legislative Council, and the Laws, all for 1863.

From New Zealand, the Journal of the House of Representatives and Legislative Council, with an appendix,—the whole comprising three volumes.

From the Cape of Good Hope, we received the statistical tables of that Colony for the year 1862.

From New York, eighteen volumes of the Journals and documents of the Senate and Assembly of that State, for 1862.

All of the above favors it is intended to acknowledge, by sending in return, copies of the Journals of the House of Assembly and Legislative Council, with the Laws of the Province, and such other papers and documents as may be considered worthy of acceptance.

There have also been bound, and placed in the Library during the past year, a complete set of the Laws of the Province, from the year 1758 to the present time; likewise an entire set of the Journals of the Legislative Council. Some of the earlier numbers of both these works are now very scarce and difficult to obtain; these have therefore been bound up in a peculiar manner, so as to preserve them in the Library exclusively.

The remainder of the Patent Office reports, referred to in my last report as not being finished at that time by the book-binder, have since been received, and are now on the shelves of the Library. The total number of volumes of that work is nine hundred and thirty-two.

In consequence of an outlay, unprovided for, in binding the Patent office reports, the amount expended has exceeded the sum granted by Parliament at the last Session, as will appear by the accounts annexed to this report, all of which I beg most respectfully to submit.

JAMES VENABLES, *Librarian.*

Legislative Library in account with the Province of Nova Scotia.

Dr.

| | | |
|----------|---|------------------|
| 1863. | | |
| Jany. 1. | Balance due Bank of Nova Scotia, | \$233 22 |
| April 4. | Paid George Phillips on acct., binding, | 166 50 |
| 27. | Do. balance of acct. do., | 207 50 |
| July 18. | Hall and Beamish's acct., | 75 00 |
| Sept. 8. | Scottish American, | 3 00 |
| 8. | Chas. Stebbing—books, | 7 50 |
| 8. | Little & Brown, do., | 148 00 |
| 8. | Freight on above, | 3 50 |
| Oct. 30. | John Bowes & Son, | 28 60 |
| Nov. 5. | A. McKinlay, acct. for 1862, | 44 45 |
| 5. | J. Venables, | 20 00 |
| Dec. 31. | Librarian to date, | 400 00 |
| | | <u>\$1337 27</u> |

Cr.

| | | |
|-----------|-------------------|------------------|
| 1863. | | |
| Feby. 27. | By Cheque, | \$400 00 |
| April 2. | Do. | 400 00 |
| Oct. 24. | Do. | 400 00 |
| | | <u>\$1200 00</u> |
| Dec. 31.— | Balance due Bank, | 137 27 |
| | | <u>\$1337 27</u> |

James Venables in account with Legislative Library.

Dr.

| | | |
|------------|------------------|----------------|
| 1863. | | |
| January 1. | To cash on hand, | \$49 50 |
| Novr. 5. | Do. | 20 00 |
| | | <u>\$69 55</u> |

Cr.

| | | |
|------------|--------------------------------------|----------------|
| 1863. | | |
| January 2. | Paid truckage on parcel, | \$0 20 |
| " 5. | Mrs. Ford, labor, | 1 00 |
| " 8. | 1 McPherson's Poems, | 1 25 |
| Feby. 27. | Paid express on books from New York, | 1 50 |
| April 9. | E. G. Fuller's account, | 6 30 |
| " 17. | Fishwick's Express, | 0 50 |
| May 6. | Queen's Printer's account, | 5 00 |
| " 22. | John Bowes & Son, | 4 00 |
| " 22. | 1 Anthon's Dictionary, | 5 50 |
| " 29. | Paid R. & J. Wetmore's account, | 1 50 |
| " 29. | 1 Resources of California, | 1 50 |
| June 24. | Paid Hall & Beamish's account, | 9 53 |
| July 21. | 1 set McCaulay's Essays, | 9 00 |
| " 21. | Paid Mrs. Ford, labor, | 2 50 |
| Novr. 5. | 1 Pollard's History of the War, | 1 50 |
| | | <u>\$50 78</u> |
| Dec. 31. | To balance, | 18 77 |
| | | <u>\$69 55</u> |

APPENDIX No. 30.

JUDICIAL RESIGNATION.

(COPY.)

Halifax, 4th April, 1864.

SIR,—

The infirm and delicate state of my health warns me that my day of labor and usefulness is well nigh over. It has already, I am sorry to say, seriously interrupted the discharge of my duties, both in town and on circuit; and I am more and more sensible that I cannot hope to take any great share in the work for the future.

Under these circumstances, though I cannot terminate my long connection with the Bench without extreme reluctance and regret, I feel it to be my duty to afford the Government the opportunity of providing more effectually for the public service by the appointment of a successor in my office, more equal to its important and increasing duties.

To this end I propose to place my resignation in your Excellency's hands, upon being secured a retiring allowance of £400 a year, the same as that provided for the Master of the Rolls a few years since. This will, in my case, be accomplished at much less charge to the Province.

| | | | |
|-------------------------------|------|----|---|
| My present salary is, | £812 | 10 | 0 |
| That of my successor will be, | 700 | 0 | 0 |

| | | | |
|-------------------------------|------|----|---|
| The difference thus saved is, | £112 | 10 | 0 |
| The additional sum of, | 287 | 10 | 0 |

| | | | |
|--|------|---|---|
| Will therefore only be required to make up the proposed allowance, | £400 | 0 | 0 |
|--|------|---|---|

I shall say nothing of any claim which I might make after a service of thirty years on the Bench, during which, I may observe, the labors and duties of my office have been more than doubled; not merely from the ordinary and natural increase of business, but by the abolition, first, of the Inferior Courts, and next of the Court of Chancery, the whole business of both being since thrown upon the Supreme Court. Looking at the matter in a public point of view alone, I cannot doubt that it will be thought highly desirable to secure at so small a cost the better and more effective discharge of those duties, which my age and broken health will no longer enable me to perform as I could wish, and as the exigencies of the country require.

If, however, contrary to my expectations, my retirement should not be accepted on these terms, I shall continue to hold my office, performing such services as health and strength will permit; and though conscious how unequal I am for the work, I shall at least have the satisfaction of having endeavored to obviate the inconvenience to the public service which my infirmities and incapacity may occasion.

May I request that your Excellency will bring this subject before your Executive Council at an early day.

I have, &c.

(Signed)

W. B. BLISS.

His Excellency the ADMINISTRATOR OF THE GOVERNMENT.

(COPY.)

*Provincial Secretary's Office,
Halifax, 12th April, 1864.*

SIR,—

I have the honor to acknowledge the receipt of your letter, dated the 4th instant, addressed to His Excellency the Administrator of the Government, informing his Excellency of the infirm state of your health, and proposing to resign your office of Judge in the Supreme Court, upon your being secured a pension of £400 a year; and I am commanded by His Excellency to say in reply that the Government have learned with deep regret that the Province is in danger of being deprived of the services of a Judge who for so many years has so deservedly enjoyed the highest respect and confidence of the Government and the country—that they are deeply sensible of your great claims upon the public, and are only prevented from meeting your wishes respecting the proposed pension by the strong objections which exist against the establishment of such a precedent; but that the Government will consider it their duty to provide for the efficient administration of justice without interfering with that consideration for your health and comfort which the Government are happy to know the people of this Province will be most anxious should be bestowed.

I have, &c.,

(Signed)

CHARLES TUPPER.

His Honor JUSTICE BLISS.

APPENDIX No. 31.

NAVIGATION SECURITIES.

(COPY.)

Office Board of Works, Halifax, 9th April, 1864.

SIR,—

I beg to report that Sambro Island Light House requires a new lantern as early in this season as is practicable. The one in use has been there for many years, and is in such a state it is liable to accident from a gale of wind at any time. This light I consider to be a very ordinary one, and not what the maritime interests of this port demands.

It has ever been one that mariners could not well judge their distance from, and this has caused the loss of some vessels, and also the loss of life.

I would recommend that this light house be supplied with a new improved lantern, and new light apparatus of greater power. The lamps and reflectors that are in use there will answer for the light houses to be built this season at Battery Point and Fish Island, as these lights do not require to be so powerful.

In England and in the United States the dioptric or Fresnel Lights have superceded the catoptric or reflector lights, and are recommended to be much superior to the best reflector system of illumination, and offers very great advantages over them in useful effect. The lights in this Province, I may say, are all reflector lights.

The cost, I perceive, by the tariff issued by the makers of these dioptric lights, Messrs. Chance Bros. & Co., of Birmingham, for a lantern from them, and fitted with dioptric light apparatus, complete for a fixed light of the first order delivered in England, is about £2550 sterling, or \$12,750, and requires two keepers. If the cost of a dioptric light for Sambro is thought to be too great an expenditure at this present time, as I believed it to be when I made the estimate for repairs for this present year, I am of the opinion that a lantern made on the plan of the pattern I have lately had made, and is now in this office, supplied with about 7 lamps, with two feet parabolic reflectors, placed round in a circle in a horizontal position on a light stand in the lantern, about 3 feet high from the deck, and to have about six lamps more, with one foot parabolic reflectors to be placed above the larger reflectors on the seaward side, say on a second raised stand $1\frac{1}{2}$ feet higher than the first; these lamps to be placed in the same manner as the lamps below, but will be required only on the seaward side. In this way, I think, at a distance off at sea, these lights will shew into one, and appear a large luminous ball of light, and I think one that will give satisfaction,—the cost of a new lantern, completed in this way, will not likely exceed \$1000 or \$1100, and the maintenance will be only about the same as at present, as it now burns 12 lamps with one foot parabolic reflectors.

These are my views, and if it is thought best to try the plan I propose, and my expectations are not realized, it will not occasion much loss, as this lantern and light apparatus can be taken for another light house of less importance.

I am, &c.,

(Signed)

JOHN KENDRICK.

F. BROWN, Esq., Chairman Board of Works.

(COPY.)

Nile, at Halifax, 11th August, 1863.

My LORD,—

I have the honor to forward for your Excellency's information, the accompanying copy of a letter from Commander Malcom, of Her Majesty's Ship "Barracouta," together with its enclosures, relative to the fog horn on Partridge Island, N. B. Should the Provincial Government of Nova Scotia be inclined to erect a fog horn at the entrance of Halifax harbor, I would, from my experience of the entrance during thick fogs, most strongly recommend it to be erected on the Devil's Island, as no ship ought to attempt to make Sambro in a fog, owing to the outlying dangers, but invariably to close the land between "Shut in Island" and the Devil's Point light house, where the soundings are regular and the anchorage good, and where there are no outlying dangers; but the guns should still be continued from Sambro light house.

I have, &c.,

(Signed) ALEX. MILNE,

Vice Admiral and Commander-in-Chief.

His Excellency the EARL OF MULGRAVE,
Lieutenant Governor, Nova Scotia.

(COPY.)

H. M. S. Barracouta, Halifax, 10th August, 1863.

SIR,—

In reply to your letter of the 26th ult., I have the honor to inform you that I have inspected the fog horn on Partridge Island, visited Messrs. Fleming & Humbart, manufacturers of horn, at their foundry in Pond street, St. John, N. B., and have also taken opportunities of making some observations on the phonetic powers of the instrument.

1st. The instrument is a horn.

2nd. It is worked by a boiler capable of sustaining a pressure of 150 lbs., and of driving an engine of about two horse power.

3rd. The horn is supposed to be heard from four to six miles off, and in a moderate breeze about four miles against the wind.

My experience in St. John harbor during a dense fog of some days' continuance, being then distant two miles from horn on Partridge Island, was that the horn was constant in its operation, and was heard even more distinctly than the report of a 12 pound gun which was fired several times whilst fog was on and horn sounding.

On the 8th instant, in H. M. Ship under my command, when sailing from St. John in a dense fog, the horn bearing about S. W., force four, I steered S. W. and S., put the patent log overboard, and when we lost the sound the patent log showed $2\frac{1}{2}$ miles. So on this occasion we may infer, from being to windward of horn about three miles, and fog being very dense and breeze moderate, (about four,) that the sound in such weather may be fairly supposed to have a radius of from three to six miles.

I might also suggest that, provided there is no land obstruction to act as a screen to sound, to place the horn on a low position; as from its being on an elevation on Partridge Island the sound is heard better on a corresponding elevation, than on the beach, though the latter is the nearer of the two.

The interval between sounding being a constant and the power of the instrument great—by listening some minutes, it would be almost impossible to mistake this horn for that of a steamer. From the power and regular intervals between the sounding it could not be mistaken for a conch-shell blown by an individual, though the sounds emitted by steam-horn and conch-shell are very similar.

The fires are lighted on the earliest indication of fog; steam is obtained in about 30 minutes. When steam is up, all that is needed is to keep steam, which, with ordinary attention, is easily done. Machinery, when once started, is self-acting, blows the horn, pumps its own water, as long as it has steam to work it, and is not shut off by hand.

A wheel with cams is made to revolve, and cause them to press against a lever, which opens an equilibrium valve, admits steam to whistle. As soon as cam is clear of lever, the valve is closed again by a spring. The steam is admitted by three cams to whistle, as long as fog lasts, for 10 seconds in every minute.

4. From the report of Commissioners of light houses in the Bay of Fundy, made to the Governor of New Brunswick in 1860, I learn that the cost of erection of steam engine, boiler, and machinery, was £300; building and procuring water, £165 15s. 11d. These buildings were only for summer use. As it is intended to keep the steam horn in operation in winter, a further and heavier expense must be incurred for building.

Expense of one year's working, taken from 31st October, 1861, to 31st Oct., 1862, was, for fuel, £49 1s. 6d.; wages of engineer and assistant, £95.

The salary of J. Wilson, the engineer, is equal to £100 annually, as he receives £65 as gas-maker for light house on Partridge Island, consequently the assistant gets £60 annually; so that by combination of light house and horn, the expenses of latter are reduced.

The annual total from repairs and extras is constantly varying. For example, in 1861, buildings and machinery cost £184. In 1863, repairs are being made, which will cost from £50 to £100. The above money is in the currency of New Brunswick, about 21 $\frac{3}{4}$ per cent more than sterling money.

5. The light house keeper (Mr. Reid) has nothing to do with fog horn, except noting the period of fog setting in, and time of commencing to blow the horn.

The engineer (Mr. Wilson) makes gas for Partridge Island light house, and has charge, with an assistant (Mr. McGowan), of steam fog horn. The duties of Mr. McGowan, the assistant, are to carry up fuel, get steam up, take his turn with engineer for duty, but he is not a mechanic. The light house and fog horn buildings are quite apart.

6. Messrs. Fleming and Humbart, of Pond street, St. John, N. B., are the manufacturers of the fog horn now on Partridge Island.

Mr. Fleming thinks he could produce a fog horn of a better class, and cheaper, by various changes, such as doing away with superfluous gearing, feeding the boiler by a Gifford injector, having upright tubes, and giving a great increase in boiler surface.

There can be no doubt but that an engine of over one horse-power was not needed simply to press against a lever, and open an equilibrium valve, which one could open by simply pressing the thumb against it. Also, that a boiler of large surface, and equal to a pressure of 200 lbs., would give a sound of much greater volume and force.

Mr. Fleming says that the invention is not patented—that Mr. Vernon Smith spoke to him on the subject, proposed a plan, but the engineering details, &c., were all executed by Mr. Fleming himself.

A drawing of the horn now on Partridge Island has been made by Mr. Fleming, and was procured for me by Mr. R. W. Crookshanks, Secretary and Treasurer for Commissioners of public institutions. (I enclose it marked D.)

I also enclose a letter addressed to me by Fleming & Humbart, on the subject of the present and proposed fog horn, the latter obviously a very much better instrument. (This document is lettered E.)

7. I enclose 3 reports on public works for 1860, 1861, 1862, lettered A, B, C.

8. In conclusion, I would suggest the advisability of making a few experiments as to the position and direction of horn. 2nd. That the boiler power should be increased to at least 6 horse-power, and the pressure to 200 lbs; that the boiler, in case fresh water fails, should be fitted for using salt.

That it should be considered, that, as one boiler is liable to get out of order, whether it would be advisable or no to have a duplicate, as in a remote place as Cape Race for instance, the horn might be stopped and cause dangerous results.

I have, &c.,

(Signed)

G. T. MALCOM,
Commander.

Vice Admiral Sir Alexander MILNE, K.C.B., }
Commander-in-Chief.

(COPY.)

(No. 57.—Miscella.)

Government House, Halifax, N. S.,
18th June, 1863.

MY LORD DUKE,—

Referring to my former despatches, No. 76, 20th August, and No. 97, 15th November, 1862, relative to the substitution of a dioptric light at Sambro, in place of that at present in use, I have the honor to inform your Grace that I caused the correspondence which had taken place upon the subject to be submitted to the Legislature during last session, in the hopes that the Assembly would have granted the sum required for carrying out the proposed change.

I regret, however, to say that no appropriation was made for this service, and the further consideration of the subject will therefore be necessarily postponed to some future period.

I have, &c.,

(Signed)

MULGRAVE.

His Grace the DUKE OF NEWCASTLE.

(COPY.)

(Nova Scotia.—No. 45.)

Downing Street, 23rd July, 1863.

MY LORD,—

With reference to your Lordship's despatch, No. 57, of the 18th of June, I have the honor to acquaint you that having communicated a copy of it to the Lords of the Committee of Privy Council for Trade, their Lordships consider that it is much to be regretted that no provision has been made by the Legislature of Nova Scotia for improving the light on Sambro Island.

I have, &c.,

(Signed)

NEWCASTLE.

Lieutenant Governor }
The Right Hon. the EARL OF MULGRAVE. }

(COPY.)

(Nova Scotia.—No. 44.)

Downing Street, 11th July, 1863.

MY LORD,—

With reference to my despatch, No. 220, of the 24th of December last, I have the honor to transmit to you the enclosed copy of a letter from the Board of Trade, relative to the light house at "Sambro" Island; and I have to request that you will inform me whether any measures are in progress for the improvement of that light.

I have, &c.,

(Signed)

NEWCASTLE.

Lieutenant Goernor }
The Right Hon. the EARL OF MULGRAVE. }

MR. FARRER TO THE UNDER SECRETARY OF STATE.

*Office of Committee of Privy Council for Trade,
Marine Department, Whitehall, 26th June, 1863.*

SIR,—

Referring to the letter of the 22nd December last, from this department, on the subject of the light at Sambro, Nova Scotia, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you, for the information of the Duke of Newcastle, that, in a letter which they have received from the British and North American Royal Mail Steam Packet Company, allusion is made to this light, as the opinion of experienced commanders, in the following terms:—"The light on Sambro Island is not sufficiently marked, being a second or third rate one fixed, and in hazy weather not usually distinguishable from the fishing boats. It should be a first class revolving light to make it unmistakeable."

I am to suggest that the attention of the colonial authorities may properly be called to this subject, that enquiry may at the same time be made as to what has been done or is doing with respect to the improvement of the light in question.

I have, &c.,

(Signed) J. H. FARRER.

THE UNDER SECRETARY OF STATE, Colonial Office.

(COPY.)

(No. 76.—Miscella.)

*Government House, Halifax, N. S.,
20th August, 1863.*

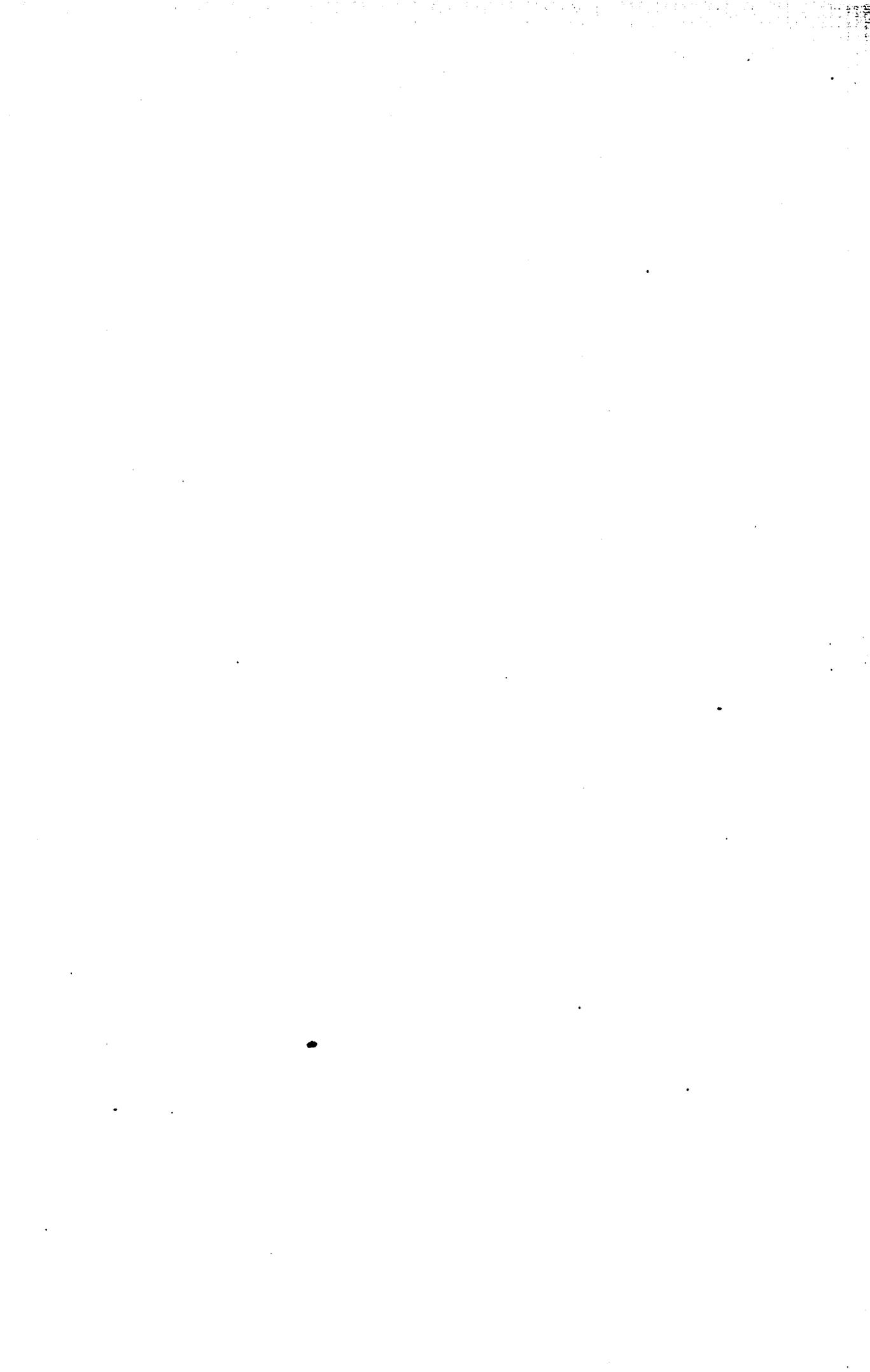
MY LORD DUKE,—

In answer to a despatch from your Grace, No. 44, 11th ultimo, transmitting a letter from the Board of Trade, requesting information as to the light at Sambro, I have the honor to inform you that I have brought the subject to the notice of my Council, and they have promised again to call the attention of the Assembly to it at the next session.

I have, &c.,

(Signed) NORMANBY.

His Grace the DUKE OF NEWCASTLE, K. G.



APPENDIX No. 32.

COLONIAL SECRETARY.

(COPY.)

(Circular.—Nova Scotia.)

Downing Street, 8th April, 1864.

SIR,—

I have the honor to inform you that Her Majesty has been pleased to entrust to my care, as one of the Principal Secretaries of State, the Seals of the Colonial Department.

I have the honor to be,

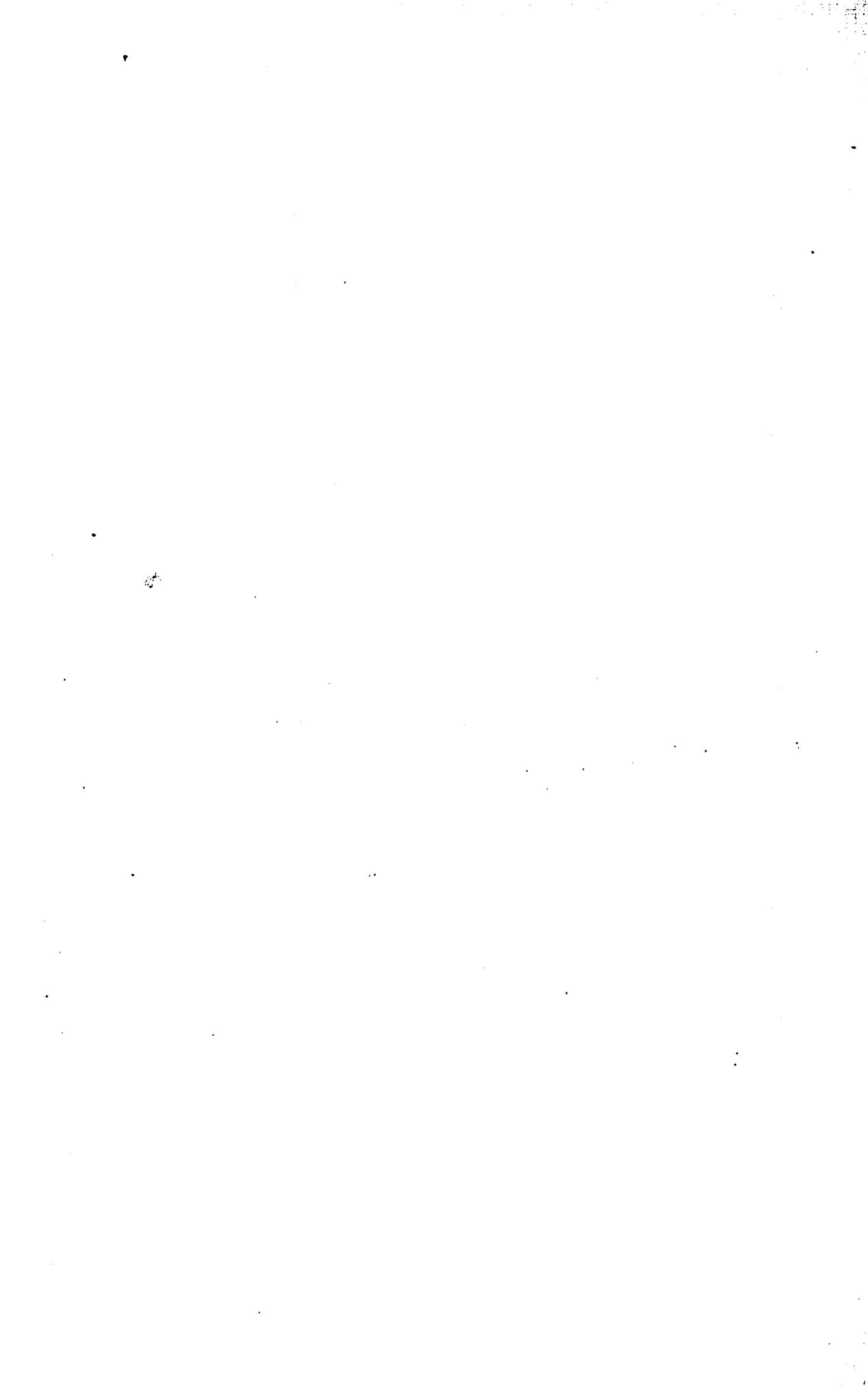
Sir,

Your most obedient humble servant,

(Signed)

EDWARD CARDWELL.

The Officer Administering
the Government of Nova Scotia. }



APPENDIX No. 33.

APPOINTMENT OF GOVERNOR.

(COPY.)

Colonial Office, 16th April, 1864.

SIR,—

I have the honor to inform you that, the Marquis of Normanby having placed the resignation of his office of Lieutenant Governor of Nova Scotia in the hands of the Duke of Newcastle, His Grace was pleased to submit the name of Sir R. Graves MacDonnell to the Queen as successor to Lord Normanby. Her Majesty having signified her approval of the selection of Sir R. G. MacDonnell for the office in question, the necessary steps will be at once taken for carrying that appointment into effect.

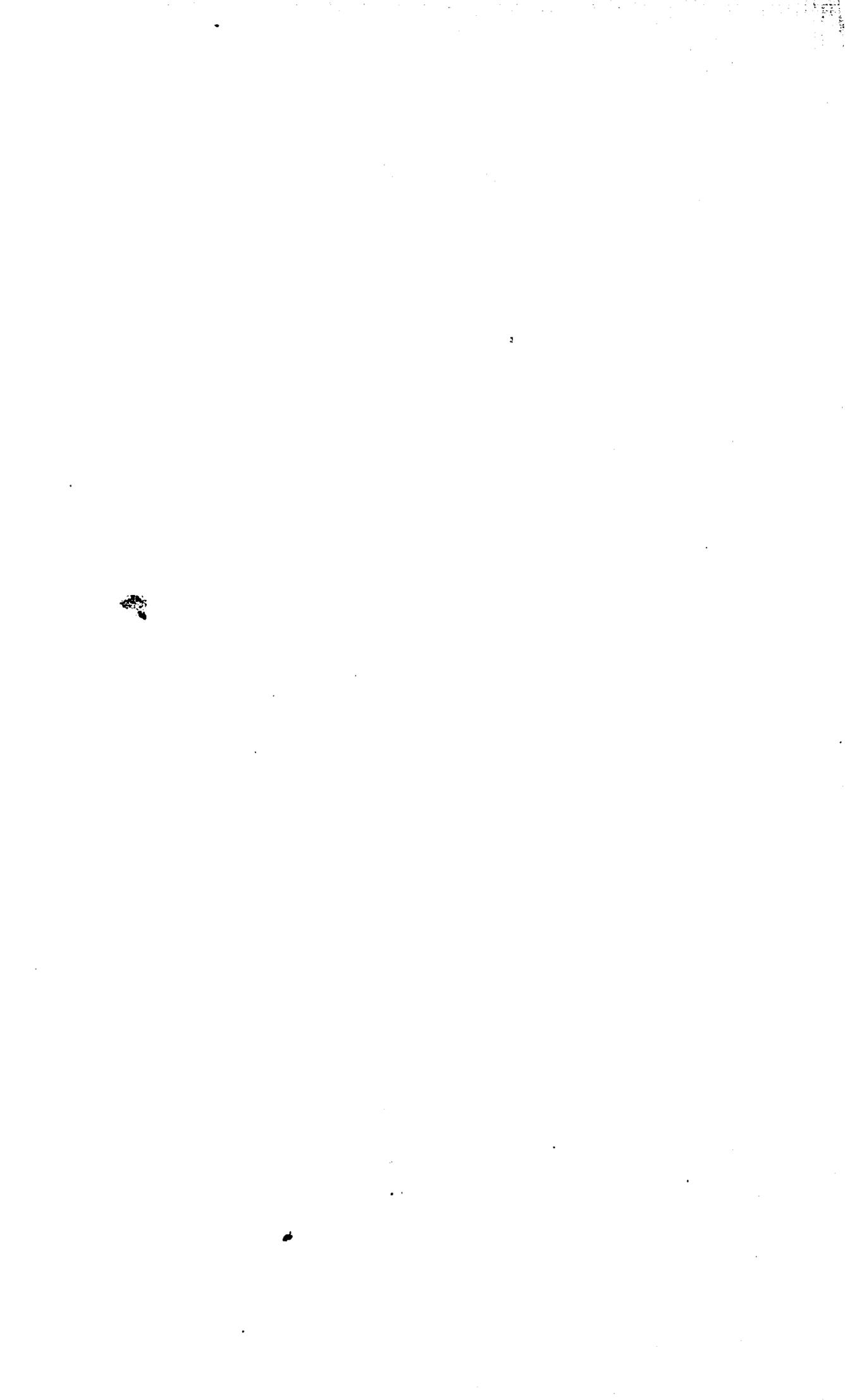
I am, Sir,

Your obedient servant,

(Signed)

EDWARD CARDWELL.

Major General H. DOYLE.



APPENDIX No. 34.

AGRICULTURE.

REPORT OF REV. DR. FORRESTER.

In presenting my fifth Report on the Agricultural condition of the Province, I may be allowed to express my congratulations at the progress that has been made during the past year in this branch of our social industry.

Towards the close of the last session of the Legislature, a bill was passed, entitled, "an act to provide for Agricultural Exhibitions and the Improvement of Stock," and the sum of four thousand dollars (\$4000) voted for the carrying out of the same.

By this bill the Province is divided into five sections, and the time fixed for holding exhibitions in rotation within said sections; a committee of management is appointed by the Governor in Council, consisting of two members of the Executive, and others in these sections, respectively, who are to conduct these exhibitions, and publish all their regulations and arrangements at least four months before the day fixed.

The agricultural associations within these sections are allowed to elect one of their number as a member of the committee of management, and any premiums which they may desire to offer, added to the list provided for at the expense of the Province; and, furthermore, the committee of management is instructed to render an account of these exhibitions, &c., for the information of the Legislature.

Such are the provisions of the bill referred to; and whilst every friend of agriculture in the Province ought to be thankful for the large sum thus appropriated for the encouragement of these exhibitions, we cannot help, at the same time, expressing our regret that steps were not taken in connection with that bill for the organization and consolidation of the whole of our agricultural interest, and our fears, in consequence, that the above handsome sum may not be productive of the beneficial results contemplated by its mover.

1. It is well known that there are about forty agricultural societies throughout the Province. The greater proportion of these has now been in existence upwards of thirty years, and from a variety of circumstances, from not keeping abreast with the progressive advancement of agricultural occupations, and a want of adaptation to the spirit of the age, many of them are in a declining condition; and all of them would be vastly improved by some new invigorating element being infused into them.

Though several of these have failed in effecting all the good intended, there cannot be a doubt but that, in the great majority of cases, they have been productive of good, and, where they have been intelligently and spiritedly supported, of much good.

As has just been stated, however, they want some stimulating element infused into them; and perhaps nothing could have done this more effectually than by constituting these societies the vehicles or organs through which these exhibitions might have been held and promoted. They are no doubt acknowledged, but that in such a way that none of them availed themselves of the position assigned them, and several of them seemed to be under the impression that by virtue of these exhibitions they were superseded altogether. Had these societies been made to

occupy the position, to which they were, in my opinion entitled, they would have largely benefitted these exhibitions; and this would have been reciprocated; these exhibitions would have proved of eminent service to these societies, and roused them into new life and vigor.

2. Again, the way in which these exhibitions are proposed to be held is, in our view, considerably in advance of our agricultural condition. The bill unites three or four counties into one section, taking for granted that wherever the show is held, articles and stock will be forwarded from the different counties embraced, at a distance, it may be of 50, 60, 70, or 100 miles. Now, though there may be a few enthusiastic individuals who, when convinced that they have something meritorious to show, will forward it not only that distance, but from the utmost ends of the province, if need be; yet these, we are persuaded, are the exceptions. The great bulk of the people will not take the trouble of sending their productions that distance, involving as it does, no small expense and toil, and the result will be that the exhibition, after all, will only mainly benefit the county or section in which it happens to be held. We believe that this was practically seen in the exhibitions that have already taken place. Though every effort was put forth by the Government to render these exhibitions creditable, and to induce the farmers in the different counties included to forward their productions; and though a general feeling seemed to prevail that the enterprise had proved successful, yet it is notorious that three-fourths and more of the articles shown were from the counties, respectively, in which the exhibitions were held. The show at Kentville, embracing by the bill the counties of Kings, Annapolis, and Lunenburg, had scarcely an article from the first and last mentioned counties, and, with the exception of the fruit, comparatively little from the county of Annapolis.

And so, I believe, was it in Antigonishe. By the praiseworthy exertions of the honorable Messrs. Henry and McFarlane, and the plan resorted to of holding a preparatory show in New Glasgow, there was a fair representation from the county of Pictou, but very little from the county of Guysborough, the other county embraced in that section; and the same thing will be more apparent in those sections embracing a still wider range. The only way of remedying this is, in our opinion, to have one great annual rotary exhibition in some central locality, and one in every county either annually or biennially. The latter would then operate as a feeder to the former, and gradually raise it to distinction. Then would the Province share equally the benefits of the boon, and the cause of agriculture receive a powerful impulse. This is the plan pursued in Scotland, where agriculture is in a higher state of advancement than perhaps in any other country in the world. The Highland Society, as its great agricultural association is called, has its annual show, rotating from east to west and from north to south, and in one or two places in midland counties; and besides there is scarcely a county that has not one, two, three, or four small shows, in the course of a year.

3. Again: the present arrangements are not, to say the least, the best fitted to call forth the skill or industry of the farmer.

According to these arrangements the committee of management are not required to make any announcement of their plans and regulations, or of their competition list, till within four months of the time fixed for holding the exhibition.

Generally speaking, these exhibitions are held sometimes in the beginning of October, so that the prize list need not be published till June or July, when most of the seeds are committed to the soil, and when little or nothing can be done to shew the science or skill of the cultivator.

We are perfectly aware of the fact that many seem to regard these exhibitions as more directly intended to improve the breeds of stock than to promote the growth of roots and grain; and therefore it matters little when the announcements of the show are made. Of a piece with all this is the prevalent idea that the only thing required in this country for the advancement of agriculture is the improvement of the different kinds of stock; and hence the lavish sums that have been expended on their importation. This, we are persuaded, is a great practical delusion. The rearing of high bred stock of any kind implies a state of advancement in agriculture at which we in Nova Scotia have not yet reached, and are not likely to do for a term of years. The higher the blood of the animal the more

refined and delicate does it become, and by consequence the more care and attention does it demand. Before, then, we are in a condition for the profitable introduction of high bred stock into the Province to any large extent, there must be a great change effected in the construction of our farm offices, as well as upon the cultivation of the soil; not only a great many more roots grown, but the whole system of rotation of crops understood and acted upon. At all events, the improvement of stock and that of the cultivation of the soil must go hand in hand; as the one advances so should the other. The first thing to be done plainly is to bring to the highest state of perfection the stock already in our midst; and as we advance in this we shall improve in our style of farming, and so be prepared for the importation of better and more delicate breeds of cattle. In order, then, that all the benefits may flow from these exhibitions, due notice should be given of the time and place of meeting, of the articles to be competed for, &c., at least one year beforehand. This would afford time for experimentalizing in soils and manures, for securing the different sorts of seeds, and for trying the various kinds of implements, a full description of which should accompany the article transmitted for competition. Besides, there ought to be handsome premiums awarded for the best cultivated and cleanest farms, with a special reference to the rotation of crops, for the best constructed and kept offices, &c.

This would be vastly more satisfactory than the awarding of prizes for the best dozen of turnips, or for the heaviest bushel of grain.

4. But once more: there is no authoritative channel, according to the present arrangement, for the diffusion of useful information in connection with these exhibitions.

One important object of these exhibitions, and which should always be kept steadily in view, is the imparting to others the results of our experience in all the operations of the field. It is well that superior articles and stock, in the vegetable and animal kingdoms, be presented to our view, and that these receive the rewards to which they are entitled. But what one man may effect in the one or other of these departments, a hundred others may, if they only know how to proceed. And how is this knowledge to be got? We know no more successful way than from the mouth or written statement of the competitor successful at these exhibitions. And this is what we have always maintained as forming one of the chief benefits of such exhibitions and gatherings. It is to see the articles, no doubt, as the embodiment of a certain amount of science and skill, but is still more to learn how we may go and do likewise.

To collect such knowledge, and present it in a condensed form, is one of the most important functions connected with such undertakings; and this can only be done by parties well acquainted with the whole subject, who can separate the chaff from the wheat, the known from the unknown, and who can accordingly give forth their views with clearness and authority. The bill referred to contemplates the appointment of a new committee of management at each succeeding exhibition, and thereby deprives the public of the benefits of an authoritative, accredited and consecutive statement regarding the merits of these exhibitions, and the lessons they are designed and so well fitted to teach.

We have thus briefly referred to the present desultory condition of our agricultural affairs, in the earnest hope that, at the meeting of the Legislature, so soon to be convened, something decided may be done for the organization and consolidation of the whole. Already has the Legislature provided ample means for the encouragement and improvement of this branch of our industry; and all that now remains to usher in a new epoch in our agricultural history, is to place the whole on a systematic, solid basis.

And surely there is an abundance of incentives to incline the Legislature to take this matter into their most calm and serious consideration. There is, first, the transcendent importance of the subject itself, as constituting the very foundation of our social economy,—as deeply and widely affecting every other branch of industry,—a branch, too, that gives employment to four times as many in the Province as are engaged in any other pursuit. Then there is the awakened and growing interest manifested by all parties in the community on behalf of the cause—the felt consciousness that an immense deal more may yet be done for the

development of our agricultural and horticultural resources, and the necessity that exists for united, combined energy, by which the productions of our soil may be multiplied a hundred-fold, and our dependence on our neighbours for breadstuffs and other articles be almost, if not altogether, removed.

But there is another view calculated to press the claims of agriculture still more forcibly on the attention of the Legislature. I refer to the well-tested adaptation of our climate and soil to the growth of orchards. It is now admitted on all hands that there is not a country in the world—all things considered—better fitted for the growth of the fruits indigenous to northern latitudes: such as the apple, pear and plum. Were anything like a suitable, vigorous, and well-directed effort imparted by the Legislature to the extension of our orchards, I believe that but a few years would elapse before the three counties of Kings, Hants, and Annapolis would yield as much as the whole revenues of the Province. At all events, in any general Legislative measure for the remodelling and reconstructing of our agricultural societies and exhibitions, due prominence ought to be given to the whole matter of our orchards; to the encouragement of nurseries for the rearing and propagation of young stocks in every county in the Province, and for the application of means by which our capabilities as a fruit-growing country may be fully demonstrated, and turned to the most profitable account.

But as it is my intention to bring before the Legislature the whole matter of the orchards of Nova Scotia in another shape, I shall not now enlarge, but content myself by submitting the programme of a scheme, the adoption of which, in its essential features, will, I am persuaded, give consolidation to the whole of our agricultural and horticultural interests, and place them upon a basis that will admit of every possible extension and improvement.

PROGRAMME.

I. That a General Provincial Commission, composed of the Judges, the Houses of Legislature, the Sheriff and Custos of each county, with the President and Secretary of each Agricultural Society, and the President, Secretary, and Committee of the Fruit Association, be appointed to preside over the interests of Agriculture and Horticulture in the Province; that the Governor be respectfully solicited to become chairman, and that the Commission appoint an *Acting Committee*, resident in Halifax or neighborhood, consisting of seven or nine skilful and practical individuals.

II. That this Commission shall hold two regular meetings in the course of the year—one in March, during the sitting of the Legislature, and another during the time of the annual exhibition, hereinafter spoken of, and that, after the transaction of business, the public be invited to attend, and addresses delivered on the condition and prospects of our Provincial Agriculture and Horticulture.

III. That the Acting Committee shall use every legitimate means to stir up the agricultural population of each county, to take steps for the formation of county or district societies, and for the infusion of new vigor into those already in existence; that the Secretary, as often as practicable, shall visit and inspect the operations of these societies, deliver addresses on the subject of Agriculture and Horticulture, publish a quarterly journal for the diffusion of information adapted to our condition and circumstances, and report to the March meeting of the Commission, and to the Legislature in session, on the whole subject.

IV. That each county, on the certificate of Acting Committee, shall receive from the treasury to the amount of \$200, of which \$40 shall be devoted to the encouragement of the growth of orchards, provided the county have raised at least \$100 towards the same object, the whole of which sum shall be devoted to the encouragement of Agriculture and Horticulture, according to instructions of Acting Committee.

V. That a great annual exhibition of Agricultural and Horticultural products, shall be held in some central situation in the Province, under the control and management of the Provincial Commission, which shall fix the place, time, articles for competition, and prizes to be awarded, at the semi-annual October meeting, at least a twelve-month before-hand; that the exhibition shall be managed by the Acting Committee and the President and Secretary of the Society or Societies in

the county in which the exhibition shall be held; that all the funds, local or provincial, of the societies in the county, together with \$1000 drawn from the treasury, and whatever sums shall arise from admission or entry fees, shall go for the carrying out of this great annual exhibition; that in the county where the exhibition shall be held, the sum of \$20 shall be given respectively, to the best constructed and built farm-steading, the best cultivated farm, and the best kept orchard of approved sorts of apples, pears and plums; and that the whole Province shall be allowed to send articles to these annual exhibitions, but those non-resident in the county, shall pay a certain sum, to be fixed by the committee of management, for the admission of their articles.

VI. That an exhibition shall be held in each county where the Provincial Exhibition is not held, every year, or at least every alternate year, under the management of the society or societies in the same; that \$60 be drawn from the treasury on the certificate of the Acting Committee, provided that an equivalent sum be raised by the county, and that the sum of \$20 be given to the individual who rears and grafts the largest number of approved fruit trees.

VII. That the Provincial Commission draw from the treasury the sum of \$600 per annum for the defrayment of incidental expenses, and that an account thereof, with proper vouchers, be submitted to the Legislature.

VIII. That the sums so assigned and paid shall be applied and expended by these societies in the importation of live stock, or implements, or seeds, or fruit trees, in the offering of judicious premiums, or in such other agricultural objects as may, from time to time, be recommended by the Provincial Commission, but none of said sums shall be used or paid for the management of said societies.

IX. That this Provincial Commission be entrusted generally with the whole interests of agriculture and horticulture, and that they use every means within their power for its advancement, by the diffusion of sound scientific knowledge, and of agricultural and horticultural intelligence, and by the introduction and growth of new kinds of grasses, grains, roots, fruits, &c., through the experimental garden and farm, and by their equal distribution over the province, by the encouragement of young men's mutual improvement agricultural associations, &c.

The sum to be drawn from the treasury, according to the preceding scheme, will amount to about \$5280, less by several hundred dollars than is now allowed for the cause of agriculture.

The vouchers of the treasurers of the several agricultural societies will be laid before the agricultural committee in due course.

The reports of the state of their finance, and of the transactions of the different societies, have not yet come to hand. From such reports, however, as I have received, it would seem that the past year has on the whole been one of prosperity to the farmer. The crop of hay all through the Province was considerably above the average, and the pasturage remained good throughout the year, so that a larger supply of butter and cheese must have been made than for some time bygone. The crop of oats and barley were both more than average, and the prices that these grains have maintained all winter must have rendered these grains in every way profitable to the grower.

The wheat, in many places, was all but destroyed by the weevil. In other places, it was a fair average. The green crop was the most deficient of any. The disease in the potatoe crop was more ravaging than for a number of years. Perhaps a half of the crop was destroyed by the rot. The turnips, too, were, generally speaking, of an inferior quality. The continued drought at the time when they were beginning to swell out seems to have damaged them not a little, and to have largely stunted their growth.

All which is respectfully submitted.

ALEX. FORRESTER.

THE HON. THE PROVINCIAL SECRETARY.

PART II.

AGRICULTURAL EXHIBITIONS.

REPORT OF COMMISSIONERS FOR PROVINCIAL EXHIBITION,
KENTVILLE.—(DISTRICT No. 3.)

The Commissioners appointed to carry out in the counties of Kings, Annapolis, and Lunenburg, the provisions of the act passed in the last session of the Legislature relative to Agricultural Exhibitions, beg leave to submit the following report.

The Commissioners were appointed on the twenty-ninth day of July last past, and it was expected that the exhibition they had in charge would take place early in the ensuing autumn; there was therefore but little time left at their disposal to accomplish the important objects confided to their care.

The intention of the act was that at least four months notice by publication of the regulations should be given, so that due preparation might be made by the intending exhibitors, as well as those commissioned by the Government to make the necessary arrangements. This was prevented by the circumstances connected with the general election, and the formation of a new Executive Council; and the Commissioners, on receiving their appointments, were therefore obliged to make the best use of the limited time left at their disposal. They deem it right to mention this as, had a longer notice been possible, they feel confident that the exhibition under their charge would have been attended with still more gratifying results, particularly in reference to those portions of the counties which lay at a distance from the point selected for the exhibition.

The Commissioners held their first meeting at Wolfville on the fifteenth day of August last. The programme of the whole exhibition was arranged at this meeting, and William Eaton, Esq., of Kentville, was appointed Secretary. It was decided to unite with the Provincial Horticultural Association on the occasion, and to allot a sum for prizes in the horticultural department, so as to make the display as complete as possible by an exhibition of the products of the best orchards in the now celebrated fruit-growing portions of the province. It was also decided to hold the exhibition at Kentville, which village was considered on the whole to present the best position and resources for such a fair as was contemplated. It was tolerably central, the main post road connecting it with the whole county of Annapolis, and a road running from it to the county of Lunenburg. It was also easy of access from the adjoining county of Hants, and from the city of Halifax. It was also better able to accommodate the large number of persons who would attend from a distance. It was further decided to offer as liberal a list of prizes as the funds voted would warrant, so as to ensure not only as large a collection of animals and articles for exhibition as possible, but also to excite such a competition as would bring forward the best in quality. A list of premiums, properly classified, was accordingly prepared, and was published in such of the Halifax papers as had the largest circulation in the counties more particularly interested. Handbills were also struck off and were largely circulated. The days named for the exhibition were the 7th and 8th of October.

Although the period of preparation was so limited the arrangements were in most respects completed by the time mentioned. The Commissioners were fortunate in securing the places for exhibition. For the stock, agricultural implements, &c., they obtained from C. H. Rand, Esq., of Kentville, a portion of his very beautiful field, which lies immediately opposite the Kentville Hotel. The most important feature in this site was the well known brook which flows through it,

and which lends such a charm to the landscape on the entrance to Kentville. To the Commissioners it was invaluable, as providing facilities for watering the animals without leaving their assigned places.

For the horticultural department they obtained the use of the open space in front of the Court House, with permission to erect suitable sheds and stalls around it for the display of the articles to be exhibited. These were all tastefully decorated with evergreens, and were sufficiently spacious to accommodate all exhibitors and persons in attendance.

The weather on the days of exhibition was favorable, with the exception of a short period before the close on the second day. At an early hour of the morning of the first day a large number of persons had commenced assembling, bringing with them the stock and other articles for exhibition. The village was speedily filled, and the stock, &c., were immediately put into their assigned places. The cattle were placed in the field above referred to, and were fastened near the margin of the brook. The horses were assigned stations on the further side of the brook; and on the east side of the field were the inclosures for the sheep and swine. The agricultural implements were placed in the centre of the field. There were on exhibition over three hundred head of horned cattle, about two hundred horses and colts, and a fair show of sheep and swine.

The judges for the several prizes were then appointed, consisting of leading men in the several counties, who at once commenced their labors in their several departments, and made their respective returns to the Secretary of the Commission.

The horticultural department, owing to delays on the part of exhibitors, was not ready quite as early as was anticipated, but shortly after noon all was arranged, and this very interesting portion of the exhibition was opened to visitors, who thronged it in crowds.

By this time an immense concourse of people had assembled, who seemed to take a deep interest in the proceedings of the day, and whose conduct in general was most exemplary.

In the afternoon the Commissioners were honored by the presence of His Excellency the Administrator of the Government and staff, who arrived from town to attend the exhibition. The Rev. Dr. Forrester, the principal Superintendent of agriculture, was also present, with several members of the Legislature, and leading men from the Capital and the adjoining counties.

In the evening a dinner was given to the gentlemen who had kindly acted as judges in awarding the prizes, at which His Excellency the Administrator of the Government was present, and delivered a very admirable speech on the subject of agriculture, which was published in the public newspapers of the Capital. Dr. Forrester also addressed the company on the same subject, and was followed by other gentlemen who represented the agricultural and horticultural interests of the counties.

On the following day His Excellency minutely examined the various objects of the exhibition, commencing with the horticultural department, and then proceeding to view the stock, and in the afternoon closed the exhibition by distributing the medals which had been sent out as prizes by the Royal Horticultural Society of London for the best fruit grown, and by announcing the names of the successful competitors in the several other departments.

The Commissioners, in closing their labors, could not but feel gratified at the success which attended their efforts. It was, to a certain extent, an experiment, and was subject to many drawbacks; but the Commissioners feel that a beginning at least was made, which may be followed with still more beneficial effects on subsequent occasions.

They do not venture to say that there was not deficiencies in the exhibition. With a longer notice, they have no doubt the samples of stock would have been in many respects superior to those on the ground, and the deficiency in the class of agricultural implements would not have been so marked, but, taken as a whole, the products exhibited might be considered a fair average of the agriculture of the country. A large proportion of the fat oxen and young stock was very superior; the horses did not, however, come up quite to what might be expected,

neither were the swine and sheep much above the average. Among the latter, the Commissioners were pleased to observe a sample of the Chinese sheep, exhibited by Mr. Downs, who had made use of the occasion to bring this new and much-esteemed species to the notice of the farmers in the western counties.

There could, however, be but one opinion as to the beauty of the display in the Horticultural department. Here were exhibited choicest specimens of apples, which had gained a name for the Province among the horticulturists of England. These were Chebucto beauties, gravensteins, ribston pippins, northern spy, baldwins, yellow bellesfleurs, spitzenbergs, Emperor Alexander's, russetts, pommes de neiz, pommes gris, and all the usual varieties of this fruit, of great size and beauty. Samples of these apples were secured, and were afterwards sent to the Royal Horticultural Society of London, exciting much admiration in the very highest circles in England. There were also excellent grapes, peaches, plums, and pears. There was a great show, too, of roots, gourds, grain, seeds, cheese, honey, butter, and articles of domestic manufacture, such as homespun, carpets, rugs, &c.

A list of the prizes in the various classes, with the names of the successful competitors, was published in the public prints, and will show to some extent the interest which was taken in the exhibition. But the Commissioners cannot but remark that the interest was not as general in the three counties particularly concerned as was expected. Scarcely any portion of the County of Annapolis to the westward of Bridgetown was represented, and from the county of Lunenburg there was almost nothing. Indeed, if the present act is to continue in force it would seem desirable that this county should be differently classed. It would have been far better that Hants had been substituted for Lunenburg, and that the latter county had been united to Halifax in these exhibitions, as stock could more easily be conveyed by water from it to the capital, than driven along the roads which intervene between it and Kentville.

Indeed, the Commissioners, in view of the whole subject, are of opinion that some modification of the present law should be made, and they suggest that it would probably be more judicious to have the Provincial grants distributed among the different counties, giving the opportunity of county exhibitions, and at the same time providing for larger displays in certain sections of the Province at stated intervals, subject to the control of some central organization in the capital.

The Commissioners also annex a statement of the expenditure of the Provincial grant for the exhibition which they had in charge.

All which is respectfully submitted.

S. I. SHANNON,

Chairman.

THE HON. THE PROVINCIAL SECRETARY.

Halifax, February 20, 1864.

*Commissioners of Agricultural Exhibition for Kings, Annapolis, and Lunenburg,
in account with the Government.*

| | |
|---|------------------|
| To premiums paid on Oxen, | \$177 00 |
| Do. Bulls, | 111 00 |
| Do. Cows and Heifers, | 104 00 |
| Do. Stallions, | 95 00 |
| Do. Farm and Carriage Horses, | 62 00 |
| Do. Mares, | 45 00 |
| Do. Colts, | 91 00 |
| Do. Sheep, | 89 00 |
| Do. Swine, | 81 00 |
| Do. Agricultural Implements, | 64 00 |
| Do. Mechanical Productions, | 108 00 |
| Do. Domestic Manufactures, | 157 00 |
| Do. Special Premium, <i>Knives</i> , | 3 00 |
| Do. Drift of Cattle, | 36 17 |
| | <u>\$1223 17</u> |
| To bills for printing and advertising, | \$256 50 |
| Do. Walter Ricketson, for loss of honey, | 2 50 |
| Do. James Lyons, for dinner, &c., | 116 00 |
| Do. C. H. Rand, Esq., for use of ground, | 24 00 |
| To expenses of arrangement, clearing ground, &c., | 149 60 |
| Paid Horticultural Association, | 200 00 |
| | <u>748 60</u> |
| | <u>\$1971 77</u> |
| CR. | |
| By amount of Legislative grant, | 2000 00 |
| Sale of lumber at close of exhibition, | 11 37½ |
| Premium on flax not appropriated, | 2 50 |
| | <u>2013 87½</u> |
| Showing a balance in hands of Commissioners of (Which the Secretary is allowed to retain in part payment for his services.) | \$42 10½ |
| Add amount deducted for Printer's bills, | 11 00 |
| | <u>\$53 10½</u> |

S. L. SHANNON,
Chairman.

REPORT OF THE COMMISSIONERS OF THE PROVINCIAL EXHIBITION AT ANTIGONISHE.—(DISTRICT No. 4.)

SIR,—

I have the honor to submit, for the information of the Government and Legislature, the following report from the Committee of Management of the Agricultural Exhibition for District No. 4, comprising the counties of Antigonishe, Pictou, and Guysborough, during the past year.

The committee appointed by the Government, in connection with persons selected by several of the Agricultural Societies in the counties named, met immediately after their appointment, at New Glasgow, and upon deliberation decided on holding the exhibition at Antigonishe, on the 14th and 15th days of October, that being the most convenient and central locality. The list of premiums to be offered, and the programme of the intended proceedings, were also decided upon and published without delay; and although the limited time that could be given did not afford to farmers and intending competitors sufficient opportunity to prepare therefor, yet the exhibition, on the whole, was eminently successful.

To ensure the co-operation, and enlist the support of competitors from the counties of Guysborough and Pictou, residing as they did at long distances from the place of exhibition, the committee found it necessary to expend a portion of the grant placed at their disposal in holding preparatory local shows in these counties, at which selections could be made of the best descriptions of stock and articles shewn, and to aid in their transport to the place of exhibition.

This arrangement, the committee believe, mainly contributed to allay the jealousy of these outside counties, and materially added to the general satisfaction and success which attended the first extensive Agricultural Exhibition held in the eastern portion of the Province.

The exhibition of grains, seeds, roots, fruit, and domestic manufactures, was held in a new and commodious building, situate in the centre of the thriving village of Antigonishe; and the show of stock in the adjacent and well-adapted grounds of Hon. Mr. Henry, which were placed by him at the disposal of the committee for that purpose. The weather was fortunately fine, and the assemblage of farmers and visitors on the grounds unexpectedly large.

The show of cattle was large, and many of the animals exhibited exceedingly fine, and evinced great care and attention in their growth, although the committee regretted to find that they were entirely confined to the native and cross breeds, there being none of the finer kinds of well-bred cattle on the grounds.

The horse show was unexpectedly large, and of good character, both as draft and roadsters, and presented unmistakeable proofs that the farmers of the eastern counties take pride in raising superior horses, and have taken pains to secure well-bred entire stock.

The display of sheep was creditable to the exhibition. The several grades of fine, middle, and long-wooled animals being well represented.

The exhibition of swine, the committee regretted to find, small in numbers, and so deficient in quality that the Judges did not deem the animals on show entitled to any prize, shewing that the breed of this valuable animal has degenerated, and the necessity that exists of its being improved by a fresh importation of superior stock.

The show of cereals, particularly wheat, of which there were many superior specimens, proved by their weight and quality the capabilities of the grain growing section of the province, skirting the northern shore. A large quantity of roots, garden and vegetable productions, were exhibited, many of which of great size, were carefully examined, and elicited much praise.

Although the show of fruit was small, there were exhibited some fine descriptions of apples, plums and pears, proving that the eastern counties are adapted to fruit culture; and the samples shewn will, no doubt, lead to greater attention, being given to the cultivation of the finer kinds.

Several good specimens were shewn of dressed and combed flax, and the infor-

mation collected convinced the committee that large portions of our soils are adapted to its growth, and that, in the present high price of cotton, its general cultivation might be made a source of profit.

In the department of domestic and household manufactures, the most pleasing evidences of industry, skill and taste were shewn. The exhibition in this department was interesting, large and varied, and furnished abundant proofs that the homes of our farmers are not wanting in the ornamental, as well as the useful, articles of comfort, nor their daughters in the accomplishments of the day.

From an examination and comparison of the products exhibited, and the animals shewn, there was abundant evidence that some farmers had practised a higher degree of cultivation than others; that the same appliances had not been used, or their results had been varied by incidental causes. To know these causes would have been interesting and profitable, and to learn them from the experience of the successful producer, would have been of great benefit to other farmers. But as no report from the exhibitor was given, the benefit of his experience was largely lost. This was a serious defect, and should be remedied at future exhibitions.

Our farmers, unfortunately, don't sufficiently appreciate the benefits resulting from the experimental cultivation of the soil. Practical results shewing the greatest net profits over outlay, are the great object and principal aim of practical life, and should be the principal object and aim of agricultural exhibitions, and for which premiums should be liberally awarded. While the professional, commercial and mechanical interests to ensure success require their followers to be thoroughly conversant with the principles of their calling, our farmers too often look upon theirs as one of chance; and experimental, scientific training, standard agricultural works, and ably-conducted agricultural journals, are not only treated with neglect, but viewed with suspicion by a large class of our farmers as more matter of theory than practical benefit.

The importance of agricultural and industrial exhibitions cannot then be too highly estimated, nor their benefits too widely spread. Their introduction and retention into every country have invariably led to its lands being better cultivated, manures better preserved, and more judiciously applied; larger crops realized, and all kinds of stock and farm implements greatly improved. And there is every reason to expect that this attempt to follow in the footsteps of older and more experienced countries will ultimately be followed by equally beneficial results.

The exhibition, held under the direction of the committee, although a decided success, and will, no doubt, impart a great impetus to the farmers of the vicinity, where it took place—yet, from the results shewn, they were clearly of the opinion that such annual district shows, by attempting to group together and centre at one point the agricultural resources of three or four counties, separated by long distances, and with difficult and expensive means of communication, is unsuited to the present condition of the Province—will not lead to the extended and beneficial results which should follow the expenditure of so large an amount from the public revenue, and that in this particular the act should be amended.

The accounts and vouchers of expenditures incurred, which are herewith presented, exhibit as follows:—

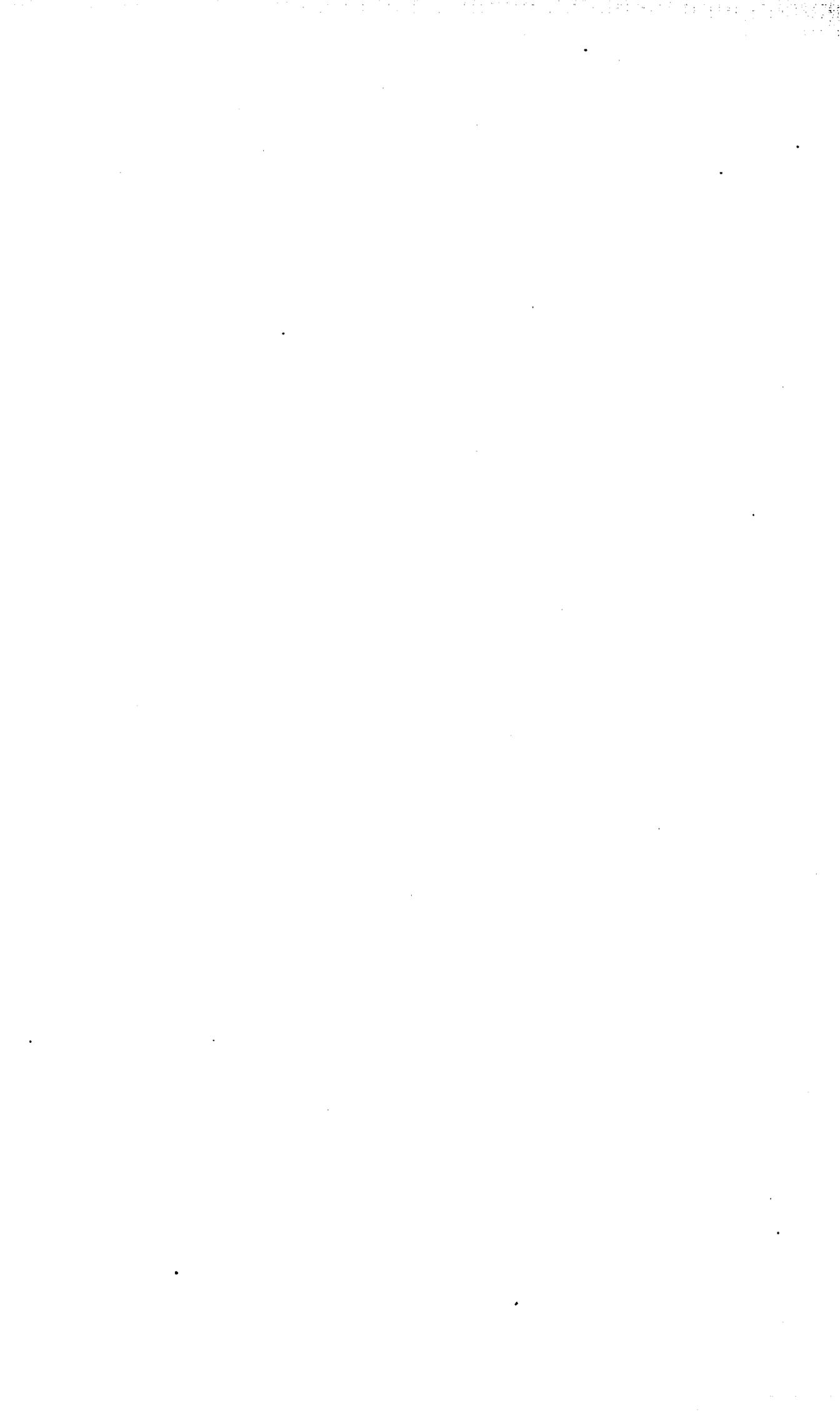
| | | |
|---|-----------|---------------|
| Paid premiums and expenses of exhibition, | | \$2124 81 |
| Received from grant, | \$2000 00 | |
| Do. for tickets sold, | 103 09 | |
| | <hr/> | \$2103 09 |
| Over expenditure, | | <hr/> \$21 72 |

I am your obedient servant,

ALEX. MACFARLANE.

Chairman of Commissioners.

HON. CHARLES TUPPER, Provincial Secretary.



APPENDIX No. 35.

INTERNATIONAL EXHIBITION, 1862.

REPORT OF NOVA SCOTIA COMMISSIONERS.

Halifax, May 2nd, 1864.

SIR,—

The International Exhibition Commissioners before dissolving in June last, instructed me to submit a report of their proceedings to the Provincial Government.

The accounts of the Commissioners were laid before the Legislature in 1863. The articles sent to England not having been returned until June last, there have been a few outstanding accounts that have been submitted to the Committee of Public Accounts during the present session.

In accordance with the course pursued by the Canadian Commissioners under similar circumstances, the report has been drawn up so as to be a permanent historical record of the efforts made by Nova Scotia in 1862 to have its resources known.

Documents connected with the subject, and with the Exhibitions of 1862, will be bound up with the report, and copies will be sent to the members of the Legislature and to public libraries. The form in which the report is submitted is therefore adapted to the object in view.

I have the honor to be,

Sir,

Your most obedient and humble servant,

R. G. HALIBURTON,

Secretary of Nova Scotian Commissioners for International Exhibition, 1862.

To the HON. CHARLES TUPPER, }
Provincial Secretary. }

REPORT.

Nova Scotia, previous to 1862, was comparatively but little known to the world, or even to the educated classes in the mother country. It had suffered from the proverbial misfortune of having had a bad name given to it; and all efforts made by those interested in having justice done to it seem to have been unavailing to efface the stereotyped descriptions of it which were at least based on proscription, if not on truth.

Few of the British colonies have, however, been alternately such especial objects of temporary interest and of permanent neglect. At one time it was regarded as essential to the naval supremacy of England; and the conquest of what is now one of our fishing villages was made the occasion for a general illumination, and for rejoicings similar to those that greeted the fall of Sebastopol. But, with the extinction of French dominion in North America, the temporary value of Nova Scotia declined. The growth of the United States, the unlimited areas of cultivable land in Canada, the rise of the Australian colonies, all tended still farther to dwarf the proportions and the importance of this province, until it came to be at last, though in position one of the nearest to the mother country, the farthest removed from her sympathies and her pride.

The old prejudices that were rife even under the French dominion respecting Nova Scotia, revived after the lapse of more than a century, and were almost acquiesced in, at length, by many of its own inhabitants. More than a hundred years ago we are told that "some authors have represented it to be as indifferent a country as ever was inhabited by barbarians"; and though the Governor, determined to do full justice to its resources, reported to the French king that "one single grain of wheat sown near La Hurve, produced 150 ears, very long, and so loaded that they were forced to support them with iron hoops," it is to be feared that the world must have regarded the description as highly coloured, especially as it came from one who was "the Proprietary of the Province." His attempt, however, to make known its resources in other respects at least deserved, if it did not receive, the attention of Europeans. Though the *lapis lazuli* "in Funda Bay," which "sold in France for ten crowns an ounce," was perhaps as fabulous as the price assigned to it; and though some of the fish that were enumerated are scarce or extinct, our rivers and our seas still contain the elements of untold wealth, while the coal mines alluded to by the "Proprietary" have recently fulfilled the golden visions in which their possessor appears to have vainly indulged.

In 1860, however, an unexpected event once more attracted the attention of the world to Nova Scotia and its resources. The startling announcement that gold mines had been discovered in a colony situated, not like Australia, at the antipodes, but within a few days' sail of Britain, led the scientific world, as well as the public generally, to make enquiries as to the climate and capabilities of this province.

Unfortunately the latest information respecting it was the most unfavorable and the least reliable of all the descriptions that have ever been given of Nova Scotia.

The gratification felt by us at the visit of the Prince of Wales, was succeeded by a feeling of annoyance at the malicious misrepresentations and abuse of the province and its inhabitants, that appeared in the columns of the *London Times*. It was apparent that its description of Nova Scotia must have been prepared before the writer had arrived among us; and we all felt that it embodied and exaggerated all the prejudices that had so long prevailed, and which were not the less injurious for being unfounded. To answer these attacks was of course a useless undertaking. The world was not likely to listen to any explanation or defence, and all that we could say would have been unavailing to remove the impression that loyalty was the only redeeming trait in a colony, the inhabitants of which were unaccustomed not only to the luxuries, but also to many of the comforts of civilization.

Probably at no time in the history of the Province were its inhabitants more sensible of the injustice that was done to its climate and its resources, or more desirous of availing themselves of any opportunity of protesting against these misrepresentations. Fortunately an unexpected opportunity was afforded us of doing tardy justice to Nova Scotia. The Imperial Commissioners for the International Exhibition sent to the Colonial Governments in March, 1861, an invitation to have their respective provinces represented, and with scarcely an exception it was gladly accepted, and heartily responded to. It is to be regretted that the notice was issued almost a year too late, and that Nova Scotia, like most of her sister colonies, was somewhat tardy in commencing to prepare for an undertaking for which ample time was peculiarly required. On August 6th, 1861, a number of gentlemen, embracing members of the Legislature and private persons acquainted with the resources of the province, met by invitation from the Government, as a Provincial Board of Commissioners, of which the Provincial Secretary was the chairman, and A. MacKinlay, Esq., was the vice-chairman, and having appointed a Treasurer and Secretary, instructed the latter to consult with the Commissioners, and to prepare a report on the most advisable mode of organizing the Board, and of ensuring an efficient representation of our various resources.

In order to draw attention to the approaching exhibition a public meeting was held, at which the Lieutenant Governor presided, and which was largely attended; and the speeches delivered on that occasion were circulated throughout the province. As it was apparent that it would be imprudent to leave the task of having the productions of Nova Scotia duly represented solely to the enterprise or patriotism of contributors, it was considered advisable to organize committees for the various departments which deserved especial attention. Accordingly, committees were appointed on Minerals, Manufactures, Natural History, Agriculture, and Fish, of which Andrew Mackinly, James Thompson, J. Matthew Jones, Esquires, the Rev. Dr. Forrester, and the hon. Benjamin Wier, were respectively chairmen. It was also considered advisable that committees in each county should be organized, the chairmen of which were to be ex-officio members of the Board.

The government had previously sent to all the Sheriffs instructions to call meetings, and to invite the people of each county to appoint committees to co-operate with the Provincial Commissioners; but the importance of the object in view not having been sufficiently made known to the public, the meetings called were in every case attended by but few persons, and in many instances no committees could be appointed. It was manifest that steps must at once be taken to call attention to the subject, and to enlist the sympathies of the public in an undertaking which required the combined action of all parties, and of all classes of the community. It was therefore decided that the Secretary should visit and hold meetings in the principal towns of the province, as far as the limited time at the disposal of the Board would permit, and that prize lists containing liberal premiums should be widely circulated.

As it was most important that the geology and minerals of Nova Scotia should be fully represented the invaluable services of the Rev. Mr. Honeyman were at once secured. He was instructed by the Board to visit and examine the most interesting geological formations in Cape Breton, and in the eastern portion of the province, to collect suitable specimens of our minerals, and especially to turn his attention to those districts which had been found to be auriferous.

While Mr. Honeyman was thus engaged, Dr. How, the Professor of Chemistry at King's College, visited with the Secretary the principal towns and the most interesting districts in Cumberland and Colchester. The governors of Acadia College, King's College, and of Dalhousie College, very kindly placed their very valuable mineral collections at the disposal of the commissioners, and materially contributed to the marked success that attended our efforts in having that department of our resources duly represented, while the extensive cabinet of the late Dr. Webster supplied many most interesting specimens to the Nova Scotian court. James Scott, Esq., the superintendent of the Albion Mines, and chairman of the committee for Pictou county, consented to prepare a specimen of the unequalled coal seam that had attracted so much attention at the exhibition at Montreal in 1860. Illustrations of our marbles, gypsum, building stone, clays, and mineral

paints, were collected in different localities, either through the local committees and the kindness of private contributors, or through the energetic co-operation of Dr. How and Mr. Honeyman.

Public meetings were held by the Board at Windsor, Pictou, Truro, Tatamagouche, Wallace, Pugwash, Amherst, Mills Village, Kentville, Bridgetown, Yarmouth, Digby, Shelburne, Liverpool, Lunenburg, and Chester, and committees were appointed at each of those places—in almost every instance a great deal of interest being evinced in the labors of the Board.

From this having been the first occasion in which the Commissioners and their officers had been engaged in such an undertaking, it was desirable to obtain as much information as possible, as to the most advisable mode of effecting the object in view; and as the New Brunswick Commissioners were about to hold a preliminary exhibition at Sussex Vale, on October 1st, it was thought advisable that an officer of the Board should visit Sussex Vale, and report on the nature and description of the articles collected there for transmission to England. The report handed into the Board on the subject of that exhibition represented it as highly creditable to the mechanical skill of our neighbors, but suggested that it would not be advisable for us to devote so much attention to the mechanical or manufacturing department, as was there apparent, except so far as might illustrate the fact that we were able to produce most of those articles of luxury or comfort which are in use in older countries. This view had throughout been acted upon by the Board, who regarded a systematic and scientific display of our natural resources as the great object before them.

In Kings and Annapolis counties, active committees were appointed, who made great exertions to have the natural resources of their respective counties duly represented. But throughout the province there seemed to be a general impression that we could send nothing deserving of notice, or of exhibition, and it was manifest that not the least important result of the labors of the Board would be to show the people of the province the great variety and excellence of those resources with which Providence has so blessed us. Hence the number of contributors was comparatively small, but nearly all the articles sent for exhibition were superior to anything that had ever been previously collected together in Nova Scotia.

A remarkably fine display of horticultural and agricultural productions was made at the preliminary Show at Halifax, held in December, although through the detention of the vessel by which a most interesting collection of specimens was sent by the committee of Annapolis county, the Commissioners were deprived of the opportunity of representing the productions of that fertile portion of the province. A very great difficulty was experienced in exhibiting the specimens of fruits and roots, as it was not only necessary to preserve them from December until May, but also to prevent them from perishing by decay during the time when the exhibition would be held in England. As illustrative of the fertility of our soil, and the genial nature of our climate, they were of great importance in duly representing the province and its resources, and correspondence was accordingly opened with scientific persons in the United States, in order to ascertain if any mode was known by which these specimens could be preserved until the close of the International Exhibition. No satisfactory mode was suggested, and the Board was advised to have casts prepared as substitutes for the specimens. It was, however, evident that the system recommended would be unsatisfactory, as there would be no guarantee in the eyes of strangers that the casts fairly represented the size and appearance of our horticultural productions; at any rate the most conclusive evidence on the subject would be to send, if possible, the specimens themselves.

A variety of experiments were tried, and at last it was found that by using diluted alcohol in air-tight glass jars, the difficulty might be overcome, although the colour and beauty of our fruits would necessarily be greatly impaired by the process adopted. It is believed that the Nova Scotia court was the only department in which such specimens were exhibited. The Royal Horticultural Society requested the Commissioners to present to their museum the fine representations of our horticulture which we displayed; and the Rev. Mr. Honeyman was

directed to place those articles at the disposal of the Society, in whose museum they are still to be seen in a good state of preservation. The propriety of not adopting casts was made peculiarly apparent from the fact, that some of the apples sent, one of which was $17\frac{1}{2}$ inches in circumference, were considered so remarkable, that it was difficult to persuade the public that they were really the productions of the province.

To make the display of our cereals as attractive as possible, glass cases were constructed, that exhibited the specimens to advantage, and also added to the appearance of our court; and the fact that these cases were adopted as models by several other colonies, showed that the Commissioners had spared no pains to do justice to the articles entrusted by contributors to their charge.

That the display of minerals was conspicuous, as well as instructive and useful, appears from the flattering notice in the official hand-book, of this important feature in our court.

The display of our fish was a most difficult task to accomplish, and but for the residence among us of a gentleman who had particularly turned his attention to the subject, it would have been impossible to have attained the object in view in a manner satisfactory to the Board and to the public. It was the opinion of some eminent scientific authorities in England, that it would be useless to attempt to transport to England, in glass jars of adequate size, the specimens we had collected; but from the great care taken in packing and stowing the articles on board the vessel by which our contributions were sent, no damage or difficulty was experienced. Nova Scotia was the only colony by which specimens of fish thus preserved were exhibited.

Mr. Downs' interesting collection of the game birds of Nova Scotia, was a great attraction, both from the specimens exhibited, and from the skill with which they were preserved and prepared.

In the mechanical department, the Board were able to show that commendable skill, as well as a great deal of artistic taste, is to be found in the province. The beautiful specimens of furniture contributed by Messrs. McEwan & Reid, and by Messrs. Gordon & Keith, and the pianos sent by Messrs. Fraser & Sons, and by Messrs. Brockley, Misener & Co., were great additions to the court, and proved that the people of the province could not only appreciate and enjoy, but could also produce those articles of luxury which are the evidence and the results of refinement and civilization. Very great surprise was expressed by visitors at these articles coming from Nova Scotia, and a good deal of scepticism on the subject was often evinced by persons who had been accustomed to the stereotyped ideas that have hitherto existed in England as to Nova Scotia and its inhabitants.

That the great object which the people of Nova Scotia had at heart in engaging in this undertaking was accomplished, and that the Board have not unsuccessfully fulfilled the duties which they assumed, will be apparent from the various notices of the Exhibition that have appeared in the British and American press.

It was felt, however, by the Board, that in order to ensure attention to the specimens exhibited, and to draw attention to the resources which they represented, it was desirable that a descriptive catalogue should be prepared, affording in a small compass such information as the visitors to the court or the jurors might require. No pains were spared to accomplish this object, and the circumstance that most of the notices that have appeared, have the descriptions thus supplied by the Board embodied in them, shows that one of the main objects in view was accomplished, and that the value and nature of the articles exhibited, were brought prominently to the notice of the British public.

In the official Hand-Book to the Exhibition, the author, Robert Hunt, Esq., F. R. S., F. S. S., who appears to have especially turned his attention to the minerals in the International Exhibition, says that Nova Scotia "*makes a noble display of her products on this occasion,*" which he considers "*reflects high credit on the spirit and enterprise of the exhibitors.*"

It is believed that the following notice of our Court may be interesting, as having appeared in a work, which having been read by a large proportion of the visitors to the Exhibition, as being the official hand-book, must have tended to

remove many of those false impressions which had so long existed respecting the province :—

[From "Handbook to the Industrial Department of the International Exhibition," II. 365—369.]

“ The mineral resources of this colony are satisfactorily shown.

“ The coal fields of Nova Scotia are well represented by seven large specimens from different localities, the most remarkable being coal from the Albion Mines, Pictou, exhibited by J. Scott, Esq., Esq. This vein is one of the largest in the world; its vertical section being from 33 to 36 feet, and its qualities excellent for the following purposes: generation of illuminating gas, and of steam, and for manufacturing and domestic purposes. It is the property of the General Mining Association, and is worked by them to the extent of about 70,000 tons per annum.

“ There are also samples of coal from the Sydney Mines, the Lingan Mines, Glace Bay, and the Fraser Mine, with some oil coal from Fraser Mine, and from Patrick's Mine.

“ The amount of coal raised in 1860, at Pictou, was 165,055; Sydney, 100,098; Lingan, 35,300; Joggins, 5,295 tons. It 1861, at Glace Bay, 7,652 tons.

“ Large quantities are also raised at other localities, but the above are the chief works in the province.

“ The Fraser Oil Coal has been mined to some extent, 2000 tons having been raised in 1859. This substance gives an average yield of about 70 gallons crude oil to the ton, while picked samples give 199 gallons to the ton.

“ *Gold.*—In 1861 it was satisfactorily proved that gold exists in Nova Scotia in large quantities. The discovery of rich leads at Tangier and Lunenburg, induced persons throughout the province to “prospect;” and the result has been that gold has been found from the Strait of Canso to Yarmouth, the eastern and western extremities of Nova Scotia proper, extending over a district of country equal in size to almost half of England. The search for gold, as well as the works commenced, has been conducted by persons unacquainted with the subject, and yet the returns have been most encouraging.

“ The gold of Nova Scotia is represented by specimens purchased and exhibited by the Provincial Government, including bars, gold-bearing quartz, and gold washings. There are specimens from Tangier, Sherbrooke, Wine Harbor, Laidlaw's, Allen's, and “The Ovens,” near Lunenburg; also washings from the latter place. The total value of the gold exhibited amounts to over \$10,000.

“ The gold is also exhibited in a manufactured state by the following pieces of jewelry, by J. Cornelius: a bracelet; a necklace (with figure of a gold miner at work, with a drop consisting of a Nova Scotian pearl); a massive brooch, with dolphin in centre; a brooch, made of Nova Scotian gold quartz; and also Nova Scotian amethyst and pearls; a masonic mark jewel, and a neat, small brooch of Nova Scotian gold, with Nova Scotian amethyst (Etruscan style).

“ In addition to these, the mineral collection, made under the superintendence of Professor How, is most instructive. There are many fine examples of native copper, copper pyrites, and carbonate of copper. Amongst the collection of iron ores we find micaceous, specular, fibrous hematite, and red hematite ores.

“ The iron made from the ores obtained at the Acadia Iron Works, is illustrated by four specimens of pig iron, also by bars of iron. The amount of iron made is 1200 tons per annum, worth £16 sterling per ton.

“ Arsenical pyrites, manganese, lead ores, molybdenum, and plumbago, are also exhibited. Amongst the earthy minerals we have gypsum and anhydrite, limestone, with marbles of several kinds, and various building-stones, including freestone and granites, mineral paints (ochres, which are found in great abundance), roofing slates, and clays.

“ *Woods.*—The collection numbers seventy-two specimens, remarkable for their durability, beauty, or singular appearance, accompanied by the leaf and cone peculiar to each.

“ *Furs.*—There is a fine collection of one hundred and thirty-seven skins, and articles made from them.

“This attractive department gained for Nova Scotia the first place for furs in 1851, and gave a gold medal to the exhibitor for that year. Though in its nature diminishing as the province becomes settled, still the export for 1860 gave £20,000 value, one-half of which was furs produced in the province. The collection now shown at the International Exhibition is a very fine one. The fur-bearing animals represented, with one exception (the ermine), in the collection of skins and manufactured articles of the exhibitor, Mr. W. J. Coleman, are in their natural order. The classification is that of the Smithsonian Institute at Washington. There are five lynx skins (*Lynx canadensis*), common, said by Temminck to be identical with the lynx of Northern Europe, and is not diminishing in the province—a beautiful, rusty brown, hoary fur; and three wild cat skins (*Lynx rufus*). The wild cat, or Bay lynx, differs from the last in having shorter fur and longer pencils to the ears. It is not so abundant as the last. Both are true lynxes.

“*Fishes, &c.*—The fisheries of Nova Scotia are an almost inexhaustible source of wealth. Though a large portion of the population is engaged in agricultural and other pursuits, the exports of fish in 1860 amounted in value to \$2,956,788. The Census tables give 396,427 quintals of dried fish, and 283,273 barrels pickled fish.

“The shipping owned in Nova Scotia and employed in the fisheries, &c., in 1860, amounted to 3,258 vessels, with a gross tonnage of 248,061 tons, being almost a ton to every man, woman, and child in the province. This amount of tonnage places Nova Scotia in the rank of one of the principal maritime countries in the world, and the first as to the proportion of tonnage to population.

“The fish of Nova Scotia are represented by specimens preserved by alcohol in clear glass jars, by J. M. Jones, Esq., and also by specimens of pickled, smoked, and dried fish, purchased in the market, being samples of those preserved for ordinary use or export.

“The reason for the largest and best specimens not being exhibited arises from two causes:—Glasses could not be procured of such dimensions as to admit of the exhibition of Halibut or of the larger specimens of some other fish, and the season, when the effort to procure specimens of fish was made, was so far advanced that the best samples of many species could not be obtained.

“*Manufactures of Wool.*—There are eight or nine exhibitors of these. In 1860 there were manufactured not less than 1,320,923 yards of cloth, or over 4 yards to every inhabitant. It is principally manufactured by hand looms, and is worth about 2s. per yard. Nova Scotian homespun is in great demand in Canada, as well as in Great Britain. Military men who have worn it while hunting in the bush,” often send from England for a supply. It is said that there are imitations made by machinery in Canada and England, which are much inferior to the “home-made” article. The grey homespun makes a very serviceable travelling dress.

“*Models, &c.*—In no country in the world can ships be built so cheaply as in Nova Scotia. There is every facility for this branch of industry, the coast being in every direction indented with bays and harbors, connected with the interior by numerous rivers and lakes. Ships of from 200 to 500 tons can be built for from £3 to £4 per ton, and including rigging for from £6 to £7. In many counties, the farmers occupy the leisure of winter in building vessels. This is often done by a family, one of which is the blacksmith, others the shipwrights; some haul the timber, often cut from their own land; and the vessel is frequently manned by members of the family, or at least commanded by one of them. Consequently a very serviceable species of vessel is produced at but little outlay of capital. Vessels required for the rivers or coast trade of Great Britain could be supplied by Nova Scotia at quite as low a rate as that at which old vessels are frequently purchased; and, being new, would be much more profitable to the purchaser. Nova Scotia could also supply the fishermen of Great Britain with fishing yawls at from one-half to two-thirds of the price usually paid for them.”

The interesting report of the Rev. Dr. Honeyman, our indefatigable agent in England, will more fully explain the nature of the articles contributed to the Nova Scotian Court, and the results of the efforts made by the Provincia Comis-

sioners to bring the productions of the province to the notice of the world. It was considered important that we should secure his services in England, in arranging and explaining the illustrations of our geology and mineral resources. That the selection was judicious it is scarcely necessary to state, as this is universally conceded. Mr. Honeyman, who has been elected a Fellow of the Geological Societies of England and France, and has been referred to in the organ of the Royal Horticultural Society as "the distinguished Nova Scotian geologist," has shown to the world that we have among us persons of scientific attainments; and the honors thus conferred upon him cannot fail to be gratifying to the inhabitants of a province, which has reaped the benefit of having had so learned and zealous a representative.

REPORT OF REV. D. HONEYMAN.

SIR,—

Having received a commission from your Board to prepare a representation of the geology and mineral resources of the province, for the Great Exhibition, about the end of August, 1861, I immediately commenced the proper preparations, by addressing circulars to certain parties whose co-operation it was desirable to secure—such as proprietors of mines, or their agents—and by entering upon field operations.

In accordance with your instructions, I first of all visited the gold field of Tangier, to make observations that might be required for the right performance of the work in which I was engaged. Having made these observations, it was considered advisable, on account of the advanced stage of the season fitted for field work, to proceed to the extreme parts of the province. I accordingly proceeded to the Island of Cape Breton, well known as an important division of the province. On this island I was engaged in active work until about the middle of October, when I had visited almost every important locality known, and many unknown localities. What I had collected personally I had packed up and forwarded; and I had promised to me six sections of coal, illustrative of the extent, character, and importance of the coal fields of Cape Breton; and also large specimens of marble. I beg to acknowledge my obligations to Dr. Elliot, Richard Brown, Esq., and Marshal Bourinot, Esq., for the handsome manner in which they seconded my efforts.

Leaving the island of Cape Breton, I proceeded to examine the counties east of Halifax. In the county of Sydney a considerable number of interesting specimens were secured, and valuable information acquired in reference to its minerals and metals; also in that part of the county of Guysborough not included in the auriferous formation; and also in the county of Pictou. Here we have to acknowledge our obligations to J. Scott, Esq., Agent of the Mining Association, for the handsome manner in which he had acceded to our request to furnish us with a section of the great Pictou coal bed—a favor which has been duly appreciated by the province, of whose representation it formed a distinguishing feature at the International Exhibition; and also by Her Majesty's Commissioners, by the award of a prize medal. We have also to acknowledge the kindness of J. D. B. Fraser, Esq., of Pictou, in conferring similar favors. The counties of Cumberland and Colchester also furnished interesting specimens. We are here indebted to the favors of E. A. Jones, Esq., manager of the Acadian Mines, for magnificent specimens of specular iron ore and brown hematite, illustrating the character of the ores of Londonderry.

While at the Acadian Mines I received your instructions to direct attention to an illustration of the geology of the gold fields of Nova Scotia. I accordingly directed my attention to the Laidlaw and Allen gold fields as typical of the whole.

I there collected rocks and specimens, and studied the character of the fields, and determined what I suppose to be their relation to the adjacent rocks, exposed in sections by the railways from Halifax to Truro and Windsor. My observations were communicated to the Geological Society of London, and illustrated by the specimens collected. These geological observations are to be found in an abstract of the paper, published in the transactions of the society for 1862. H. Poole, Esq., Mining Engineer, kindly supplemented my collection of rich specimens from the gold field by an interesting collection forwarded to the Great Exhibition, and furnished me with an authentic list of the places where gold had then been discovered, which is to be found in the abstract paper already referred to, and also in the last edition of Mackinlay's map of Nova Scotia.

The snows of winter had now covered the ground, preventing the extension of my work into the western counties. This, however, was in some measure compensated for by the work of Professor How, who was simultaneously engaged in your service, selecting specimens of minerals and ores from public and private collections, derived to a great extent from the counties which I had not an opportunity of exploring. The results of our united labors, with the exception of the specimens of coal, were duly exhibited in Halifax, and appeared to meet with the public approval.

Being still retained in your service for the purpose of arranging the geological and mineralogical contributions to the Nova Scotia department, I proceeded shortly after the *Julia* had sailed, with the view of having all the arrangements made that might be required at my hand, previous to the arrival of our contributions. Having arrived, I immediately conferred with A. M. Uniacke, Esq., your indefatigable acting member in London, and found that through his exertions all preliminary arrangements were made. As soon as the great building was in a condition to commence the work of putting up, Messrs. Simpson & Son, the decorators employed, commenced to raise the walls of the court. It was, however, thought proper not to carry on the work to an advanced stage, until we were assured of the safe arrival of the ship and her cargo. The voyage being long and stormy, the vessel did not arrive as soon as was anticipated, and by the time it had arrived all was bustle and confusion within the building. On account of the multiplicity of our decorators' engagements, delay and confusion were anticipated. With this prospect, and in consequence of my intimate acquaintance with the contents, which were piled up in every part of our space, it was considered advisable by your Commissioner that I should not merely restrict my attention to the unpacking and arranging of my own special department, but should superintend all the internal arrangements, while the Commissioner should review them, and superintend the equally necessary external arrangements. In this way, by a proper division of labor and responsibility, and a harmonious co-operation, the work, at first apparently desperate, advanced. The arrangement of our court proceeded steadily and satisfactorily, and the opening day of the exhibition saw the Nova Scotian department, according to unprejudiced observers, as perfect as its best friends and promoters could wish it to be.

In reviewing the department, I would observe that a much more complete and effective representation could have been made, had the unwearied exertions of the Commissioners and Secretary received proper support from the province at large; and if all who promised had fulfilled their promises, our representation, as a whole, would have been much more exhaustive. Although in one sense this is to be regretted, a complete representation would have led to serious inconvenience, as the space in the great building granted to our province by Her Majesty's Commissioners, was somewhat limited, and had to be strictly economised. The fact is, that if the influence of Mr. Uniacke had not secured from the Colonial Superintendent a portion of space on the wall, which was originally intended to remain unoccupied, our fish in barrels, agricultural implements, and ship's tacklings, could not have been accommodated within the building.

After the department was arranged, and the exhibition opened, it was considered absolutely necessary that I should remain in charge until the close, to answer the questions of visitors, and of the jurors of the thirty-six classes, into which the contents of the Exhibition had been divided. This required the constant attend-

ance of one who could give the necessary information, and who would properly attend to the interests of the department.

According to the best of my ability, the necessary duties were discharged; the interest of every exhibitor was attended to, and with the strictest impartiality. Our department received a proper share of the attention of the multitudes of all classes who visited the Exhibition, and I believe that through the instrumentality of the articles exhibited—the admirable catalogue of the department, and the excellent prize essay distributed, the information imparted by the acting Commissioner, Mr. Uniacke, the answer to enquiries and the lectures of the Superintendent,—the character and importance of our colony are now duly appreciated; and that an ample compensation for the exertions of the Commissioners has thereby been secured. The people of Great Britain were justly proud of the noble display of their colonies, and they universally regarded Nova Scotia and her sister colonies as important dependencies of the British Empire. We would refer to the opinion expressed by His Grace the Duke of Newcastle, after his official visit to the Colonial Courts, in his letter to Dr. Lindley, the Superintendent of the Colonial Department; and to the opinion of the British press, upon the Colonial display at the International Exhibition.

Applications were also made on behalf of the Industrial Museum of South Kensington, of Kew Gardens, and other important establishments of a similar nature in the British colonies, and Foreign countries, which our resources were unable to meet. The case in which our large representation of the gold fields was displayed, was presented to Prof. Tennent, Mineralogist to the Queen, in consideration of valuable services rendered, and the sum of £5. stg. was presented to our excellent attendant, Mrs. O'Reilly. All the above appropriations were made under the sanction of your Commissioner in London.

I would now add a few observations upon the results of those departments of the work entrusted to others. The liberality of our Legislature in providing the means necessary for such a noble effort, has received the unqualified commendation of Her Majesty's Commissioners, and of all who were able to appreciate the effort; and the whole representation appeared so judicious, systematic and thorough, that the opinion was universal that the Provincial Commissioners must have thoroughly understood the nature of their work, have had a thorough organization, and been in earnest; and that considering the shortness of the time engaged, and the extent of the representation, their material must have been ample.

As we have in the former part of this report specified individual effort, it may not be out of place, and only an act of justice, to refer to exhibitors and others who have rendered peculiar and efficient aid in the department under review. Our Court was distinguished from all the Colonial courts, by having two elegant Pianos, the contributions of Fraser & Son, and Brockly & Co. I heard judges say of them both that they were excellent instruments, and that they must have been got up at considerable expense. It is to be regretted that while other articles which cost but little in their production, have been distinguished by the award of juries, these should have been passed over. In regard to them, I have to state that the position of our courts was not the most favorable for their proper exhibition, and that in other respects they were exhibited at a disadvantage, and the principle of award in this class was made more severe than in any others; and the competitors were of a very distinguished order. The exhibition of these assuredly did our province great service; and I would respectfully suggest that the parties in question should receive the thanks of the Commissioners, and be compensated for any loss that they might otherwise sustain. The furniture exhibited by Messrs. McEwan & Reid, and Messrs. Gordon & Keith, was also much admired, and it is gratifying to find that the exhibitors, in both cases, received the distinguished approval of the jury. As these articles were made for the purpose of exhibition, the expense of their production appeared to be far more than they were likely to realize, as in their sale they had to compete with like articles produced in countries where the cost of production was less. It is well that both pianos and furniture were exhibited on this the first great appearance of the province; but it would be scarcely advisable that such articles should be exhibited

on any future occasion of a similar kind. In future exhibitions we may well imitate in this matter the example of Canada, which has learned from experience to omit such articles in their representations. It is not now necessary to show to the world that musical instruments and furniture can be produced in Nova Scotia which may be mistaken for English manufacture. These observations, however, need not prevent our manufacturers from forwarding such articles at their own risk and expense, to compete for honor and distinction.

The government's magnificent representation of our gold fields was effective, and distinguished by the Jurors' Medal. For a long time we allowed it to speak without enforcing its story, as we were afraid that it might excite expectations that would not be realized, and it was with great satisfaction that during the course of the exhibition we could point to it as a representation truthful and unexaggerated. It showed that our gold fields are important, and in comparison with the representations of gold-producing countries the quality of the ore was the best, or at least was equal to the best. Our representation of the minerals of Nova Scotia, collected and arranged by Professor How, was approved by two juries, the educational jury and the jury of glass, mining and metallurgy; the latter jury awarded also a medal for the coal column, and another for the large geological collection, and an honorable mention for the building stones. This representation of our geology and mineralogy was declared by the *London Review* to be more exhaustive than that of Canada, while that of the latter was more exhaustive than that of Great Britain. The educational jury also awarded a medal and an honorable mention to the unique collection of fish, edible mollusca, lobsters and pearls, prepared and exhibited by Messrs. Jones, Willis and Townsend. The fish, contrary to the expectations of one of the first naturalists of England, arrived at the exhibition in a perfect state of preservation, and during the period of the exhibition appeared as fresh as when they were prepared. This was considered a very important experiment, and was universally admired. The edible shell fish were interesting, especially to the naturalist, and the size of the lobsters was regarded as monstrous. The same jury awarded a medal to Mr. Downs's case of birds, which was regarded as very interesting, forming a very attractive object in front of our court. Also a medal to Mrs. Black's beautiful models of the flowers and fruits of the Province; and honorable mentions to other elegant models by the same exhibitor, and to the paintings of flowers and fruits by Miss Bessonett. The same jury condemned our specimen of the moose. We have this satisfaction, however, that the moose commanded attention, and attracted visitors to our court, and that since it was not approved of, our province has yet the privilege of exhibiting another and nobler specimen in the exhibition of 1872.

Our agricultural and horticultural departments were also considered as interesting. The distinguishing feature of the one was the quality of the black and white oats, on account of which the agricultural collection received a medal. The jury that adjudged this award also examined the horticultural collection; they expressed astonishment at the appearance of the fruit in jars, but could not decide upon their merits as their quality could not be tested. They expressed their decided approval of the garden seeds, which were considered as entitled to two medals. This happened to be overlooked in the award of prizes. This omission was, however, supplied at the Royal Horticultural Society's International Fruit, Root and Cereal Show, where a jury, composed to some extent of the same individuals as the exhibition jury, awarded medals to the beans and peas of our exhibition collection. The medal for beans appears to belong to Mr. Thompson, whose beans were the best in the collection. The medal for peas belongs to the Commissioners.

The specimen of prepared flax was very highly approved of by the jury of that department, who awarded to it a medal, and expressed a hope that it would be more extensively cultivated in our colony, so as to form an article of export at no distant period. Mr. Pryor's application of the Bokhara clover was considered as very interesting, especially at the present time, when there is a scarcity of cotton, and an earnest search after those vegetable fibres which may in some respects prove a substitute for that article; to this the jury awarded a medal. Mr. Coleman's collection of furs was considered as complete, valuable and interesting as any collection of manufactured furs in the exhibition, and without difficulty received the

jurors' award. The article of food committee commended highly the fish preserved in tins, and considered that they were equal to anything of the kind in England; these received a medal, and were recommended highly as an article of export. The pickled salmon received an honorable mention. The Digby herrings were very much admired. The fish preserved in tins, pickled salmon, and smoked herrings were in good demand; they were cooked for dinners of jurors, public and private, and the Digby herrings were honorably mentioned in the bill of fare of the Acclimatisation Society's dinner. The other kinds of pickled fish—such as shad, mackerel, herring, trout, and gaspereaux, did not appear to be appreciated, and we were recommended to try other modes of curing than pickling if we wished to introduce our noble fish into the English market.

The home-made cloth excited a good deal of attention; it is to be regretted that the supply was not greater, as well as the variety. I have no doubt that if there had been a greater supply and variety our home-made cloth would have secured the jury's approbation. When the cloth came to be sold the supply was found to be very deficient, and the wish was frequently expressed that Nova Scotia cloth could be had in Britain. Messrs. Campbell & MacLean's manufactured tobacco was very much esteemed by the jury, who gave it their award. An accident occurred which injured the appearance of the upper layer of the box; this was taken off and given to parties in the building—it became quite celebrated, and consequently was apt to be pilfered. A manufacturer from Glasgow came to the exhibition for the purpose of securing it, and was exceedingly disappointed when Mr. Campbell refused to sell it.

Miss Beggs' straw hats and bonnets had readily a medal awarded to them when it was discovered that they were manufactured of the raw material of the province. The jury considered that such laudable and successful efforts merited their unqualified approval. The cone baskets were regarded with interest, as well as Miss Lawson's collection of autumn leaves; and both received the jurors' award. Mr. O'Brien's carriage and Mr. Currie's sleigh excited interest among the crowds of visitors, but did not receive the jury's distinction. It is probable that the principle which influenced the jury in this department was of a similar nature with that of the jury on musical instruments. It was considered a mistake to send an imitation of the English pony phaeton, instead of such carriages as are in use in the colony.

Among the articles honorably distinguished, are Currie's collection of leather, Connely's axes, and Scarfe's bricks. All the bricks were considered as excellent and well made, and were highly approved of both by Englishmen and foreigners. The excellent specimens of iron, sent by Mr. Jones, the manager of the Acadia Iron Works, did not receive at the hands of the jurors the consideration which they appeared to deserve, if we are to be guided by the opinion of those who professed to be judges of their quality. It was unfortunate that the agents in Sheffield did not, as was expected, send a neat case of cutlery, such as was exhibited in the Sheffield department. If the pig iron, bars and ores, sent by Mr. Jones, had been accompanied by a representation showing the character, quality, and application of the Londonderry iron, I have not the least doubt that the united representation would have received the jurors' reward. I may state in this connection, that the "*Times*' correspondent" took occasion when writing on the subject of Londonderry iron, to make a rude attack on the Board of Provincial Commissioners for having sent to our court the specimens of our ores of iron. To this I immediately replied, over my signature, but it did not condescend to insert my reply. The correspondent of the *Morning Star*, in an excellent article on our court, took up the question, and severely rebuked the ignorance of the "*Times*' correspondent."

Crosskill's cordials were admired, well-tried, and readily sold. Sarre's perfumery attracted attention; visitors could easily believe that good bear's grease could be exhibited by Nova Scotia, but they were incredulous about the eau-de-cologne; the perfumery was readily sold. The gasilier and other brass work were asserted by Englishmen to be Sheffield ware, and not colonial. The jury on naval architecture awarded a medal to Mr. Mosher for blocks made on the both-way principle. After the award was published in the province, Mr. Haliburton, in writing to me, suggested that there must be some mistake regarding this award.

Now, this is not at all impossible, as the decorator on one occasion, in my absence, removed the blocks from their place; they then got mixed up, and I was never able to separate them. The jurors, in determining the exhibitors of these blocks which they considered most meritorious, were guided by the official catalogue, and in this way a mistake may have occurred. Mr. Mosely's ship models occupied a prominent position, but they did not secure the consideration that they appeared to merit. The attention of the shipbuilders of the Clyde, and elsewhere, was invited to them in the correspondent's article on the department, in the *Morning Star* newspaper. Simpson's gold washer and amalgamator was admired on account of its ingenuity, and received the jurors' honorable mention.

In addition to the awards referred to, Her Majesty's Commissioners have presented a service medal to your acting member of the exhibition, A. M. Uniacke, Esq., a distinction to which he is in every respect entitled.

Nova Scotia has thus received as great a proportion of awards, when we take into account the extent of the representation, and the number of exhibitors, as any department in the International Exhibition. In the official catalogue of the Nova Scotian Court there appear 65 exhibitors. We have received 19 Medals, beside the service medal, and 11 honorable mentions, or 30 awards *in toto*.

Great credit is due to the Secretary, assistant Secretary, and others, for the admirable manner in which the articles forwarded were packed, and through which they almost all arrived in safety and in excellent condition. The cards prepared by the Secretary, and attached to the various articles exhibited, furnished valuable information to visitors, and added much to the efficiency of our display. The catalogue of the department, also prepared by the Secretary, although not so large as those of the Indian Empire, and of the colony of Victoria, contained more interesting information than either of these, and by the press generally was pronounced superior to any of the catalogues of departments.

The only colony beside our own that had prepared and circulated Prize Essays, was the Australian colony just referred to. The plan of their essays was somewhat different from ours. While these essays were more bulky and expensive than Mr. Knight's Prize Essay, the latter was more practical and comprehensive, and better adapted for general circulation. The demand for the catalogue and Prize Essay far exceeded the supply.

The exhibition being closed, and two weeks being allowed by Her Majesty's Commissioners for the sale of articles, a great part of the articles exhibited in our Court were sold; other articles for sale, and which we thought might be sold, such as the Pianos, and the remains of the furniture, have been exposed for sale in a Furniture Warehouse in London, by Mr. Grassie, acting Commissioner. The articles that were not saleable, or not for sale, have been carefully packed up and deposited in the warehouse of Messrs. Tanner, Ship Brokers, Lower Thames Street, to be shipped for Halifax in one of the earliest spring ships. The government's collection of gold specimens was delivered up to Messrs. Baring & Co., at the close of the exhibition.

The moose, fish in jars, and large specimens of minerals and ores, were presented to the government Industrial Museum, Edinburgh; the small bottles of fish, chiefly interesting to the naturalist, to the British Museum; the fruits in jars, specimens of native woods, Pryor's case of Bokhara clover and its application, the garden seeds, a bouquet of autumn leaves, and Mr. Haliburton's vegetable wax and berries, to the museum of the Royal Horticultural Society; samples of cereals, to the Royal Agricultural Society; rocks, gypsum, and ores, to the museum of the Royal Military College, Sandhurst, and of the Royal Military Academy, Woolwich; the building stones, to Chatham. Application was also made on behalf of the Industrial museum, South Kensington, the museum of the Royal Botanic Society, Kew, and other important establishments of a similar nature in the British colonies and foreign countries, which our resources were unable to meet. All these appropriations were made under the sanction of your Commissioner in London.

All which is respectfully submitted, by

Your obedient servant,

D. HONEYMAN.

To Chairman of the Provincial Board of Commissioners for the International Exhibition

The foregoing report will, it is believed, be most satisfactory to the public, who have felt great interest throughout in having the province fairly represented in England. It is worthy of notice that the articles supposed to have been manufactured in England were really the production of native industry, and the doubts which excluded them from favorable notice are the most significant marks of approval which could have been bestowed. The objection to the pony phaeton, as not representing the style of carriage in use in Nova Scotia, is equally unfounded, as similar vehicles are imported into the province as well as manufactured by our artisans. They of course are not in common use except among the wealthy, nor are they in England, and the specimen sent was intended rather to illustrate the skill of the mechanic, and the fact that there are to be found among us the same luxuries and comforts which are to be met with in the mother country.

It is to be regretted that one of the directors of the Acadia Charcoal Iron Company was elected as a juror on iron, as the specimens of its cutlery, as well as of the ores employed, were excluded from competition. It is satisfactory to know, however, that a medal would have been awarded but for the circumstance referred to.

The articles of furniture were subject to a competition which naturally left but little hope of our mechanics being able to achieve any distinction in that department; and it is most gratifying to find that the only medal in this class awarded to the contributions from North America was carried off by Messrs. McEwan and Reid, of Halifax.

The acting Commissioner in England, A. M. Uniacke, Esq., on seeing the article in the *Times* respecting the iron exhibited by us, wrote to that paper to explain that none of the ore, to which it objected, was to be seen in the Nova Scotian Court. The specimens that were decried in no very measured terms, were in reality the best in our department, and realize in the English market a price second only to the very best Swedish brands. Mr. Uniacke, in an official letter, asked the *Times* to correct the mistake, but his communication was not honored with an insertion, not was its receipt acknowledged. It might naturally have been expected that a request so reasonable would have been readily granted, not as a favor to a colony but as a concession to truth.

To avoid unnecessary expense, though the Board spared no pains to have every department of our natural resources and provincial industry fairly represented, the articles exhibited were limited to such as might be necessary for this purpose. In most instances, however, the contributions were only sufficient in number to represent the department to which they belonged, and in very many nothing was sent by private persons, and it became necessary to supply the deficiency by purchasing the specimens that were wanting. Though this system rendered the Nova Scotian Court with the least possible expense a faithful index to the productions of the province, it prevented our obtaining as large a number of medals as if the contributors had been more numerous, and the Nova Scotian department organized on a more expensive scale. It is satisfactory to know, however, that though Canada, with its large number of contributors and its extensive representation of its resources, obtained many more medals than this province, Nova Scotia won medals or favorable notice in as many classes as Canada; and had the medal for garden seeds and for iron been awarded to us, as was intended, we should have appeared as successful competitors in two more classes than our sister colony.

The circumstances under which some of these medals were obtained gave peculiar significance to the award, and deserve the marked attention of the people of the province. No specimen of flax having been offered for competition, the Board telegraphed to Mr. Moyle to forward some of the ordinary production of the county of Lunenburg, and that gentleman, unable to purchase specimens, sent some that he had himself raised for his own use. The medal obtained by it, and the importance attached to it by the jurors, should not be without their weight in turning the eyes of the people of Nova Scotia to an element of wealth which nature has so plainly placed within their reach.

The specimens of fruit were precluded from obtaining a medal, as their flavor and appearance were unavoidably affected by the mode of preservation that was adopted. This deficiency was, however, amply supplied by specimens contributed

in October following, to the Great International Show held by the Royal Horticultural Society, the organ of which has since remarked: "Our readers and the visitors to the recent fruit show of the Royal Horticultural Society's Gardens, cannot have forgotten the surprising beauty and equal excellence of the apples communicated by the great colony of Nova Scotia. Certainly nothing like them had ever been seen at any public exhibition in this country."

When it is remembered that Victoria voted a sum of £80,000 stg. in order to have its resources fairly represented, it is evident that the lavish expenditure of our more wealthy sister colonies must have tended to dwarf our more limited display. Still it is believed that it was in the quantity, not in the quality, of the articles exhibited in which the disparity existed, and that the contributions sent by us have effectually dispelled those prejudices that have so long existed respecting the climate, the resources, and the people of Nova Scotia.

Nor should the lesson which we have learned be lost upon ourselves. The difficulties which met the Board in commencing their labors, will, it is hoped, be unknown to those who will in 1872 assume the responsibilities that have devolved upon the Nova Scotian Commissioners. The Board found no Provincial museum which could form a nucleus around which to collect a representation of our mines, minerals, and natural history; no association of Natural Science on whom they could rely for assistance; no organization which had made the study of fruit and its culture its special object; and no geological survey to guide the Board in representing our vast mineral wealth; and they were compelled to devote the valuable time of Mr. Honeyman, which could ill be spared, to performing in a few weeks and in a necessarily imperfect manner, a work that should occupy years, and the combined exertions of many scientific persons. Some of these difficulties have been so sensibly felt that steps have been taken to supply the deficiency; but much still remains to be done. Nature has blessed this province with a singular variety of resources, that have already attracted the attention of the world, and which demand and will richly repay the employment of all that science, capital, and industry can lavish upon them.

A good deal of delay, which was beyond the control of the Board, occurred in returning the articles that were not disposed of in England, and some slight damage was done to some of the specimens from their not having been packed with the very great care so essential in transporting bulky and fragile articles of manufacture. Wherever any loss was sustained by contributors it was felt incumbent on the Board to award reasonable compensation. Any other course would have been unwise as well as unfair, and would paralyze the exertions of those, who in 1872 will have to appeal to the public in having the province duly represented.

The difficulties which the Board have had to encounter from the lethargy that was manifested by a large portion of our population on the subject, can scarcely be conceived. Many influential persons who had articles that were well worthy of being displayed in our court, could not be induced by repeated solicitations and by liberal premiums, to contribute; others promised to send specimens, which were not forthcoming when they were required; and a general feeling seemed to have grown up throughout the province of the inferiority of its climate and productions, and of its inability to occupy even a respectable position among its sister colonies and the nations of the world.

To have removed these prejudices, and to have awakened a just appreciation of our provincial resources among our own population will, it is hoped, be a sufficient return for the outlay which the generosity of the Legislature has sanctioned. To have done less would have been to misrepresent the province; to have done more was scarcely possible during the limited time which was at the disposal of the Board.

In closing this report some allusion to those gentlemen to whom the public and the Provincial Commissioners are indebted is required. The gratuitous services of Andrew M. Uniacke, Esquire, our acting commissioner in England, were of a nature that is well deserving of the thanks and remembrance of the people of Nova Scotia. But for his influence and unwearied exertions, the space allotted to the Nova Scotian Court would have been altogether inadequate for the display of

our contributions; and we are indebted in a great measure to his taste and judgment for the attractive appearance which the representation of our resources assumed at the International Exhibition. The labor that was thrown upon him was very great, and the sacrifice of his time, while on a visit to the Mother Country, is no slight evidence of the zeal he has exhibited in promoting the interests of his native province. In Nova Scotia, A. MacKinlay, Esq., the vice-chairman, in consequence of the absence of the Hon. Joseph Howe in England, took charge of the general superintendence of the labors of the Board, and spared no time or pains to fulfil the onerous duties that devolved upon him, and to his judgment and energy throughout, the Commissioners are greatly indebted for the successful result of their labors.

The Treasurer, John A. Bell, Esq., has gratuitously attended to duties, which though not so conspicuous to the public, imposed a great deal of responsibility upon him, and entailed the expenditure of much time, and the necessity of devoting very close attention to the affairs of the Board.

J. Matthew Jones, Esq., though not a native of the province, exhibited an amount of zeal and of scientific skill in promoting the representation of our fish, which attracted the notice of the Jurors, and should not be forgotten by ourselves. Capt. Hardy, Dr. Gilpin, and Messrs. W. T. Townsend and J. R. Willis, rendered valuable services; while Prof. How, Dr. Robertson, Dr. Hea and Dr. Forrester, the chairmen of the committees for Hants, Annapolis, Kings, and Colchester, as well as those with whom they were associated, were indefatigable in their labors. All of the Commissioners had their respective departments, to which close attention was devoted, and it is hoped that the results will prove that nothing was left undone by them to fulfil the duties imposed upon them by the Legislature and the Province.

The following is the list of medals, &c., awarded to our exhibitors, and to those who sent contributions to the supplementary show of the Royal Horticultural Society:—

No. 1. *Rev. Mr. Honeyman*, (Class I.)—For a large collection of specimens illustrating the geology of the colony.

No. 2. *Professor How*, (Class I.)—For collection arranged by him illustrative of the rocks and minerals of the Province.

No. 3. *Provincial Government*, (Class I.)—For the large and instructive collection illustrating the occurrence of gold.

No. 4. *J. Scott*, (Class I.)—For column of coal, showing the entire height of the seam, 34 feet;—one of the thickest known beds in the world.

No. 5. *Nova Scotia Commissioners*, (Class III. sec. A.)—For excellent grain, garden, and field seed.

No. 6. *Provincial Commissioners*, (Class III. sec. B.)—Salmon and Lobsters, excellence of quality.

No. 7. *Messrs. McLean, Campbell & Co.*, (Class III. sec. C.)—Cavendish Tobacco,—quality of the Tobacco used, and quality of the article produced.

No. 8. *Mrs. W. Black*, (Class IV. sec. A.)—Excellent collection of fruits and flowers of the colony.

No. 9. *Miss E. Begg*, (Class IV. sec. C.)—For application of native grasses, for platting and bonnet making.

No. 10. *H. M. Moyle*, (Class IV. sec. C.)—For very fine samples of flax prepared by dew rotting.

No. 11. *Miss Hodges*, (Class IV. sec. C.)—For baskets decorated with pinecones and other hard fruits.

No. 12. *Miss Lawson*, (Class IV. sec. C.)—For a collection of the forest leaves of the colony, so prepared as to preserve the autumn tints.

No. 13. *Mr. Pryor*, (Class IV. sec. C.)—For preparation of the fibre of *Melilotus leucantha major*.

No. 14. *J. Mosher*, (Class XII. sec. B. & C.)—For good manufacture of blocks on the Bothway principle.

No. 15. *W. J. Coleman*, (Class XXV. sec. A.)—For a very choice collection of skins, fine specimens of silver, red and cross fox, otter and mink.

No. 16. *A. Downs*, (Class XXIX.)—For his collection of birds.

- No. 17. *Professor How*,—For the excellence of his mineralogical collection.
- No. 18. *J. M. Jones*,—For his collection of fish.
- No. 19. *McEwan & Reid*, (Class XXX. sec. A. & B.)—Sofas, chairs, and cabinet of native wood. For excellence of workmanship.

HONORABLE MENTION.

- No. 1. *Nova Scotia Gold Commissioners*, (Class III., sec. B.)—Salted salmon, goodness of quality.
- No. 2. *W. G. Simpson*, (Class VII.)—Model of gold washer.
- No. 3. *Professor How*, (Class X. sec. A.)—Goodness of quality of the specimens of building stones.
- No. 4. *F. Scarfe*, (Class X. sec. A.)—Good quality of common and pressed bricks and drain tiles.
- No. 5. *Cowie & Sons*, (Class XXVI., sec. A.)—Good tannage.
- No. 6. *Mrs. W. Black*, (Class XIX.)—For her model of fruits.
- No. 7. *Gordon & Keith*, (Class XXX., sec. A. & B.)—Furniture—for excellence of workmanship.
- No. 8. *G. Connelly*, (Class XXX.)—Axes.
- No. 9. *J. R. Willis*,—For his collection of pearls and mollusca.
- No. 10. *Miss Bessonet*,—For water colour paintings of native flowers as instructive.
- No. 11. *Dr. How*—Medicinal and other plants.

MEDALS

Awarded to Nova Scotian Contributors, at the Great International Show, October, 1862.

- No. 1. International Show Committee of N. S.—63 dishes of apples : silver medal.
- 2. Do. Do. 11 dishes of grapes : bronze medal.
- 3. Do. Do. Onions : bronze medal.
- 4. Do. Do. Collection of cereals : bronze medal.
- 5. Do. Do. Agricultural roots : bronze medal.
- 6. Do. Do. 19 kinds of potatoes : large bronze medal.
- 7. Do. Do. Gourds : large bronze medal.
- 8. Rev. D. Honeyman—peas : bronze medal.
- 9. Richard Starr, Esq.,—18 varieties of apples : bronze medal.
- 10. Dr. Hamilton—13 heads of Indian Corn : broze medal.
- 11. Mr. B. Kaye—Preserved fruits, in bottles : bronze medal.
- 12. Rev. D. Honeyman, (for Mr. James Thompson)—Collection of beans : bronze medal.
- 13. Mr. James Thompson—fruit in jars : bronze medal.

As affording a test of the value and nature of our resources, the following analysis of our position in relation to our sister colonies at the exhibition of 1862 may be of interest.

The variety and general excellence of our productions are indicated by the fact that Nova Scotia, like Canada, obtained either medals or honorary mention in 14 classes or sections at the International Exhibition, and was only surpassed in this respect by Victoria and New South Wales.

The number of medals awarded to the maritime provinces of British America stand as follows :

INTERNATIONAL EXHIBITION—

| | Medals. | Hon. Men. | | Medals. | Hon. Men. |
|--|---------|-----------|--------------|---------|-----------|
| New Brunswick, Newfoundland, and P. E. Island, | 16 | 10 | Nova Scotia, | 19 | 11 |
| International Show, | | | 3 | 0 | |
| Total, | 19 | 10 | | 32 | 11 |

At the International Show, at which the system of "honorable mention" was not adopted, there were three grades of medals—Silver, large bronze, and bronze medals. The three medals awarded to New Brunswick, Prince Edward Island and Newfoundland, belonged to the third class, while 1 silver and 2 large bronze medals were carried off by the collection from Nova Scotia.

At this supplementary show to the International Exhibition, to which there were collections sent by 10 colonies and 14 foreign countries, Nova Scotia having had 13 medals awarded to it, stood the third on the list of competitors, having been only surpassed by two foreign countries, one of which obtained 18 and the other 14 medals, each carrying off, like Nova Scotia, 1 silver and 2 large bronze medals. It must be remembered, however, that though the very fine collection from Belgium only obtained 9 awards, three of them were silver, and two of them were large bronze medals.

Although the collection sent to the International Show from Nova Scotia was not made under the superintendence of the Provincial Commissioners, specimens were contributed to it from the Nova Scotian Court, to which two bronze medals were awarded, and the display was superintended in England by the agent of the Board, the Rev. Mr. Honeyman, while the Secretary of the Commissioners was also Secretary to Nova Scotian Committee, and the contributors were principally those who had already sent specimens to the International Exhibition.

When the accounts of the Board were laid before the House in 1863, the total expenditure could not be arrived at in consequence of some items being still outstanding. The amount is as follows :

| | |
|-----------------------------|--------------------|
| Expenditure in Nova Scotia, | \$16,248 99 |
| “ England, | 4,117 97 |
| Total, | <u>\$20,366 96</u> |

This brief history of the efforts of the Board to vindicate the climate and productions of Nova Scotia from misrepresentations and prejudices so long in vogue in England and elsewhere, will, it is hoped, stimulate the people of the province to surpass in 1872, the display which was made by Nova Scotia in 1862, and to sustain the reputation which the province has earned by the variety and excellence of its resources.

R. G. HALIBURTON,
Secretary.

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COMMISSIONERS APPOINTED TO REPRESENT NOVA SCOTIA AT THE INTERNATIONAL EXHIBITION.

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SECRETARY—R. G. HALIBURTON, M. A., F. S. A.
 ASSISTANT SECRETARY—J. OUTRAM, Esq.

INTRODUCTION.

The collection of articles from Nova Scotia consists merely, as a general rule, of average specimens of the productions of the industry and resources of the Province.

Some delay having occurred before the attempt was made to prepare for the exhibition, the Board of Commissioners was not organized until August, 1861, and the articles collected by them were shipped early in February.

They were compelled, in many instances, to buy in the market such specimens as were required, and to be content with such as were merely fair samples of what they were intended to illustrate.

In some departments, especially that of natural history, a variety of species of fish, fruits, &c., have either been left unrepresented or illustrated by samples inferior to what would have been produced at an earlier season.

But though, in some particulars, the natural history, as well as the industry of Nova Scotia, is but inadequately illustrated by a collection so hastily made, it is hoped that there is sufficient variety and excellence in the specimens sent to indicate to the world the very varied and hitherto almost unknown capabilities of this province.

R. G. HALIBURTON,
Secretary.

Halifax, Nova Scotia, March 15, 1862.

CATALOGUE OF THE NOVA SCOTIAN DEPARTMENT.

NATURAL HISTORY.

(The collection in this department was made under the superintendance of
J. M. JONES, Esq., F. L. S.)

- 1 A BULL MOOSE, stuffed and mounted—specimen about 2½ years old. A. Downs, Halifax.

CASE OF GAME BIRDS OF NOVA SCOTIA. A. Downs, M. Z. S.

- | | | |
|---|---|------------------|
| 2 | 2 Ruffed Grouse, (<i>Tetrao umbellus</i> .) | Male and Female. |
| 3 | 2 Spotted or Spruce Grouse, (<i>Tetrao Canadensis</i> .) | Male. |
| 4 | 2 Woodcock, (<i>Scolopax minor</i> .) | “ |
| 5 | 2 Snipe, (<i>Scolopax Wilsonii</i> .) | “ |
| 6 | Virginia Rail, (<i>Rallus Virginiana</i> .) | “ |
| 7 | Rail, (<i>Rallus</i> ?) | |

CASE OF WILD DUCKS OF NOVA SCOTIA. A. Downs.

- | | | |
|---|--|------------------|
| 8 | 2 Wood-ducks, (<i>Anas sponsa</i> .) | Male and Female. |
| 9 | 2 Scaup Ducks, (<i>Fuligula marila</i> .) | Male. |

- 10 Eider Ducks, (*Fuligula molissima*.) Male.
 11 King Eider Ducks, (*Fuligula spectabilis*.) "
 12 Blue-winged Teal, (*Anas discors*.) "
 13 Green-winged Teal, (*Anas Carolinensis*.) "
 14 Harlequin Duck, (*Fuligula histrionica*.) "
 15 Ring-necked Duck, (*Fuligula rutiforgues*.) "
 16 Dusky Duck, (*Anas obscura*.) Young.
 16½ Shoveller (*Anas clypeata*.) Male.
- 17 COLLECTION OF NATIVE PLANTS, with the popular and scientific names attached to each specimen, &c. PROFESSOR HOW, D. C. L.
 18 COLLECTION OF NATIVE LEAVES, Varnished. MISS LAWSON.
 19 Do. Do. Do. MRS. HALL.
 20 Do. Do. Do. MISS PILLSBURY.
- 21 BASKETS ORNAMENTED WITH FIR CONES, &c., from the Forests of Nova Scotia. MISS HODGES.
 22 1 Basket Ditto. MISS MCNAB.
 23 REPRESENTATION IN WAX OF FRUITS AND FLOWERS GROWN IN NOVA SCOTIA. MRS. W. BLACK.

PAINTINGS OF NATIVE FLOWERS, &c. MISS BESSONETT.

| | Scientific name. | Popular name. |
|----|------------------|---|
| 24 | Plate 1 { | Cornus canadense, Pigeon Berry. |
| | | Pontederia cordata, Picknel Weed. |
| | | Platanthera fimbriata, Purple Fringed Orchis. |
| | | Platanthera dilata, Northern White do. |
| 25 | Plate 2 { | Viburnum oxycoccus, Tree Cranberry. |
| | | Asclepias amoena, Indian Hemp. |
| | | Nymphaea odorata, White Pond Lily. |
| | | Polygonatum pubescens, Solomon's Seal. |
| 26 | Plate 3 { | Sagittaria variabilis, Common Arrowhead. |
| | | Actea alba and rubra Red and White Baneberry. |
| | | Sarracenia purpurea, Indian Cup. |
| | | Viburnum lantanoides, Moose Tree. |
| 27 | Plate 4 { | Epigea repens, Mayflower. |
| | | Mitchella repens, Twin Berry. |

EIGHTY-THREE VARIETIES OF VARIOUS WOODS GROWN IN THE PROVINCE,

Remarkable for their durability, beauty, or singular appearance, accompanied by the leaf or cone peculiar to each. AMOS FALES, JR., Wilmot.

(Scientific names appended by J. R. WILLIS, Esq.)

- 28 Curled White Maple; (*Acer dasicarpum*.) Used for cabinet-work.
 29 Plain White Maple, (*A. dasicarpum*.) Useful for the manufacture of cart fellows, ox yokes, &c.
 30 White Maple Branch, (*A. dasicarpum*.) Useful for veneers.
 31 Sugar Maple, called Rock Maple, (*A. saccharinum*.) Used for cart axles and cabinet-work, but more especially for the manufacture of sugar.
 32 Blister Maple, (*A. saccharinum*.)
 33 Bird-eye Maple, (same as No. 32.) Used for cabinet-work and veneers.
 34 Black Birch, (*B. lenta*.) Used for making carriages, tables, and furniture.
 35 Variety of No. 34.
 36 do. do.
 37 do. do.
 38 Yellow Birch, (*Betula excelsa*.) Used for ship timbers, plank, boat boards, and furniture.
 39 White Birch, (*B. papyracea*.) Has a double bark; the outside bark used by the Indians for covering their canoes and wigwams. The timber much used in boat-building and waggon making.

- 40 Winter Beech (*Fagus* —). The leaves remain on the tree during winter; the timber useful for plane.
- 41 Red Beech, (*Fagus feruginea*.) Used for trenails, carpenters' tools, &c.
- 42 White Beech, (*Fagus sylvatica*.) Employed for same purposes as the preceding.
- 43 Red Oak, (*Quercus rubra*.) Useful for wheel-spokes and general work.
- 44 White or Scrub Oak, (*Q. alba*.) Short trunk and spreading top; is shady and ornamental.
- 45 White Ash, (*Fraxinus Americana*.) Useful for making farming tools; is of rapid growth and beautiful appearance.
- 46 Yellow Ash, (*Fraxinus* —). Used for basket manufacture.
- 47 Black Ash, (*F. sambucifolia*.) Used for fences and basket making.
- 48 Black Ash Branch, same as No 47.)
- 49 White Elm, (*Ulmus Americana*.) Used chiefly for ox bows.
- 50 Black Elm, (*U. Americana*, variety.) Applicable to same purposes as the preceding.
- 51 White Poplar, (*Populus candicans*.) Used for chair bottoms and carriage seats.
- 52 Balsam of Peru, (*P. balsamifera*.) Planted chiefly for ornament and shade. Its buds are considered medicinal.
- 53 Horn Beam, (*Corpinus Americana*.) Wood tough, hard, and durable; used for rake teeth, &c.
- 54 Black Moose Wood, (*Acer striatum*.) Wood tender, but of some value for fencing.
- 55 Wild Cherry, (*Cerasus Pennsylvanica*.) Fruit small; wood useful in cabinet manufacture.
- 56 Black Cherry, (*Cerasus nigra*.) Similar to preceding; the tree larger.
- 57 Red Willow, (*Salix* —?) Wood used in the manufacture of charcoal.
- 58 White Willow, (*Salix* —?) Used as the preceding.
- 59 Native Plum, () Fruit black; used for preserves.
- 60 Nova Scotia Jesuit Bark, (—?) Bark used in pulmonary disorders and fevers.
- 61 Bilberry or Wild Pear, (*Mespilus Canadensis*.) Wood hard and durable.
- 62 Black Walnut, (*Juglans nigra*.) Wood extensively used in cabinet manufacture, not indigenous to Nova Scotia.
- 63 Hacmatack or Juniper, (*Larix Americanus*.) Wood durable, and adapted for ship building; used also in making fences.
- 64 Yellow Pine, (*Pinus lutea*.) Timber of excellent quality for boards and planks.
- 65 Pitch Pine, (*P. rubra*.) Wood much used for ship building.
- 66 Pumpkin Pine, (*P. strobus*.) Wood good for deals, planks, and shingles.
- 67 White or Sapling Pine, (*Pinus strobus*.) Good for timber and boards; produces turpentine.
- 68 White Cedar, (*Thuja occidentalis*.) Wood excellent for durable fencing; also for manufacture of musical instruments.
- 69 Hemlock, (*Abies Canadensis*.) Timber durable; bark used for tanning.
- 70 White Fir, (*A. alba*.) Wood used for timber, boards and fencing.
- 71 Silver Fir, (*A. picea*.) Wood used for similar purposes as the preceding.
- 72 White Spruce, (*A. Alba*.) The timber one of the most valuable exports in deals.
- 73 PICTURE FRAME ORNAMENTED WITH FIR CONES, &c. MISS E. ROBINSON.
- 74 MYRTLE OR BAYBERRY WAX, with plant and berries. R. G. HALIBURTON. An article that is unknown in England, and which is likely to be of service in different manufactures. It can be procured to an almost unlimited extent, and is used by settlers in some places as a substitute for tallow in the manufacture of candles. It emits an agreeable odor when burning.
- 75 WILD YAM OF NOVA SCOTIA. J. TAYLOR, Dartmouth.

- 76 SPECIMEN OF *MELILOTUS LEUCANTHA MAJOR*, discovered by W. Pryor to be a substitute for cotton and hemp, &c. [See manufactures from vegetable fibres.]

NOVA SCOTIAN FURS.

(Scientific names, &c. by BERNARD GILPIN, Esq., M. D.)

This attractive department gained for Nova Scotia the first place for Furs in 1851, and gave a Gold Medal to the exhibitor for that year. Though in its nature diminishing as the Province becomes settled, still the export for 1860 gave £20,000 value, one-half of which were furs produced in the Province.

The Fur bearing animals represented with one exception (the Ermine) in the collection of skins and manufactured articles of the exhibitor, Mr. W. J. Coleman, are in their natural order as follows. The classification is that of the Smithsonian Institute at Washington. This though differing in some respects from British authorities, bears such weight in America as to be the first authority, at least, in American mammals.

- 77-78-79 3 Lynx Skins, (*Lynx canadensis*.) Common, said by Temnick to be identical with Lynx of Northern Europe, and is not diminishing in the Province. A beautiful rusty brown, hoary fur.
- 80-85 5 Wild Cat Skins, (*Lynx rufus*.) Wild Cat, or Bay Lynx, differing from the last in shorter fur and longer pencils to the ears; not so abundant as the last. Both true Lynxes.
- 85½ 1 Wolf Skin, (*Canis Occidentalis*.) Wolf exceedingly scarce in the province; distinct from European wolf.
- 86-95 10 Red Fox Skins, (*Vulpus Fulvus*), of exceeding beauty.
- 96-101 6 Silver or Black Fox Skins, (*V. fulvus variety argentus*.) These are the celebrated silver or black foxes—the most valuable furs the world produces, of an incomparable lustre and beauty; have brought in some cases £40 each.
- 102-107 6 Cross Fox Skins, (*V. fulvus variety decussatus*.) Of great beauty, but of less value than the last. All these foxes are of one species, and live and breed together, but owe their difference of color to unknown causes.
- 108-109 2 Fisher Skins, (*Mustela Penantii*.) Pennant, Weasel, or Fisher—a large and beautiful weasel, but rapidly diminishing in numbers.
- 110-119 10 Martin Skins, (*M. Americana*.) The American Martin differing from the Pine Martin of Europe; rapidly diminishing in the province of Nova Scotia.
(*Putorius cicognanii*—*P. Richardsonii*.) Two distinct species of Ermine, and both differing from the true Ermine, are found in Nova Scotia. They differ chiefly in length of tail.
- 120-144 25 Mink Skins, (*Putorius vison*—*P. nigrescens*.) Mink—two species—perhaps varieties exist in Nova Scotia—differing chiefly in size. The smaller, or *nigrescens*, has the more beautiful fur. This fur, of exceeding beauty and increasing value, does not diminish in numbers. Its value has increased tenfold.
- 145-150 6 Otter skins, (*Lutra Canadensis*.) American Otter, differing from the European Otter. It affords a valuable, brilliant, and most durable fur. Not rapidly diminishing.
- 151-156 4 Raccoon Skins, (*Procyon lotor*, *Raccoon*.) Increasing in number, and affording a rather handsome fur for robes; and also used in the manufacture of felt hats.
- 157-160 3 Bear Skins, (*Ursus Americanus*.) American Bear, by no means diminishing in numbers, differing from European species, and affording in season a thick and brilliant black fur.
- 161-168 8 Beaver Skins, (*Castor canadensis*.) Differing from European Beaver, became nearly extinct a few years ago, but is now increasing in numbers.

- 169-193 25 Musquash Skins, (*Fiberzethicus*.) Abundant and rather increasing. The beauty of this fur in its natural state is well seen in Mr. Coleman's manufactured articles. When dyed and plucked its resemblance to the fur-seal is so great as to deceive any but dealers. It must rise in value and importance.
- 194-200 Rabbit Skins, (*Lepus Americanus*.) Hare, formerly confounded with the varying Hare of the Old World.
It is found in enormous quantities, and is often a great boon to poor settlers. Some families with wire snares have caught in one season between two and three thousand. Sixty thousand have been shipped by one dealer alone.
- 201-202 2 Ladies Mink Muffs.
203 1 do do Boa.
204 1 do do do.
205 2 pairs do Cuffs.
- 206-207 1 Ladies Musquash Boa.
208 1 do Mink Muff.
209 1 do do Cuff.
210 1 Gentleman's Mink Cap.
211 1 do do.
212 1 do Cloth Top.
213 1 Ladies' Velvet Top.
214 1 Wolf Robe.

THE FISH DEPARTMENT.

The fisheries of Nova Scotia are an almost inexhaustible source of wealth. Though a large portion of the population is engaged in agricultural and other pursuits, the exports of fish in 1860 amounted in value to \$2,956,788. The census tables give 396,427 quintals of dried fish, and 283,273 barrels of pickled fish.

The shipping owned in Nova Scotia and employed in the fisheries, &c., in 1860, amounted to 3258 vessels, with a gross tonnage of 248,061 tons, being almost a ton to every man, woman and child in the province. This amount of tonnage places Nova Scotia in the rank of one of the principal maritime countries in the world, and the first as to the proportion of tonnage to population.

The fish of Nova Scotia are represented by specimens preserved by alcohol in clear glass jars, by J. M. Jones, Esq., and also by specimens of pickled, smoked, and dried fish, purchased in the market, being samples of those preserved for ordinary use or export.

The exhibition of fish does not include the finest specimens, but must be considered as containing fair samples of such as can be procured between the months of October and January in the Halifax market.

The reason for the largest and best specimens not being exhibited arises from two causes:

1st. The jars used, though ordered at the kind suggestion of Professor Agassiz from the New England Glass Company by the Nova Scotia Commissioners, and being larger than any manufactured in England for a similar purpose, cannot be procured of such dimensions as to admit of the exhibition of halibut or of the larger specimens of some other fish.

2nd. The season when the effort to procure specimens of fish was made was so far advanced that the best samples of many species could not be obtained.

Fish preserved in Glass Jar.*

- 215 1. Salmon, (*Salmo Salar*.) Attains the weight of 30 lbs.; abundant in the market of Halifax during the season. Price—fresh, 4d. to 6d. per lb.; smoked, from 3s. to 4s. each; pickled from £2 8s. to £4 per barrel; preserved in tins, 1s. per lb. Amount of catch in 1860, 2,481 barrels.

- 216 2. Cod, (*Morrhua vulgaris*.) Attains the weight of 90 lbs.; abundant in the fish market of Halifax all the year round. Price—fresh, same size as specimen preserved, 5d.; dried, per qtl. of 112 lbs., 10s. to 14s.—Exports from the port of Halifax alone, in 1860, 281,111 qtls.
- 217 3. Haddock, (*Mæglefinus*.) Attains the weight of 15 lbs.; abundant in the market during the season. Price—fresh, same size as specimen preserved, 5d.; dried, per qtl. of 112 lbs., 6s. to 8s.; preserved in tins, 10d. per lb.
- 218 4. Hake, (*Phycis Americanus*.) Attains the weight of 25 lbs. Price—fresh, same size as specimen preserved, 4d.; dried, per qtl. of 100 lbs., 5s. 6d. to 7s. 6d.
- 219 5. Pollock, (*Merlangus carbonarius*.) Attains the weight of 40 lbs.; not abundant; affords serviceable oil. Price—fresh, same size as specimen preserved, 5d.; dried, per qtl. of 112 lbs., 5s. 6d. to 7s. 6d.
- 220 6. Mackerel, (*Scomber vernalis*.) No. 1 variety. More abundant some seasons than others. Price—fresh, in the Halifax market, 6d. each; salted, per bbl. of 200 lbs., £2 10s. to £3 10s.
- 221 7. Mackerel, (*S. vernalis*.) No. 2 variety. Abundant in Halifax market during the season. Price—fresh, 3d. each; salted per bbl. of 200 lbs., £1 10s. to £2 10s.; preserved in tins, 1s. per lb.
- 222 8. Mackerel, (*S. vernalis*.) No. 3 variety. Abundant during some seasons. Price—fresh, in Halifax market, 2d. each; salted, per bbl. of 200 lbs., 15s. to 25s. The catch of mackerel in 1860 amounted to 66,108 bbls.
- 223 9. Trout, (*Salmo fontinalis*.) Attains the weight of 4 lbs. Price—fresh, in Halifax market, mixed sizes, 8d. per dozen.
- 224 10. Sea Trout, (*S. trutta*.) Attains the weight of 7 lbs. Price—salted, per bbl. of 200 lbs., 20s. to 30s.
- 225 11. Whiting, (*Merlangus* —?) Attains the weight of 3 lbs.; not very abundant; flesh very delicate. Price—fresh, 1d. to 2½d. each.
- 226 12. Eel, (*Anguilla vulgaris*) Attains the weight of 6 lbs.; abundant in Halifax market during winter months. Price—fresh, 4d. to 6d. per bunch of 12; salted, 16s. per bbl. of 200 lbs.; preserved in tins, 10d. per lb.
- 227 13. Gaspereau, (*Alosa tyrannus*.) In enormous quantities during the season; often used for manure. Price—fresh, 4d. per dozen; salted, per bbl. of 200 lbs., 12s. to 16s.
- 228 14. Herring, (*Clupea elongata*.) Abundant during the season. Price—fresh, 4d. per dozen; salted, per bbl. of 200 lbs., 13s. 6d. Catch in 1860, 194,170.
- 229 15. Tom-cod, (*Morrhua pruinosa*.) Abundant during the winter months. Price—fresh, 3½d. per dozen, mixed sizes.
- 230 16. Rock-cod, (*M. vulgaris*.) Attains the weight of 15 lbs. Price—fresh, same size as specimen preserved, 4d.; dried, per qtl. of 112 lbs. 10 to 14s.
- 231 17. Sea Perch, (*Labrus ceruleus*.) Very abundant; of fine flavor.
- 232 18. Cat-fish, (*Pimelodus catus*.)
- 233 19. Norway Haddock, (*Sebastes Norvegicus*.) Not very abundant; delicate flavor. Price—fresh, 2d. each.
- 234 20. Smelt, (*Osmerus viridescens*.) Extremely abundant during the winter months; delicious flavor. Is so abundant as to be often used for manure. Price—fresh, in Halifax fish market, 2d. per dozen.
- 235 21. Perch, (*Perca flavescens*.) Abundant in fresh waters; fine flavor. Price—fresh, in bunches of 1 dozen each, 6d.
- 236 22. Dog-fish, (*Spinax Acanthias*.) Foetus taken from the mother, October 1861. Attains the weight of 16 lbs.; very abundant on our coasts; affords a valuable oil. Price—dried, 3s. per hundred. Used for fattening pigs, &c., and frequently for manure.
- 237 23. Flounder, (*Platesra plana*.) Price—fresh, per bunch of six, 2½d.
- 238 24. Dollar-fish. Not abundant; flesh white and of fine flavor. Price—3½d. per dozen.
- 239 25. Lump Fish, (*Cyclopterus lumpus*.) Very rich flavor. Price—1½d. to 2d. each, averaging 1 lb. weight.

Pickled Fish, &c., collected under the superintendance of W. H. Townsend, Esq., late Inspector of Pickled Fish.

| | | |
|-----|-----------|--|
| 240 | 1 case of | Codfish |
| 241 | 1 do | Haddock |
| 242 | 1 do | Hake |
| 243 | 1 do | Pollock |
| 244 | 1½ bbl. | No. 1 Mackerel |
| 245 | 1½ do | No. 1 Round Herrings |
| 246 | 1 do | No. 1 Split Herrings |
| 247 | 1 do | Trout |
| 248 | 1 tub of | Salmon |
| 249 | 1½ bbl. | of Alewives |
| 250 | 1 do of | Shad, by J. S. O'Brien, Noel |
| 251 | 1 box | Digby Herrings, by Benjamin Hardy, Digby |

Collection of Fish preserved in tins.

| | | |
|-----|--------------|------------|
| 252 | 1 dozen tins | Lobsters |
| 253 | 1 | “ Mackerel |
| 254 | 1 | “ Salmon |
| 255 | ½ | “ Eels |
| 256 | ½ | “ Haddock |

Four dozen in all.

EDIBLE MOLUSCA OF NOVA SCOTIA.

The most important species, and the only one used generally for food, is the Oyster, of which there are unlimited deposits along the shores washed by the Gulf of St. Lawrence, the whole coast from Cape Breton to New Brunswick being almost continuous oyster beds. If properly worked, they would form a source of very profitable employment for a large number of persons. The Oysters of Tatamagouche resemble in appearance, and are equal in flavor, to the best English “natives.” The other species of molusca, though found generally in profusion along the shores of the province, are but little sought after by the people of Nova Scotia.

This department will be illustrated by the following collection contributed by J. R. WILLIS, Esq., Principal of the National School, Halifax.

| | |
|-----|--|
| 257 | Oyster (<i>Ostrea Borealis</i>), very abundant, |
| 258 | Do. (<i>O. Vtrginiana</i>), very abundant, |
| 259 | Scallop (<i>Pecten Magellancius</i>), very abundant, |
| 260 | Do. (<i>P. Islandicus</i>), very abundant, |
| 261 | Do. (<i>P. concentricus</i>), small and rare, |
| 262 | Clam (<i>Macra gigantea</i>), very abundant and cheap, |
| 263 | Do. (<i>M. solidissima</i>), very abundant and cheap, |
| 264 | Do. (<i>Venus mercenaria</i>), very abundant and cheap, |
| 265 | Do. (<i>Cyprina Islandica</i>), very abundant, |
| 266 | Do. (<i>Solen ensis</i>), very abundant, |
| 267 | Do. (<i>Mya arenaria</i>) very abundant, |
| 268 | Mussel (<i>Mytilus edulis</i>), very abundant and cheap, |
| 269 | Do. (<i>Modiola Americana</i>) very abundant and cheap, |
| 270 | Whelk (<i>Buccinum undatum</i>), very abundant, |
| 271 | Do. (<i>Fusus decemcostatus</i>), very abundant, |
| 272 | Do. (<i>F. Islandicus</i>), very abundant, |
| 273 | Periwinkle (<i>Littorina littorea</i>), very abundant, |
| 274 | Egg Case (<i>Natica heros</i>), very abundant. |

CRUSTACEA.

LOBSTER, (*Homarus Americanus*.)

The most important species found in Nova Scotia, and the only one exhibited, is the Lobster. It is found in enormous quantities, on every part of the coast. It is stated that not less than a million dozens of Lobsters are annually disposed of at or in the vicinity of Halifax, for exportation or domestic use. Along the northern coast of Nova Scotia they are thrown up in such quantities by gales that they are used extensively for manure. Their price in the market in Halifax are generally about 1d. each. Occasionally, however, there has been so large a supply, that a wheelbarrow-full has been sold for one shilling.

275 A case is exhibited by J. R. WILLIS, Esq., containing several specimens. The most interesting feature of the collection is an enormous claw, about 15 inches long, which belonged to a Lobster about 30 inches in length, and of almost the same dimensions from point to point of extended claws.

276 CASE OF NOVA SCOTIA PEARLS.

(Prepared by J. R. WILLIS, Esq.)

A large quantity of Pearls have recently been found in the fresh water Bivalve, *Alasmod Magaritifera*, in streams and lakes of Annapolis and Kings County, and are apparently abundant. Fifteen selections are exhibited, from contributions by the following persons: Wm. McIntyre, Job Randall, E. J. McNeill, Thaddeus Walker, Wallace Kirkpatrick, Austin Woodberry, and Joseph Grogan. In the pearl case are animals with corresponding valves, preserved in alcohol by J. R. Willis.

GEOLOGICAL COLLECTION.

(Prepared by REV. D. HONEYMAN.)

The Geology of Nova Scotia will be represented by an interesting collection, all of which has been contributed by the Rev. Mr. Honeyman from his cabinet, or collected by him since he has been engaged by the Commissioners to examine into the Geology of the province.

Mr. Honeyman has prepared a map, sections, &c., to illustrate the subject, and has gone to London to take charge personally of his collection, which, while being of great future value in determining the extent and nature of the mineral resources of the Province, will, it is believed, greatly attract the attention of the scientific world to Nova Scotia, from its illustrating new and interesting features in geology, peculiar, it is believed, to the formations of this province.

A representation of the Rocks, useful Minerals, and Ores of the different formations of the Province, arranged in four groups.

- 1st group—The Laurentian formation, containing gold, and the rocks associated with it.
 2nd do The Silurian and Devonian.
 3rd do The Carboniferous.
 4th do The new Red Sandstone.

These are illustrated by colored sections.

Representation of the Fauna of the Fossiliferous Rocks.

SILURIAN.

- 277 Zosphyta
 278 Annelida
 279 Crustacea

- Graptolites and Corals.
 Serpulae and Cornulites.
 Dalmania Logani.

| | | | |
|-----|-------------------|-------------------|---------------------------|
| 280 | | | Homolonotus Dawsonii, &c. |
| 281 | Mollusca Acephala | Brachiopoda | Crania Acadiensis. |
| 282 | | | Chonotes Nov. Scot., &c. |
| 183 | | Lamelli brachiata | Cledophori. |
| 284 | | | Avicula Honeymani. |
| 285 | Excephala | Gasteropoda | Murchisonia, &c. &c. |
| 286 | | Heteropoda | Bellerophon acutus |
| 287 | | | Trilobatus, carinatus, |
| 288 | | Pteropoda | Conularia Thea |
| 289 | | Cephalopoda | Orthoceras, &c. |

LOWER CARBONIFEROUS, OR MOUNTAIN LIMESTONE.

| | | | |
|-----|---------------------|-------------------|-------------------------------------|
| 290 | Zosphyta | | Fenestella, &c |
| 291 | Annelida | | Spirorbis |
| 292 | Crustacea (?) | | |
| 293 | Mollusca, Acephala— | Brachiopoda— | Productus Giganteus, contributed by |
| | | | R. G. Haliburton. |
| 294 | | Lamellibranchiata | |
| 295 | Excephala | Gasteropoda | |
| 296 | | Heteropoda | |
| 297 | | Steropoda | |
| 298 | | Cephalopoda | Nautilus, &c. |

These, whether Silurian or Carboniferous, are arranged into groups according to their geological position. Each group begins with the lowest organization and ends with the highest. This division is also illustrated by colored sections.

MIDDLE CARBONIFEROUS.

| | | |
|-----|--------------|-------------------------|
| 299 | Annelida | Spirorbis |
| 300 | Crustacea | Cyprides |
| 301 | Mollusca | Modiola |
| 302 | Pisces | Deplodus' teeth |
| 303 | | Scales, Coprolites, &c. |
| | Reptilia (?) | |

ALLUVIAL.

304 Mastodon Tooth.

A representation of Carboniferous Flora.

| | |
|-----|---------------------------------|
| | Ferns. |
| 305 | Calamites. |
| 306 | Artisia. |
| 307 | Poacites. |
| 308 | Asterophyllites. |
| 309 | Sphnophylla. |
| 310 | Lepidodendra. |
| 311 | Ulodendra. |
| 312 | Sigillaria. |
| 313 | Stigmaria. |
| 314 | Pinites. |
| 315 | Carpolites Trigonocarpa, varia. |

MINERAL COLLECTION.

(Made under the superintendence of HENRY HOW, Esq., D.C.L., Es Professor of Chemistry, &c., at King's College, Windsor.

GOLD.

The gold of Nova Scotia is represented by specimens purchased and exhibited by the Provincial Government, including bars, gold-bearing quartz, and gold washings. There are specimens from Tangier, Sherbrooke, Wine Harbor, Laidlaw's, Allen's, and "The Ovens," near Lunenburg; also, washings from the latter place. The total value of the gold exhibited will amount to over \$10,000.

(See note B. at end of Catalogue respecting the extent of the gold fields; also a copy of the mining regulations appended.)

The gold is also exhibited in a manufactured state by the following pieces of Jewelry, by J. Cornelius, Jeweler, Halifax.

- 316 1 Bracelet. (For sale.)
 317 1 Necklace, with figure of a gold miner at work, with a drop consisting of a Nova Scotian Pearl.
 318 1 Massive Brooch, with Dolphin in centre.
 319 1 Brooch, made of Nova Scotian gold quartz; and also Nova Scotian Amethysts and Pearls.
 320 1 Masonic Mark Jewel.
 321 1 small Brooch of Nova Scotian gold, with Nova Scotian Amethyst, (Etruscan style.)

ORES OF METALS AND OTHER MINERALS AND ROCKS COMMERCIALLY USEFUL.

| <i>Species.</i> | <i>Locality.</i> | <i>Exhibitor.</i> |
|--------------------------------|----------------------------|-----------------------------|
| 322 1. Native Copper. | Bay of Fundy, | Samuel Caldwell, Esq. |
| 323 2. [a & b] Copper Pyrites, | Polson's Lake, Sydney Co., | Professor How. |
| 324 Ditto, large specimen, |  |  | } Commissioners, per Rev. Mr. Honeyman. |
| 325 Copper Pyrites, | Salmon River, | Trustees Halifax Mec. Inst. |
| 326 Grey Copper Ore, | Five Islands, | H. Harrington, Esq. |
| 327 Ditto, | Ditto, | Professor How. |
| 328 Ditto, | Pictou, | Trustees Halifax Mec. Inst. |
| 329 Carbonate of Copper, | Ditto, | Ditto. |

IRON ORES.

| | | |
|---|----------------|---|
| 330 Micaceous Iron Ore, | Five Islands, | Trus. Halifax Mec. Inst. |
| 331 Ditto, | Ditto, | Gov'rs. of King's College. |
| 332 Ditto, | Digby, | Ditto. |
| 333 Ditto, | Sand Cove, | Trus. Halifax Mec. Inst. |
| 334 Ditto, | Londonderry, | Ditto. |
| 335 Specular Iron Ore, } large specimen, | Polson's Lake, | } Commissioners, per Rev. Mr. Honeyman. |
| 336 Ditto, large specimen, |  |  | Ditto. |
| 337 Fibrous Hematite, | Pictou, | Trus. Halifax Mec. Inst. |
| 338 Ditto, | Londonderry, | A. MacKinlay, Esq. |
| 339-348 Hematite, large } specimen, | Ditto, | E. F. Jones, Esq. |

These specimens show the nature of the ores worked at the Acadia Iron Works.
 349-352 Hematite, large }
specimen, } East River, Pictou, } Commissioners, per Rev. Mr. Honeyman.

One of these from an out-crop of a vein 25 feet wide at surface.

| | | |
|--------------------------------------|----------------------------------|--------------------------|
| 353 Red Hematite, | Nictaux, | Prof. How, |
| | This ore formerly worked—is very | abundant. |
| 354 Red Hematite, | Digby, | Prof. How. |
| 355 Ditto, | Old Barns, | Ditto. |
| 356 Ditto, large specimen, | Ditto, | Ditto. |
| 357 Magnetic Ore, | Cornwallis, | Trus. Halifax Mec. Inst. |
| 358 Ditto, | Annapolis, | Ditto. |
| 359 Bog Ore, | Cape Negro, | H. Poole, Esq. |
| 360 Ditto, | Lapland, | Ditto. |
| 361 Titaniferous sand, } average, | Sable Island, | G. Handley, Esq. |
| 362 Ditto, washed, |  |  | Ditto, |
| 363 Ditto, average, | Digby County, | R. G. Haliburton, Esq. |

364-365 The Iron made from the ores 339-348 at the Acadia Iron Works, is illustrated by four specimens of pig iron; also by bars of iron. The amount of iron made is twelve hundred tons per annum, value £16 sterling per ton.

There are also specimens of Acadian Cutlery, similar to those which obtained a Gold Medal in the Exhibition of 1851, exhibited in the Nova Scotian department, besides those exhibited in the cutlery department by the Acadia Iron Company, from their establishment at Sheffield.

COAL.

The Coal Fields of Nova Scotia are well represented by seven large specimens from different localities.

366 Coal from Albion Mines, Pictou, J. Scott, Esq.

A similar section was exhibited in 1855 at Montreal, with the following label attached:—

“Section of the Main Coal Seam, Albion Mines, Pictou, N. S.

“This vein is one of the largest in the world, its vertical section being from 33 to 36 feet, and its qualities excellent for the following purposes: generation of illuminating gas and of steam, for manufacturing and domestic purposes—used also for cooking. It is the property of the General Mining Association, and is worked by them to the extent of about 70,000 tons per annum.

“This specimen was extracted by James Scott, Esq., Superintendent of the mine, for the exhibition at Montreal.”

367 Coal from Sydney Mines, C. B., R. Brown, Esq.

368 Coal from Langan Mines, C. B., Ditto.

369 Do. Glace Bay, C. B., Messrs. Bourinot.

370 Do. Fraser Mine, Pictou, J. B. D. Fraser.

371 Oil Coal from Fraser Mine, Pictou, Ditto.

372 Do. Patrick's Mine, Ditto.

The amount of coal raised in 1860 at Pictou was 165,055 tons.

Sydney, 100,098 “

Langan, 35,300 “

Joggins, 5,295 “

1861 at Glace Bay, 7,652 “

Large quantities are also raised at other localities, but the above are the chief works in the Province.

The Fraser Oil Coal has been mined to some extent, 2000 tons having been raised in 1859. This substance gives an average yield of about 70 gallons crude oil to the ton, while picked samples gave 199 gallons to the ton.

ARSENIC.

| <i>Species.</i> | <i>Locality.</i> | <i>Exhibitor.</i> |
|---|------------------|-------------------|
| 373 Arsenical Pyrites, | Lunenburg, | H. Poole, Esq. |
| Found in some substance—suitable for the production of white arsenic. | | |

ORES OF MANGANESE.

| | | |
|---|----------------|----------------------------|
| 374 Pyrolusite, | Cumberland, | Trus. Halifax Mec. Inst. |
| 375 Ditto, [95 p.c.oxide,] | Amherst, | Prof. How. |
| 376 Ditto, | Pictou, | Gov'rs. of King's College. |
| 377 Ditto, | Kentville, | Prof. How. |
| 378 Ditto, | Gore, Douglas, | N. Mosher, Esq. |
| 379 Ditto, large specimen, | Ditto, | Ditto. |
| 380 Ditto, [95 p. c. ox.,] | Teny Cape, | Ditto. |
| 381 Ditto, large spec'mn, | Ditto, | Ditto. |
| 382 Compact grey Ore, } [60 p c ox,] | Cheverie, | Ditto. |
| 383 Ditto, | Ditto, | Ditto. |
| 384 Impure Ore, | Cornwallis, | Prof. How. |

None of the preceding have yet been found in large deposits, but a small quantity has been exported from Cheverie, and a locality not represented.

LEAD ORES.

| <i>Species.</i> | <i>Locality.</i> | <i>Exhibitor.</i> |
|--------------------|-----------------------|---------------------|
| 385 Galena, | Margaret's Bay, | Mr. T. Laurilliard. |
| 386 Ditto, | Cape North, Victoria, | Rev. D. Sutherland. |
| 387 (a & b) ditto, | Joggins, Cumberland, | Prof. How. |
| 388 Ditto, | Gay's River, Halifax, | B. G. Fraser, Esq. |

None of these ores have been found in large quantities.

MOLYBDENUM ORES.

| | | |
|------------------|-----------------|----------------|
| 389 Molybdenite, | Musquodoboit, | Professor How. |
| 390 Ditto, | Gabarus, C. B., | Ditto. |

This is said to be rather abundant.

PLUMBAGO.

| | | |
|-----------------------|---------------------------|----------------|
| 391 Plumbago, earthy, | Salmon River, Colchester, | Professor How. |
| 392 Ditto, | Parrsboro', Cumberland, | Ditto. |

Nothing known of the quantities of these minerals.

GYPSUM AND ANHYDRITE.

| | | |
|----------------------------|---------------|-----------------------------|
| 393 Anhydrite, | Shubenacadie, | Trustees Halifax Mec. Inst. |
| 394 Ditto, | Pictou, | Ditto. |
| 395 Ditto, | Windsor, | J. P. Pellow, Esq. |
| 396 Ditto, large specimen, | Ditto, | Ditto. |

This is cut and polished to show its nature as a substitute for Marble in in-door work.

| | | |
|----------------------------|-----------|--------------------|
| 397 Anhydrite, | Falmouth, | J. P. Pellow, Esq. |
| 398 Ditto, large specimen, | Ditto, | Ditto. |

Also cut and polished for the same purpose as 193. Both these can be obtained in large blocks.

| | | |
|----------------------------|---------------------------|---|
| 399 Selenite, | Windsor, | Prof. How. |
| 400 Ditto, large specimen, | Ditto, | J. P. Pellow, Esq. |
| 401 Ditto, | Mabou, | { Commissioners per Rev. Mr. Honeyman. |
| 402 Fibrous Gypsum, | Shubenacadie, | Trustees Halifax Mec. Inst. |
| 403 Ditto, | Windsor, | Prof. How. |
| 404 Ditto, | Cape North, Victoria co., | Rev. D. Sutherland. |
| 405 Red Gypsum, | Wentworth, | Prof. How. |
| 406 Common Gypsum, | Windsor, | J. P. Pellow, Esq. |
| 407 Ditto, large specimen, | Ditto, | Ditto. |
| 408 Ditto, same ground, | Ditto, | Ditto. |
| 409 Ditto, large specimen, | Ditto, | Ditto. |
| 410 Ditto, | Ditto, | Ditto. |
| 411 Ditto, | Ditto, | Ditto. |
| 412 Ditto, | Winckworth, | Ditto. |
| 413 Ditto, | Ditto, | Ditto. |

The last eight specimens show the qualities of the Plaster quarried at the localities. Operations are carried on upon a very large scale.

| | | |
|--------------------------|---------------|--|
| 414 Gypsum, large speci. | Shubenacadie, | S. Gray, Esq. |
| 415 Ditto, | Antigonishe, | { Commissioners, per Rev. Mr. Honeyman. |
| 416 Ditto, | Ditto, | Ditto. |
| 417 Ditto, | Ditto, | Ditto. |

The last three from different parts of a district 15 miles long and 4 miles broad

| | | |
|--------------------------|-----------|-------------|
| 418 Gypsum, large spec., | Cheverie, | J. Nutting. |
| 419 Ditto, | Ditto, | Ditto. |

The amount of gypsum quarried throughout the Province in 1860 was 126,700 tons; value \$85,196.

LIMESTONES AND ALLIED MINERALS.

| <i>Species.</i> | <i>Locality.</i> | <i>Exhibitor.</i> |
|---------------------------------|-----------------------|--------------------|
| 420 Limestone, | McLatchey's, Windsor, | Professor How, |
| 421 Ditto, | O. King's, Windsor, | Ditto, |
| 422 Ditto, | Kentville, | J. Lyons, Esq. |
| 423 Ditto, | St. Peter's, C. B. | G. Handley, Esq. |
| 424 Ditto, | Chester, | Professor How. |
| 425 Ditto, Bitum and phosphate, | Joggins, Cumberland, | Ditto. |
| 426 Ditto, Cement stone, | | St. Peter's, C. B. | G. Handley, Esq. |
| 427 Do. another variety, | Ditto, | Ditto. |
| 428 "Cement," | Chester, | Rev. Dr. Shreve |

BARYTES.

| | | |
|--------------|---------------|---------------------------|
| 429 Barytes, | Falmouth, | Professor How. |
| 430 Ditto, | Five Islands, | Governors Acadia College. |

This has been worked to a considerable extent, and the deposit yet believed to be extensive.

MARBLES.

| | | |
|-------------------------------------|--------------------------------|---|
| 431 Marble, red-banded, | Cheverie, | J. Nutting, Esq. |
| 432 Ditto, green, | Parrsboro', | Mrs. Webster. |
| 433 Ditto, purple with green spots, | Five Islands, | Prof. How. |
| 434 Ditto, red & white, mottled, | | Onslow, | { Commissioners, per Rev. Mr. Honeyman. |
| 435 Ditto, chocolate, | Ditto, | Ditto. |
| 436 Ditto, white large specimen, | Five Islands, | H. Harrington, Esq. |
| 437 Ditto, black with white veins, | | Cape Breton, | { Commissioners, per Rev. Mr. Honeyman. |
| 438 Ditto, white with black veins, | Whycocomagh, C. B., | Ditto. |
| 439 Ditto, grey patterned, | Fraser Mount, | Messrs. Wesley & Sandford. |
| 440 Ditto, red, | Craignish, C. B., | { Commissioners, per Rev. Mr. Honeyman. |
| 441 Ditto, clouded grey, | Ditto, | Dr. Elliott. |
| 442 Ditto, white & green, | George's River, C. B., | Ditto. |
| 443 Ditto, greenish, | { East Arm East River, Pictou, | { Commissioners, per Rev. Mr. Honeyman. |

All the marbles are surface specimens, as no quarrying operations are carried on. Some of the deposits are very extensive.

Several of the specimens were gratuitously polished and prepared by Messrs. Wesley & Sandford, Marble-workers, Halifax.

INFUSORIAL EARTH.

| | | |
|-----------------------|-------------|---------------|
| 444 Infusorial Earth, | Cornwallis, | Mrs. Webster. |
|-----------------------|-------------|---------------|

This material has been found useful in polishing marble.

BUILDING STONES.

| | | |
|-------------------------------|--------------------|-----------------------------|
| 445-450 Freestone, | Pictou, | Trustees Halifax Mec. Inst. |
| 451 Freestone, dressed block, | Tatamagouche, | G. Lang, Esq. |
| 452 Do. dressed block, | | Ditto, | Ditto. |
| 453 Do. " " | Wallace, | Ditto. |
| 454 Do. " " | Kennetcook, | Ditto. |
| 455 Do. " " | Boulardarie, C. B. | Ditto. |

Most of these stones are extensively quarried for building purposes, some being

exported to the United States; and some quarries yield grindstones, of which 46,496 were made in 1860.

| <i>Species.</i> | <i>Locality.</i> | <i>Exhibitor.</i> |
|-----------------------------|--------------------------|-------------------|
| 456 Granite, dress'd block. | Queen's Quarry, Halifax, | R. Davis, Esq. |
| 457 Do. " " | Shelburne, | Ditto. |
| 458 Do. (polished,) | Birch Cove Quarry, Hx. | Ditto. |

These granites are extensively quarried.

| | | |
|-----------------------------------|-----------------------|-------------------------------|
| 459 Ironstone, dressed block, | } N. W. Arm, Halifax, | R. Davis, Esq. |
| | | This is used in making walls. |
| 460 Red Sandstone, dressed block, | } Horton, | H. Webster, Esq. |
| | | |

A material useful in making walls of fireplaces and ovens; can be got in any quantity, is easily wrought, and hardens by heat.

MINERAL PAINTS.

| | | |
|-----------------------------------|--------------------|--|
| 461 Mineral paint, brown, | Chester, | Rev. Dr. Shreve. |
| 462 Ditto, " " | Ditto, | Mr. Feader. |
| 463 Do. Red | Ditto, | Ditto |
| 464 Do. Yellow | Ditto, | Ditto |
| 465 Do. Brown | Ditto, | Ditto |
| 466 Do. Red, burnt un-ground, | } Ditto, | Ditto |
| | | |
| 467 Do. Purple, | Louisburg, C. B., | } Commissioners, per Rev Mr. Honeyman |
| | | |
| 468 Do. Brown, | Sydney, C. B., | Ditto |
| 469 Do. " " | Lochabar, | Ditto |
| 470 Do. " " | Antigonish, | Ditto |
| 471 Do. a clay used as a wash, | } Dartmouth, | Mr. G. Taylor |
| | | |
| 472 Do. do | Ditto, | Ditto |
| 473 Do. do | Ditto, | Ditto |
| 474 Do. Yellow Brown, | Acadia Iron Works, | } Commissioners, per Rev Mr. Honeyman |
| | | |
| 475 Do Red, Ground and and Burnt, | } Folly River, | Professor How |
| | | |
| 476 Do. Brown, | Ditto, | Ditto |

These ochres are found in great abundance, and some of them have been very extensively used.

ROOFING SLATE.

| | | |
|---|---------|-------------------|
| 477 Slate, | Rawdon, | S. Caldwell, Esq. |
| A surface specimen. This slate exists in enormous quantities. There are besides extensive deposits elsewhere in the Province. | | |

CLAYS.

| | | |
|-----------------------|---------------------------|---|
| 478 Clay, | Whycocomagh, C. B., | } Commissioners, per Rev Mr. Honeyman. |
| | | |
| 479 Ditto, | Ditto, | Ditto. |
| 480 Ditto, | Lochaber, Sydney county, | Ditto. |
| 481 Ditto, | Albion Mines, Pictou Co., | Ditto. |
| 482 Ditto, | 15 miles from Halifax, | W. Pryor, Esq. |
| 483 Ditto, Fire Clay, | St. Croix, Hants county, | Messrs. Dymock. |

The number of bricks made in Nova Scotia in 1860, from its clay deposits, was 7,659,000.

MILLSTONE.

| | | |
|--------------------------------|---|---------------------|
| 484 Millstone, large specimen, | ? | [See Manufactures.] |
|--------------------------------|---|---------------------|

SALT.

| <i>Species.</i> | <i>Locality.</i> | <i>Exhibitor.</i> |
|--|----------------------------|-------------------|
| 485 Made salt, in bottle, | R. Philip, Cumberland Co., | R. Thomson, Esq. |
| Believed to have been boiled down from a Brine Spring. It is known that there are several Brine Springs in the Province. | | |

NATRO-BORO-CALCITE.

| | | |
|--|-------------------------|----------------|
| 486 Natro-Boro-Calcite, | Gypsum Quarry, Windsor, | Professor How. |
| Not as yet found in quantity. Would be very valuable in making glazes for Pottery. | | |

MINERALS ADMITTING OF USE IN JEWELRY AND OTHER ORNAMENTAL ARTS.

| | | |
|--|--------------------------|----------------------------|
| 487 Smoky Quartz, | Paradise, Annapolis Co., | Governors King's College. |
| 488 Ditto, Crystal, | Ditto, | Ditto. |
| 489 Ditto, | Ditto, | Mrs. Webster. |
| 490 Ditto, | Ditto, | Governors King's College. |
| This is found in some considerable quantity. | | |
| 491 Ditto, with Clorite, | Paradise, Annapolis Co., | Professor How. |
| 492-495 Red Carnelian, | Cape Blomedon, | Trustee Halifax Mec. Inst. |
| cut and polished, | | |
| 496 Amethysts, | Ditto, | Mrs. Webster. |
| 497 Ditto, | Ditto, | Ditto. |
| 498 Ditto, | Ditto, | Governors Acadia College. |
| 499 Do., with Cacholong, | Ditto, | Ditto. |
| This mineral is tolerably abundant. | | |
| 500 Amethysts, with agate | Digby? | ? |
| 501 Do. with agate, | Ditto, | Governors Acadia College |
| 502 Agate, | ? | Mrs. Webster |
| 503 Ditto | ? | Ditto |
| 504 Ditto Fortification, | ? | Ditto |
| 505 Ditto " | ? | Ditto |
| 506 Ditto " | ? | Ditto |
| 507 Ditto " | ? | Ditto |
| 508-513 Ditto Moss | Scotch Bay? | Ditto |
| 514 Ditto Moss, | Ditto, | Governors Acadia College |
| 515 Ditto | Ditto, | Mrs. Webster |
| 516-517 [a & b] Ditto | Ditto, | Ditto |
| polished, | | |
| 518 Ditto Ditto | Ditto, | Governors Acadia College |

The Agates are found in some considerable quantity at various localities along the Nova Scotia coast of the Bay of Fundy, and at places in the Basin of Minas.

| | | |
|-------------------------|---------------|--------------------------|
| 519 Jasper, | Parrsborough, | Governors King's College |
| 520 Ditto, | Bay of Fundy, | Ditto |
| 521 Ditto, | Ditto | Ditto |
| 522 Ditto, Red, | Two Islands | Ditto |
| 523 Ditto, Green, | Blomedon, | Professor How |
| 524 Ditto, Variegated, | ? | Governors King's College |
| 525 Ditto, Ribbon, | ? | Mrs. Webster |
| 526 Ditto " | ? | Governors Acadia College |
| 527 Ditto " | ? | Ditto |
| 528 Ditto " | Digby, | ? |
| 529 Ditto " large sp'n. | Ditto, | Ditto |

The Jaspers are found in some considerable quantities at various localities along the Nova Scotia coast of the Bay of Fundy, and at places in the Basin of Minas.

| | | |
|------------------|------------------|------------------------|
| 530 Garnet Sand, | Yarmouth county, | R. G. Haliburton, Esq. |
|------------------|------------------|------------------------|

A deposit on the shores of a lake, used in the vicinity in ornamenting houses, by dusting it over them externally.

| <i>Species.</i> | <i>Locality.</i> | <i>Exhibitor.</i> |
|---|--|-------------------|
| 531 Garnets, | Shelburne, Not yet found of fine quality. | H. Poole, Esq. |
| 532 Topaz, rough | Cape Breton | Mr. McDonald |
| 533 Do, cut and polished, Ditto | | Ditto |
| Nothing known of the quantity of this mineral. The specimen was cut and polished in the province, at Pictou. | | |
| 534 Clay Slate—Indian Pipestone, | Montegan, Admits of fine carving. | H. Poole, Esq. |
| 535 Clay Slate, varieg'd. | Beech Hill, King's Co. | Mrs. Webster. |
| A material suitable for inlaid work; not subject to friction. Nothing known with certainty of the quantity in which the last two are found. | | |

MINERALS FURTHER ILLUSTRATING THE MINERALOGY OF THE PROVINCE.

| | | |
|--|----------------------------|-----------------------------|
| 536 Iron Pyrites | Thrum Cap, | H. Poole, Esq. |
| 537 Magnetic Pyrites, | Nictaux, | Professor How |
| 537½ Fluor-spar | Mabou, C. B. | Governors King's College |
| 538 Quartz : Opaque } Crystals, | McKay's Head, | Ditto |
| 539 Quartz : Ferruginous | ? | Mrs. Webster |
| 540 Black Tourmaline, | Harrietsfield, Halifax Co. | Mr. Laurillard |
| 541 Ditto | Ditto | Ditto |
| 542 Apophyllite | Isle Haut? | Mrs. Webster |
| 543 Ditto | Ditto | Ditto |
| 544 Ditto | Port George, Bay Fundy, | Professor How |
| 545 Red Heulandite | Hall's Harbor " | Governors King's College |
| 546 Ditto | Ditto | Mrs. Webster |
| 547 White Heulandite, | Two Islands, | Governors King's College, |
| 548 Pearly " | ? | Mrs. Webster |
| 549 Analcime, | Blomedon? | Ditto |
| 550 Ditto | Two Islands, | Governors King's College |
| 551 Ditto | Blomedon? | Professor How |
| 552 Red Analcime, | Ditto | Ditto |
| 553 Needlestone and } Analcime, | Two Islands, | Governors King's College |
| 554 Ditto Ditto | ? | Ditto |
| 555 Natrolite, | Bay of Fundy, | Trus. Halifax Mec. Institu. |
| 556 Gyrolite in Apo- } phylite, | Margaretville, | Professor How |
| 557 Farcelite & Mesolite, | Port George, | Ditto |
| 558 Mesolite, | N. Mt, Annapolis Co., | Ditto |
| 559 Ditto | Ditto | Ditto |
| 560 Centrallassite, | Near Black Rock, | Ditto |
| 561 Needlestone and } Heulandite, | ? | Mrs. Webster |
| 562 Honey Yellow Stilbite, | Moose Island, | Professor How |
| 563 Stilbite, | Bay of Fundy, | Mrs. Webster |
| 564 Ditto | Ditto | Ditto |
| 565 Do. with Laumonite, | Morden | Governors King's College |
| 566 Ditto | ? | Governors Acadia College |
| 567 Ditto, large Coptals, | Morden, | Governors King's College |
| 568 Ditto with Analcime, | Ditto, | Ditto |
| 569 Ditto, in a Geode, | Isle Haut? | Mrs. Webster |
| 570 Chabazite, | Port George, | Professor How |
| 571 Ditto (Acadiolite) } in Quartz, | Two Islands, | Governors King's College |
| 572 Ditto, Ditto, | ? | Governors Acadia College |

| <i>Species.</i> | <i>Locality.</i> | <i>Exhibitor.</i> |
|--------------------------------------|--------------------|-------------------|
| 573 Calc-spar, | (N. S.?) | Mrs. Webster |
| 574 Ditto, | Ditto, | Ditto |
| 575 Ditto, coated with } Pyrites. | Joggins, | R. G. Haliburton |
| 576 Ankerite, | Acadia Iron Works, | Professor How. |

HORTICULTURAL PRODUCTIONS, ETC.*

APPLES.

The climate of Nova Scotia is particularly suitable to the growth of the apple tree. Crop is generally sure and large. Sorts which in England require a wall or espaliers will here grow and thrive in the open orchards as standards. Fruit attains an enormous size; specimen of "Gloria Mundi" sent to England measured from 15 to 17 inches in circumference.

The amount of apples raised in 1860 was 186,484 bushels—Annapolis county raising 65,405 bushels. Mr. R. Starr, of Kings county, and Mr. W. Chesley, of Annapolis county, contributed to the preliminary local exhibition at Halifax not less than 50 varieties of apples raised in their own orchards.

Apples (preserved in spirits) in glass jars :

| <i>Article.</i> | <i>Contributor.</i> |
|--|---|
| 578 Gloria Mundi, and others, | { C. C. Hamilton, Esq., M. D., Cornwallis. |
| 579 Do, and Gilliflower, and others, | { Richd. Starr, Esq., Corn- wallis. |
| 580 Green Seek-no-further, and others. | |
| 581 Do and Bishop's Pippin. | |
| 582 Bishop's Pippin and Greening, and others. | |
| 583 Ribston Pippin, and others, | J. Kaye, Esq., Cornwallis. |
| 584 Bishop's Pippin and Detroit Red, and others. | |
| 585 Spitzenburgh, and others. | |
| 586 Westfield Seek-no-further, and others. | |
| 587 Vandevere, and others, | Jas. Thomson, Windsor. |
| 588 Golden Pippin, and others. | |
| 589 Large and Small Siberian Crab. | |
| 590 Gloria Mundi, | { Purchased in market dur- ing the Exhibition. |
| 591 Dried Apples. | |

GRAPES.

Hardy sorts of grapes will, in the western counties, do well in the open air, and even Black Hambro and White Cluster have, during the past year ripened their fruit in the open air. All the best sorts will (under glass without artificial heat) grow most luxuriantly, and bear better than in England under the same treatment. Mr. Justice Wilkins for several years most successfully ripened Black Hambros at Windsor, on a stone wall, and in the last year raised, on two vines not more than

*Nova Scotia is peculiarly adapted for an Agricultural country. The best lands are alluvial, or "dyked marsh," and "intervale." The former are formed by the deposit left by the rapid tides of the Bay of Fundy, which rise in some places to a height of 60 feet.

The fertility of the "dyked marsh" is, it is believed, quite unparalleled. Some of it, such as the Grand Pre (the scene of Longfellow's "Evangeline"), was reclaimed by the Acadian French, about 200 years ago; and there are instances of this species of land having been cultivated for a century, without any manure. Uplands "top-dressed" with this alluvial deposit may be cultivated for twenty years without any manure. "Intervale" land is formed by the deposit of fresh water rivers, &c., and is exceedingly productive.

seven years old, thirty-three pounds of Grapes, of quite equal flavor to those ripened in a hot-house. The vines, of course, required careful covering in winter. Mr. Downing, the eminent American authority on horticulture, in a communication addressed to Judge Wilkins, expressed his great surprise at the adaptation of Nova Scotia for the growth of the grape, and stated that the Black Hamburg, with similar treatment, would only ripen one year in six, at his gardens, at Newburg, on the Hudson.

PEARS, TOMATOES, &c.

The pear grows vigorously, is very productive, and sorts such as Marie Louise, Williams Bon Chretien, Louis Bon of Jersey, Knight Monarch, Flemish Beauty, Passe Colman, Vicar of Wakefield, and other hardy sorts, will, as standards, do exceedingly well—crop constant. A gentleman at Windsor obtained from a scion of the Bon Chretien (in the same year in which it was grafted) eight very fine specimens; and in the following year the same graft produced one hundred and twenty pears of excellent quality. Plums and cherries grow very well. Tomatoes grow well, fruit, and ripen well in the open air. The squash and pumpkin attain an enormous size; have been grown of 140 and 170 lbs. weight, and, grown by the acre, prove a very profitable crop for cattle.

| <i>Article.</i> | | <i>Contributor.</i> |
|-----------------|---|---|
| 592 | Black Hambro and White Cluster, | J. Kaye, Esq., Cornwallis. |
| 593 | Do. do. Indian Corn, | |
| 594 | Do. do. do. | John G. Byrne, King's county, |
| 595 | Do. Orange Gourd and Strawberry Tomatoe, | { John K. Viets, Esq., Digby. |
| 596 | Isabella and Chassells, | { C. C. Hamilton, Esq., M. D., Cornwallis. |
| 597 | Pear Quinces, | |
| 598 | Marie Louise Pear, and others, | |
| 599 | Cranberry, (preserved in sugar), | |
| 600 | Blueberry, (pickled in vinegar), | |
| 601 | Tomatoes, Green | { Preserved in sugar, { |
| 602 | Do. Red, | |
| 603 | Do. Orange, | |
| 604 | Do. Green, (pickled in vinegar), | |
| 605 | Apple pie, Melon Squash, | Richard Starr, Esq., Cornwallis. |
| 606 | Marrow Squash, | |
| 607 | Citron Melon Gourd, | Rev. H. L. Yewens, Cornwallis. |

ONIONS, &c.

The climate and soil of Nova Scotia are very suitable for the growth of all kinds of root crops. The cooling dews, which fall almost every night after harvest, are so refreshing and invigorating, that all green crops produce extraordinary returns.

Onions grow well, yielding large crops, especially in the Western counties. Specimens sent to England measure 17 inches in circumference. Yam—a Native Patatoe procured from the woods. Indians use it as food.

Onions, &c., (preserved in Spirits) in Jars:—

| | | |
|-----|------------------------------------|--|
| 608 | Red Spanish Onion, | { C. C. Hamilton, Esq., M.D., Corn- wallis. |
| 609 | White do. | |
| 610 | White and Red do., | |
| 611 | Yams, or native potato, | Edward Taylor, Dartmouth. |
| 612 | Ears Indian and Rice Corn, | C. C. Hamilton, M. D., Cornwallis. |
| 613 | Celery, Red, | |
| 614 | Do. White, | James Forman, Esq., Halifax. |
| 615 | Early Horn Carrot, 3 roots, | Mr. James MacKay, do. |
| 616 | Long Orange do. 3 roots, | Ross Chipman, Cornwallis. |
| 617 | Kohl Rabbi, | James Kaye, Esq., Halifax. |
| 618 | Purple Top, Swede Turnip, 2 roots, | James Ross, Rawdon. |

| <i>Article.</i> | <i>Exhibitor.</i> |
|--------------------------------------|---|
| 619 Aberdeen, Swede Turnip, 2 roots, | T. W. Harris, Kentville. |
| 620 White Field Carrots, 3 roots, | James MacKay, Halifax. |
| 621 Dutch Parsnips, 3 roots, | James O'Donnell, do. |
| 622 Mangel Wurzel, 2 roots, | James MacKay, do. |
| 623 Orange Globe do 1 root, | Wm. Faulkner, Truro. |
| 624 Blood Beets, 5 roots, | { James MacKay, Halifax, (Gardener to W. A. Black, Esq., Halifax.) } |

POTATOES.

Potatoes in Nova Scotia will yield on an average about 230 bushels per acre. Have yielded as much as 450 bushels per acre of a superior quality. This crop is not so much effected with the potato disease as in other countries. 3,284,864 bushels were raised in 1860.

| | |
|---------------------------|--------------------------------|
| 625 Malagash Blues, | R. McHeffy, Windsor. |
| 626 London Ladies, | Ward Eaton, Cornwallis. |
| 627 Carters, | James Thomson, Windsor. |
| 628 Prince Albert, | Richard Starr, Cornwallis. |
| 629 Jackson Whites, | R. McHeffy, Windsor. |
| 630 Late Calicoes, | Ward Eaton, Cornwallis. |
| 631 Early Amiens, | Wm. Murdoch, senr., New Annan. |
| 632 Early Chinangoes, | Ward Eaton, Cornwallis. |
| 633 Early Blues, | George G. Fellows. |
| 634 Early White Blues, | Ward Eaton, Cornwallis. |
| 635 Sutherland Blues, | Wm. Murdoch, New Annan. |
| 636 Berwick, | Wm. Findlay, Aylesford. |
| 637 Early Cow Horns, | Wm. Murdoch, New Annan. |
| 638 Pink Eye, | James Thomson, Windsor. |
| 639 Forty Fold, | Ditto. |
| 640 Early Jackson Whites, | Ward Eaton, Cornwallis. |
| 641 Early Whites, | John Garston, Cole Harbor. |
| 642 Jenny Lind, | Wm. Findlay, Aylesford. |
| 643 Calicoes, | George Hamilton, Horton. |
| 644 Early Russian Blues, | John Garston, Cole Harbor. |
| 645 Bermudian, | Wm. Murdoch, New Annan. |
| 646 Rohan, | George Hamilton, Horton. |
| 647 Sporta Nature, | |

WHEAT, &c.

Wheat, under very inferior cultivation, will yield from 25 to 30 bushels per acre. Specimens sent weigh 62 and 64 lbs. per bushel. The competitors in this department were very few, and the specimens sent are very much inferior to those exhibited at the Provincial Exhibition in 1854.

The following is an extract from the official report :—

“ Every person who has any real knowledge of agriculture, and who saw the specimens of grain entered at our Exhibition, will readily admit that it was almost all of first-rate quality, and scarcely, if at all, inferior to any equal number of samples either in the Mother country or the United States. Take the following extract from the *Presbyterian Witness* newspaper of October 14th, 1854 :— The *Dumfries Courier* states that 60 lbs. per bushel for Wheat, 50 lbs. per bushel for Barley, and 40 lbs. per bushel for Oats, have generally been considered a kind of standard or medium weight between the heavier and lighter quality; and it mentions, as a specimen of the present crop, that at last week's Haddington Market samples of new grain were shown of the following extraordinary weights; Wheat, 65 lbs. per bushel; Barley, 58½ lbs. per bushel; and Oats, 48 lbs. per bushel.”

“ Now, the grain at our Exhibition compares very favorably with this statement, as, out of fifty-four parcels of Wheat of various kinds, only two were below 60 lbs. per bushel, and, to balance this, sixteen parcels were above 64 lbs. per bushel, while two parcels were above 66 lbs. per bushel. In Barley, they exceed us in nearly one pound per bushel, our heaviest being only 47 lbs. and 14 ounces per bushel; but we equal them in White Oats, as ours is 48 lbs. as well as theirs, and then they admit it to be an extraordinary weight in Haddington, one of the greatest grain markets in the south of Scotland, more especially for Oats. Then we have twenty samples of Indian Corn, mostly all very excellent, some of it weighing 53½ lbs. per bushel, and twenty-two samples of Buckwheat, all verging upon, and some of it quite 58 lbs. per bushel.”

Barley is a sure and heavy crop; the bald Barley will yield about 40 bushels per acre, specimens sent weighing 54 and 56 lbs. per bushel. Indian Corn (Yea Mais) in the Western Counties proves a most profitable crop, yielding 60 to 65 bushels per acre—specimens sent weigh 60 lbs. per bushel. The climate of Nova Scotia is particularly suited for the growth of Buckwheat, specimens sent weighing as much as 56 lbs. per bushel.

All kinds of Garden and Field Seeds grow remarkably well in Nova Scotia, producing excellent and profitable returns.

| <i>Article.</i> | <i>Exhibitor,</i> |
|-------------------------------|---------------------------------|
| 648 Spring Wheat, (bald) | George Wallace, Rawdon. |
| 649 Red Wheat, | Wm. Murdoch, New Annan. |
| 650 Bald Wheat, | Ditto. |
| 651 Winter Wheat, | Peter McNab, S. E. Passage. |
| 652 Canada Club Spring Wheat, | Thomas W. Rand, Cornwallis. |
| 653 Rye Wheat, | Thomas W. Chesley, Bridgetown. |
| 654 Bald Barley, (six rowed) | P. McNab, senr., S. E. Passage. |
| 655 Barley, | John Garston, Cole Harbor. |
| 656 Oats, White, | Ditto. |
| 657 Do. Black, | |
| 658 Buckwheat, | |
| 659 Flax Seed, | Wm. Murdoch, New Annan. |
| 660 White Field Peas, | Wm. Sutherland, Truro. |
| 661 Indian Corn, (zea mais) | R. D. Thomas, Cornwallis. |
| 662 Timothy Seed, | George Campbell, Truro. |
| 663 White Field Beans, | C. C. Hamilton, Cornwallis. |
| 664 Ears of Indian Corn, | D. R. Thomas, do. |

GRAIN, SEEDS, &c.

| | |
|------------------------------------|--|
| 665 Pot Barley, | Purchased. |
| 666 Split Peas, | Ditto. |
| 667 Oatmeal, | |
| 668 Barley Meal, | John Garston, Cole Harbor. |
| 669 Indian Corn Meal, | Hugh Dunlop, Stewiacke. |
| 670 Flour (wheat) | Samuel Palmer, Windsor. |
| 671 Meal (wheat) | |
| 672 Buckwheat Meal, | Mr. Geldert, Halifax. |
| 673 Parsnip (Dutch), | James Thomson, Windsor. |
| 674 Blood Beet, | Ditto. |
| 675 Mangel Wurzel, | Ditto. |
| 676 Early Frame Pea, | Edward Taylor, Dartmouth. |
| 677 Dwarf Field Pea, | Ditto. |
| 678 Prussian Blue Pea, | L. Woodworth, Cornwallis. |
| 679 Horticultural Pole Beans, | B. DeWolf, Windsor. |
| 680 Case knife ditto. | Ditto. |
| 681 Six week, or early China Bean, | J. Thompson. |
| 682 Horticultural Bush Bean, | Ditto. |
| 688 Yellow Six Week Bush Bean, | Ditto. |
| 684 Indian Chief Pole Bean, | Ditto. |
| 685 Cranberry Pole Bean, | Ditto. |
| 686 Scarlet Runner Pole Bean, } | { Jas. McKay, Gardener to Hon. W. |
| 687 Sweedish Turnip, } |  | { A. Black. |
| 688 Cabbage (Drumhead), | Benaiah Morse, Cornwallis. |
| 689 Dwarf Marrow Pea, } | { Andrew Wallace, Gardner to James |
| 690 Early Charlton Pea, } |  | { Forman, Halifax. |
| 691 Bishop's Long Pod Pea, | Ditto. |
| 692 Daniel O'Rourke Pea, | Ditto. |
| 693 Sangster's No. 1 Pea, | Ditto. |
| 694 Acorn Squash. | David Miller, Halifax. |
| 695 Honolulu Nectarine Squash, | H. Harris, Halifax. |
| 696 100 varieties Flower Seeds, | { H. Harris and J. McKay, Halifax, { as per printed list. |

MANUFACTURES.

MANUFACTURES IN IRON, &c.

| <i>Article.</i> | <i>Exhibitor.</i> |
|--|--|
| 698 Waggon Axles Patent, half dozen, | E. Curry, Windsor. |
| 699 Horse Shoes, | John Sullivan, Halifax. |
| 700 Do. do., | Peter Grant, St. Croix. |
| 701 Churd Chopper, | Wm. Brown, Merrigomish. |
| 702 Fleam for bleeding horses, | Wm. Brown, Merrigomish. |
| 703 6 bars Charcoal Iron, | { Acadian Charcoal Iron Company, Londonderry. |
| 704 3 do. Pig Iron, | Ditto. |
| 705 Set Cooper's Tools, 6 pieces, | Bill & Skerry, Liverpool. |
| 706 Narrow Axes (6), | Ditto. |
| 707-709 Skates, 3 pieces, | Ditto. |
| 710-739 Assortment of Edge Tools (29), | Ditto. |
| 740 Hay Forks (6), | Ditto. |
| 741 Dung Forks (6), | Ditto. |
| 742 Assortment of Brass Castings, | Donald & Watson, Halifax. |
| 742½ Finished Brass Work, | Ditto. |
| 743 Iron Plough, | |
| 744 6 Narrow Axes, | |
| 745 Iron Capstan. | |
| 746 " Gypsy Wrench, | |
| 747 " Patent Windlass, | |

MANUFACTURES IN CLAY, &c.

| | |
|---|---|
| 748 Common Brick, | F. Scarfe, Halifax. |
| 749 Sand Brick, | Ditto. |
| 750 Fire Brick, | Robert Malcom, Halifax. |
| 751 Pressed Brick, | F. Scarfe, Halifax. |
| 752 Drain Brick, | Ditto. |
| 753 Drain Pipes, | Robert Malcom, Halifax. |
| 754 Pottery Ware, | Ditto. |
| 755 Carving in Stone (Wallace Freestone), | A. Johnston, Halifax. |
| 756 Grindstone, Minudic, | |
| 757 Ditto, Wallace, | |
| 758 Ditto, Picton, | |
| 759 Curling Stones and Sleigh, | { R. Davis, President Halifax Curl ing Club. |

MANUFACTURES OF WOOD.

| | |
|--|------------------------------------|
| 760-762 Single, Double and Treble Ships' Blocks, | { Thomas Holloway & Sons, Halifax. |
| 763 Log Reel, lignumvitæ, | W. Wilson, Dartmouth. |
| 764-765 Dead Eyes and Belaying Pin. | |
| 766-768 Single, double & treble blocks, | Ditto. |
| 769 Sofa of Native Oak, covered with green Utrecht velvet—elbows supported by dolphins—the front rail and legs resembling fish, aquatic plants, shells and rocks—the back legs forming cornucopiæ, | { McEwan & Reid, Halifax. |
| 770 Easy Chair to match—the front rail carved into a rabbit's head, with bunches of Indian corn, wheat and barley on either side—the back ornamented with maple leaves, and a king-fisher resting on the top branch, | { Ditto. |

| <i>Article.</i> | <i>Exhibitor.</i> |
|--|---------------------------------------|
| 771 Small Chair to match—on each of the front legs a fox's head and foot, with bunches of fox-berries; the sides represent squirrels climbing boughs of oak and beech, which meet and intertwine at the top, | McEwen & Reid, Halifax. |
| These articles are adapted for a library. | |
| 772 Drawing-room Chair of Maple, cut from the grounds of his late Royal Highness the Duke of Kent, at "The Lodge," on Bedford Basin. The front legs and rail ornamented with Indian cups, pigeon berries and blossoms, Solomon's seal and May-flowers; the back forming a wreath of National and Provincial emblems, combining the rose, thistle, and shamrock, crowned with Mayflowers. | Ditto. |
| 773 Elizabethan Cabinet of native woods, composed of nine different woods, the leaves of five of which are wrought into the five panels of the lower door. | Ditto. |
| 774-78 Assortment of Furniture, | Gordon & Keith, Halifax. |
| 1. A Drawing Room Centre Table (walnut) in the Cinquecento Arabesque style, the legs being supported on the backs of dolphins. Surmounting the stretcher, stands a fisherman in the act of returning home with his net and fish. On the four sides of the rim are added representations of fish, shells, and a king-fisher, which appears in the act of descending upon its prey. | |
| 2. A Walnut Chiffoneir, of the above named style, with plate glass back, a Moose deer head surmounting the carved foilage in the centre. | |
| 3. 2 Walnut Couches, worked in Cinquecento scroll work and mouldings, doves ornamenting carved ornaments on the back. | |
| 4. A Walnut Drawing Room Chair, in the same style as the table. | |
| The whole (with the exception of the ornaments, which are from nature) are conventional. | |
| 779 Ship's Wheel, | Ditto, |
| 780 Ox Yoke, | John Moore, Truro. |
| 781 Ditto, Dutch, | Ditto. |
| 782 Patent Harrow, | G. Dickie, Amherst. |
| 783 Piano of native wood, | Fraser & Son, Halifax. |
| 784 Ditto, | Brockley, Misener & Brockley, Halifax |
| 785 Box Laths, (100) | Wyman & Freeman, Milton. |
| 786 Poney Carriage, | Late G. L. O'Brien, Halifax. |
| 787 Sleigh, | E. Curry, Windsor. |
| 788-790 Patent Roller Blocks, (3) | G. J. Mosher, Avondale, Hants. |
| 791 Wooden Plough, | John Moore, Truro. |
| 792 Ditto, | Wm. Fish, Halifax. |
| 793 Blocks, (3) | Wm. Hackett, Sydney, C. B. |
| 794 Liquor Keg, with compartments, | Thomas Graves, Halifax. |
| 795 Shoe Lasts, | |

MODELS, &c.

In no country in the world can ships be built so cheaply as in Nova Scotia. There is every facility for this branch of industry, the coast being in every direction indented with bays and harbors, connected with the interior by numerous rivers and lakes. Ships of from 200 to 500 tons can be built for from £3 to £4 per ton, and including rigging for from £6 to £7. In many counties the farmers occupy the leisure of winter in building vessels. This is often done by a

family—one of which is the blacksmith, others the shipwrights—some haul the timber often cut from their own land; and the vessel is frequently manned by members of the family, or at least commanded by one of them. Consequently a very serviceable species of vessels is produced at but little outlay of capital. Vessels required for the rivers or coast trade of Great Britain could be supplied by Nova Scotia at quite as low a rate as that at which old vessels are frequently purchased for that trade; and, being new, would be much more profitable to the purchaser. Nova Scotia could also supply the fishermen of Great Britain with fishing yawls at from $\frac{1}{2}$ to $\frac{2}{3}$ of the price usually paid for them.

Article.

Exhibitor.

| | |
|---------------------------------|-----------------------------|
| 796 Steamboat Model, | James Cameron, New Glasgow. |
| 797 Ship's do. | E. Mosely, LaHave, |
| 798 Draughts for ship-building, | Ditto. |

These were invented by the contributor, and illustrate quite a new and ingenious mode of ship-building.

MANUFACTURES OF WOOL.

In 1860 there were manufactured not less than 1,320,923 yards of cloth, or over 4 yards to every inhabitant. It is principally manufactured by hand looms, and is worth about 2s. per yard. Nova Scotian homespun is in great demand in Canada, as well as in Great Britain. Military men who have worn it while hunting in "the bush," often send from England for a supply. It is said that there are imitations made by machinery in Canada and England, which are much inferior to the "home made" article. The grey homespun makes a very serviceable travelling dress.

| | |
|--|------------------------------|
| 799 16 yards brown fullered Cloth, | Miss E. McCurdy, Onslow. |
| S00 10 yards grey Homespun, (all wool) | J. T. Dunlap, Stewiacke. |
| S01 10 yards ditto, (cotton and wool) | Hugh Dunlap, do. |
| S02 10 yards ditto, (all wool) | George Creed, Rawdon. |
| S03 10 yards Sattinet, (black) | Laquille Mills, Annapolis. |
| S04 10 yards ditto, (grey) | Ditto. |
| S05 6 pair gloves, | Ditto. |
| S06 12 pair Women's Hose, | Mrs. Beals, Bedford, |
| S07 Sewing Worsted, | Mrs. Simon H. Blair, Onslow. |
| S08 1 lot Linen Thread, | Miss E. McCurdy, Onslow. |
| S09 Down Cape, | Mrs. Davieson, Dartmouth. |

VEGETABLE SUBSTANCES.

| | |
|----------------------------|----------------------------------|
| 810 1 Bonnet (grass straw) | Miss Begg, N. River, Colchester. |
| S11 1 Hat (grass straw) | Ditto. |
| S12 1 box Tobacco, | Maclean & Campbell, Halifax. |

S13 A SUBSTITUTE FOR COTTON, Hemp, &c., Wm. Pryor, Esq., Halifax.

Melilotus Leucantha Major, or, Bokhara Clover of Seed Shops, a new fibrous plant, suitable for manufacturing paper stock and textile fabrics, either alone or in combination with cotton, flax, wool, or other fibres. Discovered and applied by Wm. Pryor, of Halifax, Nova Scotia. PLANTS · Melilotus Leucantha Major,—Melilotus Alba,—Melilotus Officinalis. Flowers, white and light yellow, in a raceme or spike small. Corolla falling after flowering. Perennial.—(See specimen No. 1.)

The Melilotus planted in drills twelve inches apart, in May (in Nova Scotia, or earlier in England), comes above ground in twelve or fifteen days, grows luxuriantly, yielding an enormous crop both in Europe and America, from one planting for several years. This plant may be cropped at that stage of growth when it is found to yield a fibre most suitable for the fabric or purpose required. It may be cut of the first year's growth from three to four feet high, by the 20th August, the second and after year's growth of same height, as early as 1st to 10th August. Its proper fertilizer is ground gypsum, best applied when above ground, in full leaf.

For Paper Stock, the Melilotus may be cut, dried like hay, and converted into pulp immediately from the field—the fibre and wood, or stalk, being, together, available for the different varieties of paper.

For fibre alone, the process after cropping is so simple and economical, that any intelligent farmer, or farmer's family, can produce it in the shape exhibited, and have it baled or packed, for the further manipulation and purposes of the manufacturer. (See specimens 2, 3, 4 and 5.)

A peculiarity—a valuable one—of the *Melilotus* is, that it may remain in the fields all winter, the air, snow, frost and rain rotting it effectually, and so freeing the fibre of its natural glutin, as to afford the farmer the greatest facility of simply threshing it out into linter or tow; the strength of the fibre being but little, if at all affected. It may, however, in some cases, be slightly affected by this process, in its otherwise great facility of after bleaching. (See sample No. 6.)

In this rough state, freed from stalk, it is worth in Boston five to seven cents per lb. As food for cattle, the *Melilotus*, cropped at eight or twelve inches growth, is very superior.

Patents for discovery and application are in progress.

AGENT:—Thos. R. Grassie, Esq., Messrs. Janvin, Grassie & DeLisle, 14 a. Austin Friars.

Specimens.

- 814 Dried leaf and flower.
 915 Fibre as first peeled from plant.
 816 Fibre slightly bleached.
 817 Fibre, broken out as linter or tow, for cottonizing—bleached.
 818 Fibre, same as No. 4—more perfectly bleached.
 819 Fibre, and stalk from which it is broken out, after remaining in field during the winter.
 820 Stalk of plant, second year's growth.
 821 Do. after being peeled of its fibre.
 822 Paper, made from stalk, unbleached.
 823 1 Table Cloth, Miss E. McCurdy, Onslow.
 824 1 box dew rotted flax,

LEATHER, &c.

- | <i>Article.</i> | <i>Exhibitor.</i> |
|---|---|
| 825–826 2 sides sole Leather, | A. Cowie, Liverpool. |
| 827–829 3 hog skins, | A. Cowie & Sons, Liverpool. |
| 830–832 3 sides sole Leather, | Ditto. |
| 833 1 side black harness Leather, | Ditto. |
| 834 Holy Bible, bound by | Phillips, Brothers, Halifax. |
| 835 1 pair of dress boots, made for H. R. H. the Prince of Wales, | By R. Romans of Halifax, (By permission) Bootmaker to H. R. H. the Prince of Wales. |

FINE ARTS.

- 836 Pen and Ink Drawing, by C. E. Harding, Windsor. } R. G. Haliburton.
 837 Sketch of Halifax, Capt. Lyttleton, Halifax.
 838 Colored Photographs, Miss McKie.
 839 American Winter Scene, Capt. Lyttleton.
 840 Photographs, W. Chase, Halifax.
 841 View of Arch erected by the Freemasons of Halifax, in honor of the visit of His Royal Highness the Prince of Wales.
 842 View of Arch erected by Major-General Trollope, C. B., in front of his residence, in honor of H. R. H. the Prince of Wales.
 843 Group of Officers belonging to H. M. S. *St. George* (39) in the centre Prince Alfred.
 844 Group of Officers belonging to H. M. S. *Nile*—43.
 845 Group of Officers belonging to H. M. S. *Orlando*—43.
 846 Picture representing Nova Scotia Vegetables.
 847 Two views of the newly built portion of Granville street.
 848 View of Deaf and Dumb Asylum.
 849 View of Commissioners' House in H. M. Dockyard.
 850 Landing Stairs at Dockyard, H. M. S. *Nile* in the distance.
 851 View of Welsford and Parker monument, showing Government House in the distance,

- 852 View of Welsford and Parker monument, showing new Court House in the distance.
 853 View of H. M. S. Nile, Flag Ship of Rear Admiral Sir Alexander Milne, commanding North American and West India Station.
 854 View of Admiralty House.
 855 View of residence of Hon. J. H. Anderson, Receiver General, Province of Nova Scotia.
 856 Group of Exhibition Furniture—manufactured in this city.

MISCELLANEOUS.

| <i>Article.</i> | <i>Exhibitor.</i> |
|--|------------------------------|
| 857 1 case of Trout and Salmon Flies, | James Connell, Halifax. |
| 858 12 bottles Hair Tonic, | |
| 859-60 Bear's Grease and Eau de Cologne, | N. Sarre, Halifax, |
| 861 Cordials (30 varieties), | James Crosskill, Halifax. |
| 862 Box Cordials, for testing, | Ditto. |
| 863-64 Cider and Bitters, | G. W. Dupe, Halifax. |
| 865 1 case Artificial Teeth, | Dr. A. C. Cogswell, Halifax. |
| 866 1 box Silix, | Ditto. |
| 867 2 cakes Maple Sugar, | |
| 868 12 bottles Lane's Indian Liniment, | J. T. Lane, Halifax. |
| Sold extensively as a remedy for Rheumatism, &c. | |
| 869 Indian Remedy for Small Pox, as | } J. T. Lane, Halifax. |
| stated by contributor, | |
| 870-75 Oils (samples), | R. G. Fraser, Halifax. |
| 876 Model of Gold Washing Machine | } W. Simpson, Dartmouth. |
| and Amalgamator, invented by | |
| exhibitor, | |
| 877 Report of Educational Institutions, | Dr. Forrester, Truro. |
| 878 Do. Deaf and Dumb Asylum, | J. Hutton, Halifax. |
| 879 Do. Protestant Orphan's Home, | Rev. R. F. Uniacke, Halifax. |
| 880 Home for the Aged. | Ditto. |
| 881 King's College Calendar, | Windsor. |
| 882 Acadia do., | Wolfville. |
| 883-4 2 Tracts in Micmac. | Rev. S. T. Rand. |
| 885 1 vol. Gospel St. Matthew, in Micmac, | Ditto. |
| 886 1 do. do. St. Luke, do. | Ditto. |
| 887 1 do. do. St. John, do. | Ditto. |
| 888 2 do. Psalms of David, do. | Ditto. |
| 889 1 do. Genesis, do. | Ditto. |
| 890 1 do. Spelling Book, do. | Ditto. |
| 891 Specimen of the diploma granted by the Provincial Commissioners to successful competitors at the preliminary local exhibition at Halifax. The Vignette illustrates different resources of the Province, and was Lithographed by Messrs. C. & A. Clarke, Lithographers, Halifax. | |
| 892 Messrs. Poole and Campbell's report on the Gold Mines. | |

NOTE B.—(See page 29.)

In 1861 it was satisfactorily proved that gold exists in Nova Scotia in large quantities. The discovery of rich leads at Tangier and Lunenburg lead persons throughout the province to prospect; and the result has been that gold has been found from the Strait of Canso to Yarmouth, the eastern and Western extremities of Nova Scotia proper—extending over a district of country equal in size to almost half of England. The search for gold, as well as the works commenced, has been conducted by persons unacquainted with the subject, and yet the returns have been most encouraging. A large number of claims have been taken up throughout the province, varying in extent from 1000 square feet to five acres, and

situate among other localities at the following places:—In Halifax county: Tangier, Elmsdale, Lawrencetown, Nine Mile River, Preston, Laidlaw's Farm, Allan's Mill. In Guysboro' county: at Sherbrooke, Country Harbor, Wine Harbor, Liscomb Harbor, Necum Secum, Isaac's Harbor. Also, at Malignant Cove, in Sydney county; at Rawdon, in Hants county; the Ovens, in Lunenburg county; at Marshalltown, in Digby county; in Yarmouth county, and in a variety of other places. It has also been discovered in Inverness county, in Cape Breton. Every day there are fresh applications for claims, as well as new localities announced as auriferous. The leads run east and west, and extend probably from one extremity of the province to the other. A large part of the province is unexplored, and it is quite impossible to say what will be the result of the rush for gold in the present summer. As an indication of the state of affairs in the gold districts of Nova Scotia, an extract from a letter in one of the latest Halifax papers is inserted. The Halifax *Express* says, the subjoined extract from a letter dated Sherbrooke, St. Mary's, will be interesting to many:

"Our village is overrun with people from all parts of the Province, and there are several here from the United States. There are two crushers building at the Sherbrooke diggings, to be driven by steam. There are also one or two mills down the harbor, to be driven by water-power. New leads are still being discovered, said to be rich with gold. I saw yesterday a very good specimen in possession of a young lad, taken from a lead in sight of my house, distant about four hundred yards. You might suppose that owing to the state of the roads, people would not travel, but every day the rush is greater. It is difficult for persons to get lodgings at this place at present. Thirty-two horses and eighteen men arrived here on Saturday night, bringing hither the crushing machine, and all the apparatus. There were one hundred and fifty applications for claims put in to Mr. Cumming (the Surveyor) during his absence."

This is confirmed by the following extract from a letter from Mr. Wm. Gossip, C. E., addressed to the Crown Land Office, dated at the above place, March 26, 1862:

"I find that about 150 acres have been taken up during my absence, and a large number of buildings put up in the diggings.

"There has been a large influx of strangers, and they are coming and going continually. Several new gold-bearing veins have been discovered. Applications are coming in for claims in new localities. Gold has been discovered on the west side of the river, just above Sherbrooke, at Still Water, 6 miles above, and at Cochran's mills, 8 miles above."

A member of the Legislative Council, who has made careful inquiries as to the gold discoveries in the county of Guysborough, in a letter to myself, says: "I have stated it as my opinion that within a year there will be taken up four thousand $\frac{3}{4}$ acre claims in the county of Guysborough alone, and I am still of the same opinion.

"About 500 $\frac{3}{4}$ acre claims have been already taken up at Sherbrooke alone, and more applications are daily made; and they are continually finding new leads to the northward of those first discovered, *i. e.*, at right angles from the first leads.

"A gentleman from the Sherbrooke diggings told me 'he assisted in testing the quartz taken from one claim, and that, with the labor of six men for three months, they had 10 tons of quartz that would yield \$400 to the ton, and 23 tons that would yield about half of that, or perhaps \$140 per ton. The owner of the next claim believed that he had done as well as his neighbour, though he had not employed so much labor.'"

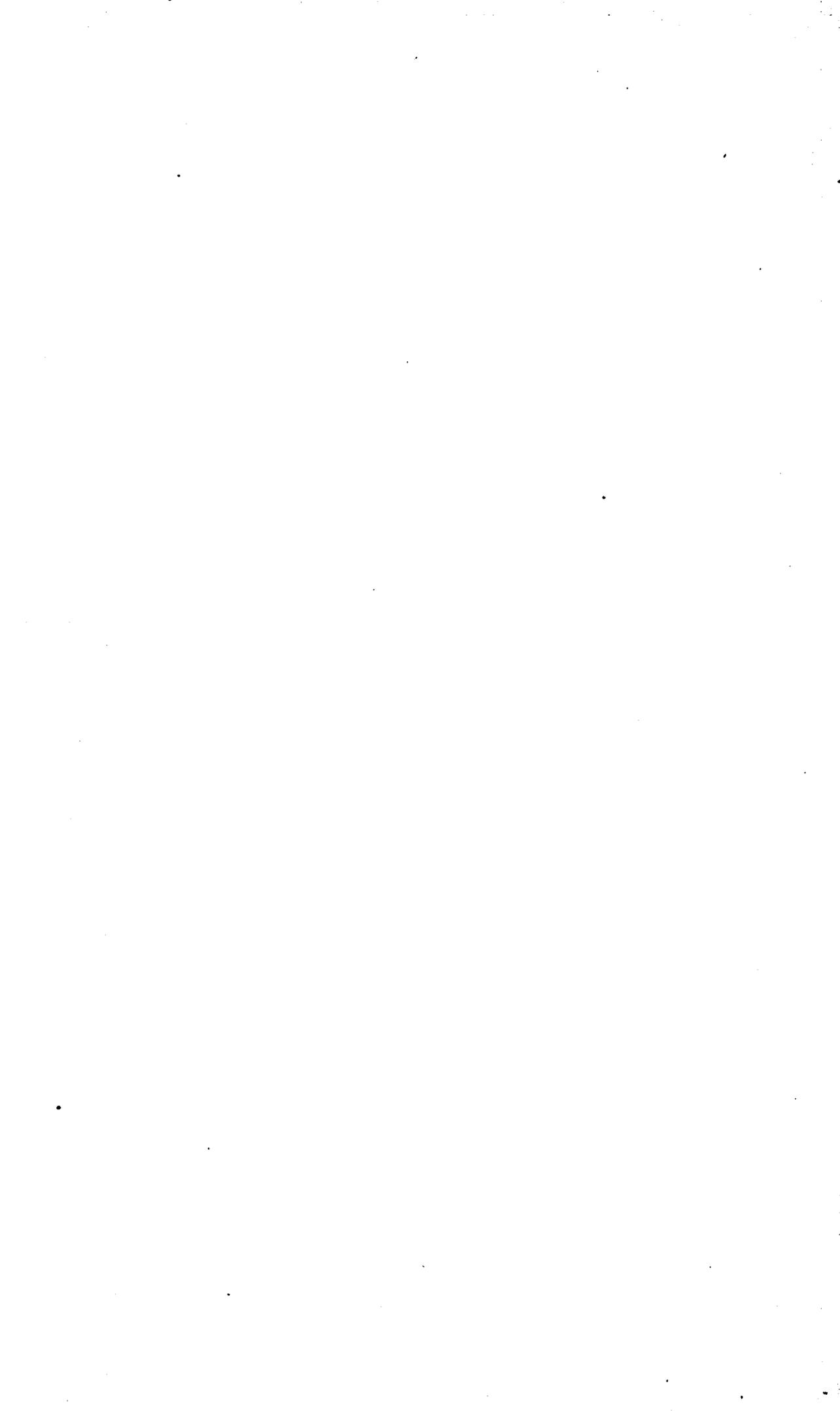
It is worthy of note, that the cheapness of all the necessaries of life at the diggings of Nova Scotia is unexampled. The price of provisions in 1861 at Tangier was lower than in the city of Halifax.

The following is a list of prices of provisions at Tangier in 1861:—Fresh Beef, 3d. per lb.; Mutton, 3d per lb.; Flour per bbl., 28s.; Butter, fresh, 10d. per lb.; Potatoes, 1s. 8d. per bushel; Hemlock Boards, 30s. per M. feet; Firewood per cord, 8s.

Prices mentioned in the Catalogue are in sterling.

R. G. HALLIBURTON, *Secretary.*

March 31st, 1862.



APPENDIX No. 36.

APPOINTMENTS AND DISMISSALS.

Return of all Public Officers dismissed by the Government of Nova Scotia, from February 24th, 1857, until the change of Government in Feb'y., 1860.

| Date. | Person Dismissed. | County. | Office. | Salary. | Successor. | Cause of Removal. |
|--------------|--------------------|--------------|-------------------------------|----------------------|-------------------|-------------------|
| 1857—May 6 | David Rogers, | Cumberland, | Collector, | \$80 and commission, | James McNab, | Special Cause. |
| 6 | Robert Troop, | Annapolis, | " | 60 | James H. Thorne, | do. |
| 8 | W. Thompson, | Lunenburg, | Deputy Crown Land Surveyor, | Fees, | John Lawson, | do. |
| 8 | Thomas Logan, | Cumberland, | do. | " | Charles D. Roach, | do. |
| 16 | Alex. Hamilton, | Shelburne, | do. | " | John Furth, | do. |
| 27 | Edwd. McDonald, | Pictou, | Registrar of Deeds, | \$60 00 | John Ferguson, | do. |
| June 18 | John Lombard, | Colchester, | Post Office, Tatamagouche, | 6 00 | James McLearn, | do. |
| 18 | George Lockwood, | Kings, | Way Office, Canning, | 8 00 | W. H. Harris, | do. |
| 18 | Angus McDonald, | Inverness, | " Broad Cove, | 80 00 | Donald McLeod, | do. |
| 18 | W. Fraser, | Pictou, | " Durham, | 340 00 | Morrison Ross, | do. |
| July 6 | R. Huntington, | Yarmouth, | Post Office, Yarmouth, | 40 00 | A. C. Robbins, | do. |
| 14 | C. T. Wylde, | Guysborough, | " McNair's Cove, | 180 00 | Miss J. Headley, | do. |
| 14 | O. Whitaker, | Halifax, | Letter carrier, | Fees, | D. Silverthorne, | do. |
| 15 | E. H. Franchville, | Guysborough, | Chief Inspector Pickled Fish, | \$200 and commission | James A. Tory, | do. |
| Nov 16 | T. D. Dickson, | Cumberland, | Collector, | 2000 00 | James Ratchford, | do. |
| | Hon. J. B. Uniacke | Halifax, | Commissioner Crown Lands, | 8 00 | S. P. Fairbanks, | do. |
| 1858—Jan. 12 | R. Y. Morris, | Cumberland, | Way Office, Advocate Harbor, | Fees, | N. B. Morris, | do. |
| April 9 | Lewis Jenk, | " | Coroner, | | F. Jackson, | do. |

Return of all Public Officers dismissed, &c.—(Continued.)

| Date. | Person Dismissed. | County. | Office. | Salary. | Successor. | Cause of Removal. |
|--------------|-------------------|-------------|--------------------------------|----------------------|------------------|-------------------|
| May 6 | W. Kidston, | Victoria, | Post Office, Baddeck, | 153 00 | R. Elmsley, | Special Cause. |
| 13 | J. R. Howard, | Cumberland, | Way Office, Ratchford's River, | 8 00 | Joseph Elderkin, | do. |
| 25 | Wm. Ross, | Victoria, | Justice of the Peace, | Fees, | J. McLeod, | |
| 29 | J. F. Sweet, | Hants, | Supervisor of great roads, | Commissions, | S. Palmer, | |
| August 25 | James Forman, | Halifax, | Railway Engineer, | \$3750 00 | James Laurio, | |
| 30 | Hon. J. McCully, | " | Judge of Probate, | Fees, | W. Sutherland, | |
| 30 | Robert Chambers, | " | Clerk of Works, | | | |
| | W. Raymond, | Yarmouth, | Collector, | \$80 and commission, | E. Perry, | |
| 1859—July 31 | Wm. Geldert, | Lunenburg, | " | Ditto. | J. Harley, | do. |
| Nov. 14 | E. Lockwood, | Kings, | Collector, | \$80 & commission, | E. Rand, | do. |
| Dec. 10 | W. H. Lovitt, | do. | Revenue officer, | 40 00 | Thomas Lovitt, | do. |
| 20 | Edward Duckott, | Halifax, | Cashier Savings Bank, | 1200 00 | G. P. Lawson, | do. |
| 1857—May 1 | Benjamin Nilker, | Lunenburg, | Light House Keeper, | 400 60 | John Wolf, | do. |
| October 1 | J. K. Howard, | Cumberland, | do. do. | 320 60 | John Peters, | do. |
| 16 | Robert King, | Kings, | do. do. | 232 00 | Jas. Lockwood, | do. |
| Nov'r 15 | Gaius Lewis, | Cumberland, | do. do. | 320 60 | John Fowler, | do. |
| | Roderick McLean, | do. | Shoriff, | Fees, | J. J. Kerr, | do. |

Provincial Secretary's Office, Halifax, February 27th, 1864.

A Return of the Names of all persons dismissed from Office, and of the persons appointed in their stead, with the dates, counties, and titles of Office during the years 1860, 1861, and 1862.

| Dates. | Dismissals. | Counties. | Appointments. | Title of Office. |
|----------------|--------------------|--------------|------------------------|--|
| 1860. | | | | |
| Feb'y. 10 | Hon. James McNab, | Halifax, | Hon. Jonathan McCully, | Chairman Railway Board. |
| Feb'y. 14 | Alpin Grant, | Do. | Edwd. A. McDonald, | Queen's Printer. |
| | William Condon, | Do. | Matthew McKenna, | Superintendent of Light Houses. |
| | Peter S. Hamilton, | Do. | George Whidden, | Registrar of Deeds. |
| March 26 | A. C. Robbins, | Yarmouth, | Richard Huntington, | Postmaster. |
| April 18 | Ebenezer Rand, | Kings, | Edward Lockwood, | Collector, Port Cornwallis. |
| May 15 | Adam McKenzie, | | George W. A. Lowden, | Supervisor of Great Road. |
| June 6 | James McNab, | Cumberland, | David Rodgers, | Collector of Colonial Duties. |
| | James A. Tory, | Guysborough, | Edward H. Franchville, | Chief Inspector pickled fish. |
| Sept. 18 | John McNeil, | Victoria, | Donald McLeod, | do. |
| Nov. 3 | S. S. Thorne, | Halifax, | Hugh Munro, | Chairman Board of Works. |
| | Thomas Lovett, | Kings, | Elijah Rockwell, | Officers for protection of Provincial Revenue. |
| | George P. Lawson, | Halifax, | George Rockwood, | Cashier Savings' Bank, and 1st Clerk R. G. Office. |
| Dec. 14 | George P. Lawson, | | Edward Duckett, | Keeper of Cross Island Light House. |
| Nov. 1 | Jacob Smith, | | Henry King, | do. Black Rock do. |
| Aug. 16 | John Crotty, | | John Margeson, | do. Apple River do. |
| 1861, June 30 | John Fowler, | | Gaius Lewis, | do. Devil's Island do. |
| March 4 | Edward Bowen, | | Benjamin Fulke, | Superintendent Railway work and Department. |
| | James R. Mosse, | Halifax, | Miss E. Turner, | Sherbrooke Way Office. |
| 1860, April 30 | George Ross, | Guysboro', | Nathaniel Churchill, | Tusket do. |
| May 30 | James M. Lent, | Yarmouth, | Beniah Spinney, | Melvorn Square do. |
| June 30 | Joseph Goucher, | Annapolis, | Mr. A. Davidson, | Berwick Post Office. |
| | J. M. Parker, | Kings, | Alexander Fraser, | Durham Way Office. |
| | George McLeod, | Pictou, | Richard Fraser, | Mill Brook do. |
| | M. G. Ross, | | Hugh McCallum, | Brookfield do. |
| Sept. 30 | E. C. Gourley, | Colchester, | | |

A Return of the Names of all persons dismissed, &c.—(Continued.)

| Dates. | Dismissals. | Counties. | Appointments. | Title of Office. |
|---------------|---------------------|-------------|-------------------|-------------------------------------|
| 1860—Sept. 30 | John Michie | Cumberland | —Darrow | Goose River Way Office. |
| Oct. 31 | L. McDougall | Inverness | W. A. McKean | Whycocomagh do. |
| | Daniel Duff | Cape Breton | Anthony Martell | Main-a-dieu do. |
| | W. Fullerton | Cumberland | G. Fullerton | Halfway River do. |
| Dec. 31 | Donald McKenzie | Richmond | Hector Murcheson | Grand River do. |
| | Peter Paint | Cape Breton | Matilda Brownard | Ship Harbour Post Office. |
| | Edward Kempton | Queens | R. G. Freeman | Milton do. |
| June 20 | D. McKenzie | Pictou | Angus McKay | Rogers Hill Way Office. |
| | Angus Sutherland | Do. | | Planeield do. |
| | William Ruby | Do. | | Saw Mill Brook do. |
| 1861—Jan. 31 | Mrs. Grace Phillips | Cumberland | Mary E. Howson | River Philip Post Office. |
| March 31 | C. Graham | Colchester | W. T. McKay | Earlton Way Office. |
| June 30 | W. A. Morse | Lunenburg | Daniel Waterman | Bridgewater Post Office. |
| | W. Holdsworth | Colchester | W. F. Boggs | Lower Stowiacke Post Office. |
| | Roderick Henderson | Pictou | Harriet Fullerton | Sutherland River Way Office. |
| | H. Kerr | Halifax | | Clerk; Halifax Post Office. |
| | C. H. Hamilton | Do. | | do. do. |
| | George Craig | Do. | | Letter carrier Halifax Post Office. |
| | Alexander Church | Do. | | Messenger do. |
| | Matthew Campbell | Do. | | Warehouse Locker. |
| | Michael Rudolf | Do. | | Do. do. |
| | W. A. G. McKay | Do. | | Tide Waiter. |
| | John Drummond | Pictou | | Do. |
| | Matthew Donahoe | Halifax | | Do. |
| | Robert Miller | Do. | | Do. |
| | Richard Hitchins | Do. | | Seal Islands, Light House Keeper. |
| | John A. Stella | Do. | | Port Mulgrave Post Office. |

| | | | | |
|---------------|-------------------|-------------|---------------------------|--|
| 1861—April 10 | M. Potty | Antigonishe | W. H. Harrington | Tracadie Way Office. |
| Sept. 25 | James H. Liddell | Lunenburg | John E. Stewart | Sec. and Treas. to Committee of Hospital for Insane. |
| Nov. 16 | Charles J. Lordly | Inverness | James Lawrence | Collector, Port Chester. |
| 1862—May 28 | John McRao | Queens | Nathaniel Freeman | Do. Margaree. |
| Aug. 19 | John Carten | Guysboro' | John A. Taylor | Registrar of Deeds. |
| May 31 | William Hartshorn | Annapolis | James Gates | Deputy Commissioner Crown Lands. |
| 1863—Jan. 28 | Samuel E. Stone | Halifax | W. A. Chipman | Officer for protection of Revenue. |
| | William Fish | Digby | Stearns Jones | Keeper of Provincial Penitentiary. |
| | H. D. Ruggles | Colchester | George Campbell | Collector, Colonial Duties. |
| 1861—Sept. 25 | John Burnyont | Guysborough | Edward H. Franchville | Registrar Court of Probate. |
| 1860 | Murdoch McLean | Halifax | | High Sheriff. |
| 1860—Aug. 11 | Daniel Gilbert | Cumberland | Supers. by Sam. O'Donnell | 2nd C., Provincial Secretary's Office. |
| May 16 | Charles D. Roach | Hants | George F. McDonald | Deputy Surveyor Crown Lands. |
| 1861—April 10 | Jos. Geo. Dimock | Shelburne | Alexander Hamilton | Do. do. |
| 1862—June 27 | Benjamin Smith | Pictou | Peter Ross | Do. do. |
| 1860 | John Firth | Victoria | Donald Ross | Do. do. |
| | James Holmes | Halifax | | Steward for Insane Asylum |
| | G. H. Gesner | Do. | | Stewardess do. |
| | Amos Black | Victoria | | Justice of the Peace. |
| | Mrs. Black | Annapolis | | Do. do. |
| | James Sparling | | A. Kirkpatrick | Railway Agent, Shubenacadie. |
| | Elias Grimes | | J. H. Hodson. | Do. Windsor Junction. |
| | G. H. Gibbs | | | Clerk of Works, Hospital. |
| | B. McGuire | | | Firemen do. |
| 1860—May 31 | Christopher Dart | | | Farmer do. |
| 1861—Jan. 26 | Jeremiah Quirnan | | | Carpenter do. |
| 1860—July 1 | James Graham | | | Gardner do. |
| 1859—Jan. 19 | Clark Bates | | | Watchman do. |
| 1860—April | John Foley | | | Do. do. |
| June | John Cahill | | | |
| 1862—Decr. 1 | Joseph Brown | | | |

Secretary's Office, 18th February, 1864.

Return of all persons dismissed from office since the formation of the present Government, their residence, offices, dates and causes of removal, salary, and the names of their successors.

APPENDIX No. 36.—APPOINTMENTS AND DISMISSALS.

| Date. | Person dismissed. | County. | Office. | Salary. | Successor. | Cause of Removal. |
|--------------|-------------------|-------------|-------------------------|----------------|------------------|---------------------------------|
| 1863—June 26 | H. McIntyre | Cape Breton | W. O., Bridgeport | \$10 00 | A. Carman | Office removed |
| 29 | Wm. Fisher | Colchester | W. O., Stewiacke | 10 00 | C. Putnam | Upon petition |
| | S. Creelman | Halifax | Chief Gold Commissioner | 2000 00 | P. S. Hamilton | Head of Department |
| | H. Muir | " | Chairman B'rd. of Works | 1000 00 | E. Brown | " |
| | Thos. Morrison | Colchester | Intendant agent | 800 00 | Hon. H. G. Piché | " |
| | M. McKenna | Shelburne | Stip. Light Houses | 1000 00 | J. H. Kendrick | Superseded former officer |
| | G. W. A. Lowden | Pictou | Sup. Great Roads | Commissions | A. McKenzie | To reinstate former officer |
| | Geo. Whidden | Halifax | Registrar Deeds | Fees | W. H. Keating | Superseded |
| | W. T. Townsend | " | Gauger | \$600 00 | S. Caldwell | Special cause |
| | James Kerr | " | Revenue officer | 800 00 | W. Cragg | " |
| | D. Rogers | Cumberland | Collector | \$80 and com. | James McNab | To reinstate former officer |
| | R. McCully | " | " | " | J. W. Delaney | Special cause |
| | A. Munro | Victoria | " | " | John McNeill | Office removed |
| | A. McPherson | Pictou | Tide waiter | \$180 00 | A. G. McKay | To reinstate former officer |
| | T. Henderson | Annapolis | P. O., Annapolis | 260 00 | W. Ruggles | Special cause |
| | A. M. Gidney | " | " | 184 00 | O. Hoyt | " |
| | John Naylor | Halifax | Com. Treasury Notes | Commission | C. H. M. Black | To constitute majority on board |
| | W. Acklitt | " | Clerk | \$400 00 | John Drummond | Office abolished |
| | W. McLaren | " | Excise department | \$1.25 per day | Robert Miller | To reinstate former officer |
| | T. W. McDonald | " | " | " | E. Kempton | " |
| | James Collie | Queens | P. O., Milton | \$72 00 | Alex. Lawson | Superseded |
| | R. Huntington | Yarmouth | Yarmouth | 360 00 | James Purcell | To reinstate |
| October 5 | Alex. Fraser | " | Col. Light Duties | 600 00 | R. McDougall | Non-resident |
| | G. C. Lawrence | Inverness | Registrar Probato | Fees | C. H. Rigby | Official irregularities |
| | Geo. McKay | Cape Breton | Collector | \$80 and com. | | |

APPENDIX No. 36.—APPOINTMENTS AND DISMISSALS.

| Date. | Person dismissed. | County. | Office. | Salary. | Successor. | Cause of Removal. |
|--------------|-------------------|-------------|------------------------|---------------|---------------------|-----------------------------|
| 1863—Oct. 8 | W. J. McKay | Colchester | W. O., Earltown | \$20 00 | Angus McLeod | Superseded former officer |
| | A. Atkinson | Cumberland | " Maccan | 16 00 | Wm. Harrison | Office off main road |
| 10 | Miss Howson | " | P. O., River Phillip | 52 00 | Mrs. J. O. Phillips | To reinstate former officer |
| 15 | N. Oxner | Lunenburg | W. O., Dublin Shore | 8 00 | R. M. Curry | Office removed |
| 29 | E. Lockwood | Kings | Collector | \$80 and com. | E. Rand | To reinstate former officer |
| 30 | R. Fraser | Pictou | W. O., Mill Brook | \$14 00 | M. G. Ross | Special cause |
| Oct. 1 | John McLeod | Queens | Light House Keeper | 400 60 | Thos. Eaton | Request of P. M. G. |
| 6 | D. Silverthorne | Halifax | Letter Carrier | 360 00 | Wm. Doyle | Office abolished |
| | Wm. Bell | " | Clerk | 600 00 | | To reinstate former officer |
| | S. Howard | Cumberland | Light House Keeper | 320 60 | John Fowler | " |
| | Mrs. Davison | Kings | P. O., Berwick | 60 00 | J. M. Parker | " |
| 15 | W. McKee | Lunenburg | W. O., Conquerall | 8 00 | James Keizer | Inability to public |
| 19 | John Thereau | Digby | " Belleveau | 10 00 | U. Bellaveau | Drunkness |
| 31 | R. Forsythe | Kings | " Gasperaux | 12 00 | S. Caldwell | Site not convenient |
| Nov. 14 | R. C. Grant | " | Light House Keeper | 240 80 | W. Welsh | Special cause |
| | J. C. Margeson | " | " | 400 40 | John Croft | To reinstate former officer |
| 16 | Henry King | Lunenburg | " | 400 60 | Jacob Smith | " |
| | L. Knaut | " | P. O., Mahone Bay | 70 00 | Geo. Dupont | Special cause |
| | Amos Loyt | " | Collector | \$80 and com. | O. D. Madir | " |
| | S. O. Campbell | Victoria | P. O., Chester | \$96 00 | Ada Smith | " |
| | W. Anderson | Halifax | Sup. St. Paul's Island | 760 60 | D. McNeill | Insubordination |
| | John E. Stewart | Lunenburg | Dep. Gold Commissioner | Fees | J. D. VanBuskirk | Special cause |
| | W. Hart | Guysboro | Collector | \$80 and com. | D. E. Dimook | Superseded former officer |
| | A. F. Halliburton | Victoria | " | \$200 00 | Jas. Marshall | Special cause |
| | N. Gibbons | Cape Breton | " | \$80 and com. | W. Kidston, Jr. | " |
| Dec. 29 | Alex. Cameron | Pictou | High Sheriff | Fees | H. P. Hill | " |
| 1864—Jan'y 1 | Eben Taylor | Cumberland | P. O., Durham | \$90 00 | D. McCoull | Special cause |
| Feb'y 1 | Robert Currie | Shelburne | W. O., Maccan | 16 00 | George Dickinson | Site not convenient |
| | George Cragg | Shelburne | W. O., New Canaan, | 8 00 | W. Horkins | do. |
| | A. Archibald | Pictou | W. O., Ragged Islands | 8 00 | George Wall | do. |
| | | | P. O., River John | 52 00 | John Cameron | Special cause |

Return of persons dismissed from office, &c.—(Continued.)

RAILWAY DEPARTMENT.

| Date. | Person dismissed. | County. | Office. | Salary. | Successor. | Cause of removal. |
|--------------|-------------------|------------|--------------------------|--------------|---------------------------------------|-----------------------------|
| 1863—June 30 | F. Howe | Halifax | Clerk Freight Department | \$320 00 | R. McDonald | Neglect of duty |
| July 8 | W. Faulkner | do. | Road master | 2 25 per day | W. Meikle | To reinstate former officer |
| | J. b Harvey | do. | Station master | 250 | R. McLarren | Special cause |
| Oct'r 1 | C. b. Boggs | Colchester | Station master | 200 | George McIlhenney | Neglect of duty |
| | | | CROWN LAND DEPARTMENT. | | | |
| | G. F. McDonald | Hants | Dep'ty Crown Land Surv'r | Fees | Benjamin Smith | To reinstate |
| | John P. Lawson | Lunenburg | do. | do. | James H. Hood | Special cause |
| | Peter Ross | Pictou | do. | do. | James Holmes | To reinstate |
| | Alex. Hamilton | Shelburne | do. | do. | John Furth | To reinstate |
| | W. Anderson | Halifax | do. | do. | { C. W. Fairbanks J. D. VanBuskirk | Special cause |
| | | | INSANE ASYLUM. | | | |
| | R. Walker | Halifax | Carpenter | | | Office abolished |
| | A. McDonald | Halifax | Attendant | | | Special cause |

Provincial Secretary's Office, Halifax, February 18th, 1864.

Return of all appointments to office made since the formation of the present Government, including those which do not as well as those which do appear in the Gazette, with the names, offices, and dates.

- 1863.
- June 11. James McDonald, Pictou, Commissioner of Railways.
Alpin Grant, Halifax, Queen's Printer.
- " 12. Alexander McNaughton, Shelburne, Judge of Probate.
James McKeagney,
Hon. W. A. Henry,
Hon. John McKinnon, } Commissioners for deepening Harbour of
Daniel McDonald, } Antigonishe.
W. J. Beck,
Donald McKenzie,
- " 26. Albert Carman, W. O. Bridgeport.
G. P. Thomson, Kings, W. O. Renfrew.
- July 3. James H. Tupper, Cape Breton, Medford.
- " 6. Hector McNeill, do Marion Bridge.
William Gillies, do Arasaig.
- " 23. Hon. John Creighton, Lunenburg, Member Executive Council.
- " 27. Angus McKenzie, Victoria, W. O. North River Bridge,
Donald McDonald, W. O. Big Bras d'Or.
- " 29. Christina Putnam, Colchester, P. M. Stewiacke.
Valentine Chisholm, Antigonishe, P. M. Manchester Road.
Donald Chisholm, Antigonishe, P. M. Black River.
P. S. Hamilton, Halifax, Chief Gold Commissioner.
Frederick Brown, Kings, Chairman of Board of Works.
Hon. H. G. Pineo, Cumberland, Immigration Agent.
Captain James O'Brien, Halifax, Commander schr. "Daring."
Capt J. H. Kendrick, Shelburne, Superintendent Light Houses.
Hon. J. W. Johnston, Halifax, Notary Public.
Hon. W. A. Henry, Antigonishe, do.
Alexander McFarlane, Cumberland, do.
Hon. John Creighton, Lunenburg, do.
John L. Tremaine, Inverness, do.
Joseph Coombs, Halifax, do.
- Avard Longley, Annapolis, }
Abraham Hebb, Lunenburg, } Commissioners for Agricultural Ex-
George Hamilton, Kings, } hibitions, District No. 3.
Hon. S. L. Shannon, Halifax,
Hon. J. Creighton, Lunenburg,
- James H. Thorne, Annapolis, Deputy Secretary, &c.
Adam McKenzie, Supervisor of Great Roads.
W. H. Harris, Pictou, }
Robert Trotter, Antigonishe, } Committee for Agricultural Ex-
John J. Marshall, Guysboro', } hibitions, District No. 4.
Hon. A. Macfarlane, Cumberland,
" John McKinnon, Antigonishe,
- W. H. Keating, Halifax, Registrar of Deeds,
Samuel Caldwell, Halifax, Gauger and Proof Officer.
Wm. Cragg, Halifax, Revenue Officer.
A. G. Jones, Halifax, }
John Doull, Halifax, } Commissioners for new Provincial Building
A. Croucher, Halifax, Coroner.
G. P. Mitchell, Halifax, Commissioner Poor's Asylum,
James McNab, Cumberland, Collector, Pugwash.
J. W. Delaney, do do Amherst.
Wm. Levesconte, Richmond, Commissioner St. Peter's Canal.
E. P. Flinn, Richmond, do do.
John McNeill, Victoria, Collector, Kelley's Cove.

1863.

- July 29. John Dunn, Richmond, Revenue Officer.
 D. Mattheson, Pictou, Trustee, Pictou.
 D. McDonald, do. Commissioner Pilots.
 A. G. McKay, do. Tide Waiter and Seizing Officer.
 J. B. Fraser, do. Coroner.
 W. H. Moody, Yarmouth, Custos.
 W. E. Ruggles, Annapolis, P. M. Annapolis.
 Charles Hoyt do. Bridgetown.
 S. S. Thorne do., Collector, do.
 Stannage Jacobs, Lunenburg, Health Officer.
 C. H. M. Black, Halifax, Commissioner Treasury Notes.
 Thomas Rees, Queens, }
 T. R. Patillo, do. }
 Mat. McLearn, do. } Commissioners for deepening Liverpool
 Richd. Mulhall, do. } harbor.
 Saml. Freeman, do. }
 Jas. R. DeWolf, do. }
- Aug. 1. John D. Livingstone, Antigonishe, Post Master, Livingston's Cove.
 Hugh McInnis, do. do. Point of Cape.
 5. Andrew McLearn, Guysboro', do. Wine Harbor.
 Edward Kempton, Queens, do. Milton.
 Alexander Lawson, Yarmouth, do. Yarmouth.
 Rev. George M. Grant, Halifax, Governor Dalhousie College.
 Andrew McKinlay, do. do. do.
 Charles Robson, do. do. do.
 James McDonald, do., Notary Public.
 T. K. Bent, Cumberland, do.
 James Purcell, ——— Collector Light Duties.
 James H. Hood, Lunenburg, Deputy Surveyor.
- Aug. 5. R. McDougall, Inverness, Registrar of Probate.
 Malcom McLeod, Inverness, Justice of the Peace.
 Charles H. Rigby, Cape Breton, Collector, Glace Bay.
 Rev. John Read, Cumberland, }
 Rev. D. McKinnon, do. } Commissioners of Schools, Parrsboro'
 Rev. James Palmer, do. } District.
 Edward Vickery, do. }
 A. A. Black, do. Justice of the Peace.
 Thomas Roach, do. do.
 Hiram Black, do. do.
 A. A. Black, do. Commissioner for taking affidavits,
 Cyrus Bent, do. do. do.
 J. F. DeCarteret, Richmond, Justice of the Peace.
 S. Donovan, junr. do. do.
 W. G. Ballam, do. do.
 Thomas LeNoir, jr., do. do.
 Hector Murchison, do. do.
 Rev. Dr. Cameron, do. Commissioners Schools.
 William LeVesconte, do. do.
 Rev. H. Gillis, Antigonishe, do.
 Rev. A. McGillivray, do. do.
 Rev. A. McDonald, do. do.
- Aug. 8. Angus McLeod, Colchester, Way Office, Earltown.
 W. Harrison, Cumberland, do. Maccan.
 10. A. P. Bradley, do. Postmaster, Parrsboro'.
 N. Moses, Yarmouth, Justice of the Peace.
 Charles Steel, do. do.
 Frederick Hilton, Yarmouth, do.
 Mrs. J. C. Phillips, Cumberland, Postmaster, River Philip.
 Charles Fairbanks, Halifax, Deputy Crown Land Surveyor.

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- Aug. 10 M. Monaghan, Halifax, Clerk of Works.
 C. H. Harrington, Cape Breton, Justice of the Peace.
 P. Mullins, do. do.
 B. Gouthreau, do. do.
 E. P. Archibold, do. do.
- Sept. 15. R. M. Curry, Lunenburg, Way Office, Dublin Shore.
 N. Neville, Way Office, Getzon's Point.
 25. Mary McKenzie, Victoria, Way Office, North River Bridge.
 29. Wm. Holdsworth, Colchester, Postmaster, Lower Stewiacke.
 R. Newcomb, Lunenburg, do. Bridgewater.
 Isaac Blair, Colchester, do. Tatamagouche.
 Charles Twining, Halifax, Queen's Counsel.
 William Sutherland, do. do.
 James R. Smith, do. do.
 Hon. R. B. Dickey, Cumberland, do.
 C. F. Harrington, Richmond, do.
- Sept. 29. Alexander Campbell, Inverness, Notary Public.
 George Starratt, Annapolis, Trustee Minister's Lands.
 D. W. Landers, do. Collector, Margaretville.
 Elias Grimes, do. Justice of the Peace.
 Andrew Brown, do. do.
 James Gates, do. do.
 M. Anderson, do. do.
 Asaph Marshall, do. do.
 Thomas Curran, Hants, Coroner.
 V. P. Wallace, Guysboro', Collector, Port Mulgrave.
 Ebenezer Rand, Kings, do Cornwallis.
 John Fullerton, do. Commissioner Cornwallis Bridge.
 H. Cameron, Inverness, Justice of the Peace.
 H. McDonald, do do.
 Wm. Grant, do do.
 Alex. Campbell, do do.
 H. M. Moyle, Lunenburg, Commissioner Agricultural Exhibition No. 3.
 Robert Doull, Pictou, Commissioner Pilots.
 J. McLearn, Hants, Justice of the Peace.
 H. B. Murphy, do do
 S. S. Barbrick, do do
 W. Blake, do do
 A. B. Smith, do do
 Donald McKay, do do
 Daniel Blois, do do
 James Thompson, do do
 Samuel Blois, do do
 H. H. Blois, do do
 John Sim, do do
 J. J. Scott, do do
 Charles Boggs, do do
 John Urquhart, do do
 W. H. Withrow, do do
 J. B. Wallace, do do
 G. P. Thompson, do do
 John Graham, do do
 J. Hennigan, do do
 J. B. North, do do
 William Davison, do do
 George Cochran, do do
 Nelson Murphy, do do
 P. Constantine, do do
 James Simpson, do do

1863.

- Sept. 30. Maria Stoddart, Annapolis, Way Office, Stoddart's.
M. G. Ross, do Mill Brook.
- Oct. 1. Wm. Merry, Lunenburg, do Ovens.
6 Wm. Doyle, Halifax, Letter Carrier.
1 Thos. Eaton, Queens, Light House, Liverpool.
15 John Fowler, Cumberland, Light House, Apple River.
Capt. Hatfield, Queens, W. O., Brooklyn.
J. M. Parker, Kings, P. M., Berwick
- 19 John Stubbs, Cumberland, Notary Public.
S. G. Rigby, Halifax, do.
E. C. Cowling, Annapolis, do.
B. H. Harrington, Halifax, do.
Thomas Butler, Cape Breton, Justice of the Peace.
Edward Outram, do. do.
John Fergusson, do. Commissioner for relieving Insolvent Debtors.
Samuel Brookman, do. Commissioner for Pilots.
John Muggah, do. do.
Angus McLeod, Colchester, Justice of the Peace.
Edward M. Potter, Digby, do.
R. D. Clarke, Halifax, do.
Edward Leahy, do. do.
Wm. Compton, do. do.
J. McCulloch, do. do.
John A. Bowles, Kings, Commissioner Schools.
James Dechman, Lunenburg, Justice of the Peace.
Rev. James Breeding, Commissioner Schools.
S. McGregor, Pictou, do.
William Stewart, Pictou, do.
A. McKenzie, do. do.
Richard Tanner, do. Justice of the Peace.
James A. Hatfield, Yarmouth, do.
Chas. B. Owen, do. Member of Board of Health.
James Murray, Jr., do. do.
James F. More, Queens, Deputy Crown Land Surveyor.
- 20 Joseph Wilcox, Halifax, Way Office, Oldham.
23 G. W. MacElhenney, Colchester, Way Office, Brookfield.
26 James Keizer, Lunenburg, do, Conquerall Bank.
28 R. L. Weatherbe, Halifax, Notary Public.
Rev. J. J. Quinan, Yarmouth, Commissione Schols, Argyle.
" Wm. McLeod, do do do
" John M. Gay, do do do
" Chas. Knowles, do do do
" Anthony Martell, do do do
Israel Harding, do do do
Enos Gardner, do do do
Wm. Hatfield, Jr., do do do
J. J. Robinson, Antigonish, Judge of Probate.
Rufus Black, Cumberland, Justice of the Peace.
George Ross, Lunenburg, Coroner.
Rev. W. M. Godfrey, Annapolis, School Commissioner, W. District.
" J. J. Ritchie, do do do
" D. S. Gordon, do do do
" Isaiah Wallace, do do do
" Henry DeBlois, do do do
" C. Lockhart, do do do
T. W. Chesley, do do do
W. M. Weatherspoon, do do do
Wm. Wright, do do do
J. Ditmars, do do do

1863.

| | | | | |
|---------|----------------------------|---------------------|--------------------------|-------------------------------------|
| Oct. 28 | B. M. Goldsmith, | Annapolis, | School Commissioner, | W. District. |
| | D. Whitman, | do | do | do |
| | Wm. Dargie, | do | do | do |
| | R. W. Longley, | do | do | do |
| | George Runciman, | do | do | do |
| | Rev. Geo. Armstrong, | do | do | E. District |
| | “ Thomas H. Davies, | do | do | do |
| | “ N. Viditoe, | do | do | do |
| | “ W. G. Parker, | do | do | do |
| | “ Dr. Robertson, | do | do | do |
| | “ H. P. Almon, | do | do | do |
| | “ P. Murray, | do | do | do |
| | R. Fitzrandolph, | do | do | do |
| | Ambrose Bent, | do | do | do |
| | Charles Whitman, | do | do | do |
| | Abner Sanders, | do | do | do |
| | J. Woodberry, M. D., | do | do | do |
| | John Eagar, | do | do | do |
| | Boyd McGee, | do | do | do |
| | Jesse Oakes, | do | do | do |
| | Charles Lordly, Lunenburg, | do | do | Coroner. |
| | Henry Alders, | do | do | |
| | Dr. Fixott, Richmond, | do | do | |
| | E. G. Flinn, | do | do | Commissioner for taking affidavits. |
| 30 | G. McKenzie, | Way Office, | New Campbelltown. | |
| 31 | Urban Belliveau, | Digby, | Way Office, | Belliveau. |
| Nov. 1 | Wm. Welsh, | Light House Keeper, | Sand Point. | |
| 2 | Thomas O'Brian, | Way Office, | Beaver River. | |
| 3 | Mrs. M. Archibald, | do, | Alma, | Middle River. |
| 6 | Andrew Murphy, | Halifax, | General Post Office. | |
| 14 | James Brennan, | Hants, | Way Office, | Indian Road. |
| | S. Caldwell, | Kings, | Way Office, | Gaspereaux. |
| 16 | John Crotty, | do, | Light House Keeper, | Black Rock. |
| | Jacob Smith, | Light House Keeper, | Crop Island. | |
| 25 | T. K. DeWolf, | Cumberland, | Post Office, | Halifax. |
| | George W. Cock, | Colchester, | Commissioner Sewers. | |
| | F. Webber, | Halifax, | Justice of the Peace. | |
| | John E. Shatford, | Halifax, | do | |
| | Geo. J. Richardson, | do | do | |
| | Wesley Hay, | do | do | |
| | George Shields, | do | do | |
| | George Dauphiney, | do | do | |
| | James E. Shatford, | do | do | |
| | John Belcher, | Kings, | do | |
| | John E. Ells, | do. | do | |
| | Rev. Charles Elliott, | Pictou, | Commissioner of Schools. | |
| | Rev. James Bayne, | do | do | do |
| | Rev. A. W. Herdman, | do | do | do |
| | Rev. A. Sutherland, | do | do | do |
| | Rev. Alex. McKay, | do | do | do |
| | James Crichton, | do | do | do |
| | William Gordon | do | do | do |
| | Donald Cameron | do, | Justice of the Peace. | |
| | W. Patterson, | Shelburne, | do | do |
| | James C. Clarke, | do | do | do |
| | G. A. Crowell, | do | do | do |
| | Vincent Nickerson, | do | do | do |
| | Michael Wrayton, | do | do | do |
| | Dr. Clarke, | do, | Coroner. | |

- 1863.
- Nov. 25 Rev. John Moody, Yarmouth, School Commissioner.
- 30 Ada Smith, Lunenburg, Post Office, Chester.
 George Duncan do do Mahone Bay.
 John R. Wallace, Halifax, Cashier Savings' Bank.
 T. F. Knight do Clerk Receiver General's Office.
 D. J. McNeil, Victoria, Superintendent St. Paul's Island,
 S. L. Morse, Annapolis, Notary Public.
 R. Fitzrandolph, Annapolis, Trustee Minister's Land.
 Archibald Livingston, Cumberland, Justice of the Peace.
 Patrick Beard, do do do
 William Moffatt, do do do
 M. C. Halliday, do do do
 James Higgins, do do do
 J. D. VanBuskirk, Halifax, Deputy Gold Commissioner.
 Ezekiel Sibley, do Justice of the Peace.
 Wm. F. Knight, do do
 James S. Morse, Kings, Trustee School Lands.
 Daniel Dimock, Lunenburg, Collector, Chester.
 Charles D. Madir, do do Mahone Bay.
 James Marshall, Guysboro, Collector.
 James Purcell, do Justice of the Peace.
 Peter Stalker, Shelburne, do
 William McKay do do
 Joseph Watters, do do
 Jesse Dexter, senr. do do
 John G. W. Dale, do do
 W. Herkins, do do
 W. Kidston, Victoria, Custos and Justice of the Peace.
 J. D. VanBuskirk, Halifax, Deputy Crown Land Surveyor.
- Febr. 9. Joseph Hart, Victoria, Commissioner of Schools.
 Wm. Kidston, jr., Victoria, do
 Rev. K. McKenzie, do do
 Rev. John Shaw, do do
 John McLellan, do do
 Alexander Munro, do do
 D. B. McNab, do do
 W. Kidston, jr., do, Collector Baddeck.
 Murray Elliott, Annapolis, Justice of the Peace.
 Dr. L. V. Parker, do Coroner.
 John W. McLeod, Victoria, Justice of the Peace.
 David Corbet, do do
 Ingraham Carey do do
 John McLeod, do do
 Donald McLeod, do do
 Duncan Morrison, do do
 Angus McLeod, do do
- 23 S. G. Archibald, Colchester, Notary Public.
 W. B. Fairbanks, Halifax, Commissioner Board of Works.
 C. E. Leonard, Cape Breton, Collector, Sydney.
 D. McKeen, do, Deputy Crown Lands Surveyor.
- 29 R. F. Black, Cumberland, Way Office, West Branch River Philip
 D. L. G. DeBlois, Annapolis, Health Officer.
 Alex. McLeod, Colchester, Justice of the Peace.
 George Johnston, do do
 Daniel Eaton, do do
 J. J. Hamilton, do do
 David Ramsay, do do
 Simeon H. Blair, do do
 R. G. Rutherford, do do

1863.

- Dec. 29 J. M. Creelman, Colchester, Surveyor of Shipping.
 J. S. Sawyer, Halifax, High Sheriff.
 Peter Bonnett, Annapolis, do
 John K. Viets, Digby, do
 Joseph Shaw, Yarmouth, do
 Thomas Johnston, Shelburne, do
 J. W. Scott, Queens, do
 John H. Kaulback, Lunenburg, do
 C. H. Blanchard, Colchester, do
 W. H. Harris, Pictou, do
 E. H. Franchville, Guysboro', do
 H. P. Hill, Antigonishe, do
 John L. Hill, Cape Breton, do
 John F. Fuller, Richmond, do
 Geo. C. Lawrence, Inverness, do
 J. T. Ingraham, Victoria, do
 R. McLean, Cumberland, do
 Joseph Allison, Hants, do
 John M. Caldwell, Kings, do
 James M. Richardson, Halifax, Clerk in Revenue Office.

1864.

- Jany. 1. Duncan McCoull, Post Office, Durham.
 Mrs. Robert Chisholm, Way Office, Pomquet Forks.
 Feby. 1. David Hoeg, Way Office, Lower Maccan.
 George Dickinson, Cumberland, Way Office, Maccan.
 15. W. Herkins, Way Office, New Canaan.
 George Wall, Shelburne, Ragged Islands.
 3. W. A. Morse, Annapolis, Trustee of Ministers land.
 P. C. Hill, Halifax, Justice of the Peace.
 John Kelly, do Deputy Gold Commissioner.
 C. L. Roberts, Cumberland, Collector, Apple River.
 Donald McKay, Richmond, Justice of the Peace.
 Isidore LeBlanc, do do
 Henry Richard, do do
 Daniel McDonald, Pictou, do
 John B. Noonan, do do
 M. T. Smith, do do
 Donald McKay, do do
 John McKenzie, do do
 Alexander McKay, do do
 Alex. McDonald, do do
 John Cameron, do do

RAILWAY DEPARTMENT.

1863.

- June 20. Roderick McDonald, Clerk in Freight Department.
 Hugh McIntosh, Hants, Ticket Agent.
 D. Hallisay, Halifax, do.
 R. McLarren, do. Station Master, Mount Uniacke.
 John McDonald, Colchester, Ticket Master, Shubenacadie.
 S. Fisher, do. Freight Agent, Truro.
 George McIlhenny, do. Ticket Master, Brookfield.
 William Meikle, Roadmaster.



APPENDIX No. 37.

INDIAN AFFAIRS.

Crown Land Office, 1st February, 1864.

SIR,—

As Commissioner for Indian Affairs, I have not much out of the ordinary transactions of the department to bring to the notice of the Government.

The funds which were placed at my disposal by the Legislature at its last session, have been generally applied to the purposes provided by the law. The usual quantity of blankets and clothing have been distributed with particular regard to the numbers scattered over the Province, and I have been aided in the work by gentlemen who readily consented to ascertain the wants and condition of the Indians in their neighborhood, in order that the poor and feeble might not be overlooked.

In very few instances, and in those only requiring immediate help, have I varied the charity from the purpose proposed by the Legislature. Accidents as well as extreme sickness occasionally call for relief and it has been afforded with discretion.

An abstract of my accounts will be found herewith. The increased price in the market of all woollen as well as cotton manufactures as compared with 1862, has added ten per cent. to the cost of the blankets, but by the favor of His Excellency the Administrator of the Government I was enabled to purchase from the Commissariat one hundred coats at 2s. 6d. sterling each, which were gladly received by those amongst whom they were distributed.

I have retained a balance to meet any exigencies that may arise in the course of the winter; and in order to invite applications for relief in extreme cases I addressed to the several gentlemen above referred to the circular which is annexed. It will therefore be perceived that every care is taken to protect from extreme suffering those whose necessities are the greatest.

It is with some difficulty that I can follow the changes of residence incidental to the migratory habits which are well known to prevail amongst the tribe. If any are overlooked it is to be attributed to this cause. I have in some individual cases met the difficulty. As a general rule I find it better to make distributions at their homes, where they have less temptation to sell what is given to them.

The action of the department has not been entirely confined to the purposes of charity, but also to the furtherance of those measures connected with the large reservations of land made for their benefit, which have already been approved by the Government. With the exception of Cumberland, where the heads of ten families have concurred in the proposal to attempt a settlement, I have found little inclination to change their usual mode of life. The example afforded by one district in Cape Breton where comparative success has attended the agricultural pursuits of some of their number, does not appear to have much influence over the others who are scattered over the Island; but I still entertain the hope that efforts will be continued to overcome their indifference, and that more may be led to follow a more settled occupation. The title to the land intended to be set apart for them would give to each family the exclusive enjoyment of one hundred acres, quite sufficient for a farm.

The recommendation of the committee of the House during its last session, that a tract of land should be purchased for the Indians in the county of Pictou, has been carried out, and they are in possession of it. There were no reserves in that

county, and hence the necessity of providing a home for them, which I believe has afforded much satisfaction.

Owing to the increased amount of business during the past year I have been unable to adopt some other suggestions of the committee respecting the Indian reserves ; but there was no immediate necessity for doing so. I trust that during the current year some further progress will be made in pursuing the policy which seems to be generally approved with respect to the Indian lands.

The fund reserved for the special benefit of the Indians is gradually increasing and will amount to a considerable sum, when all the proceeds of lands already sold have been realized. It is important to preserve this fund intact, as a means of assistance and encouragement to those who will cultivate the land. The supply of agricultural implements and some aid in purchasing stock, will have a tendency to attract them to the soil, and much may be done in that way by the judicious counsel of those who have an influence over them.

I believe, that I may safely affirm that, all the Indian Reserves are now placed beyond dispute. I have had the lines in several instances traced out, and the bounds permanently fixed, and every care is taken to protect them from encroachment.

I have the honor to be,

Sir,

Your obedient servant,

SAMUEL P. FAIRBANKS,
Indian Commissioner.

To the hon. the Provincial Secretary.

Abstract of account and payments for supplies to Indians, 1863 and part of 1864.

| | |
|--|-----------|
| Amount at credit 31st December, 1862, | \$144 66 |
| Grant by Legislature for 1863, | 1200 00 |
| | <hr/> |
| 1863. | \$1344 66 |
| Feby. 7. Paid Freeman Noel, Indian, by order of the Government, | \$8 00 |
| March 12. Paid Noel, Jeddore, | 8 00 |
| April 20. Paid A. M. Cochran per account, | 42 14 |
| Paid John McKinnon, Esq., freight, 1861, | 1 20 |
| Paid lame Indian, | 0 50 |
| Paid freight to Windsor, | 0 40 |
| Novr. Paid John McKinnon, Esq., freight, 1862, | 1 00 |
| Nov. 30. Paid Messrs. Duffus & Co., blankets; | 975 00 |
| Dec. 7. Paid Commissariat for coats, | 62 50 |
| Paid Messrs. Duffus & Co., blankets, | 49 53 |
| Jany. Paid Do. do. do. | 30 05 |
| | <hr/> |
| | 1181 32 |
| | <hr/> |
| Balance, | \$163 34 |

SAMUEL P. FAIRBANKS,
Indian Commissioner.

1st February, 1864.

Distribution of Blankets and Coats.

| Name of Agents. | Residence of Indians. | Blankets. | Coats. |
|--|-----------------------|-----------|----------|
| Hon. John McKinnon, | Antigonishe, | \$60 00 | 8 00 |
| Rev. James Townshend, | Amherst, | 30 00 | 4 00 |
| Archibald Patterson, Esq., | Tatamagouche, | 10 00 | 2 00 |
| Dr. Leslie, | Annapolis, | 50 00 | 5 00 |
| P. L. Burnham, Esq., | Windsor, | 50 00 | 5 00 |
| James D. Purdy, Esq., | Digby, | 50 00 | 6 00 |
| Rev. Thomas Sears, P. P. | Pictou, | 90 00 | 10 00 |
| Patrick Flynn, Esq., | Liverpool, | 36 00 | 4 00 |
| Dominic Farrel, Esq., | Dartmouth, | 36 00 | |
| Hon. John Creighton, | Lunenburg, | 24 00 | 4 00 |
| Judge Dodd, | Sydney, C. B., | 170 00 | 18 00 |
| Henry Martell, Esq., | Arichat, | 40 00 | 4 00 |
| L. McDougall, Esq., | Whycocomah, | 40 00 | 5 00 |
| Alexander McRae, Esq., | Middle River, C. B., | 20 00 | 4 00 |
| Christopher Jost, Esq., | Guysboro', | 10 00 | 2 00 |
| James Wallace, Esq., | Port Mulgrave, | 30 00 | 4 00 |
| James Lyons, | Kentville, | 30 00 | 3 00 |
| Rev. Ed. Kennedy, P. P. | Shubenacadie, | 40 00 | 6 00 |
| Charles Blanchard, Esq., | Truro, | 10 00 | 2 00 |
| J. M. Parker, Esq., | Berwick, Kings, | 6 00 | |
| Joseph Browner, Esq., | Tangier, | 4 00 | |
| Cornelius White, Esq., | Shelburne, | 10 00 | 4 00 |
| Bernard McGuire, | Junction, | 5 00 | |
| Robert Allan, Halifax Basin, | | 16 00 | |
| Henry Piers, | St. Mary's, | 3 00 | |
| Levi W. Eaton, | Canning, Kings, | 6 00 | |
| By Commissioner to transient Indians, | Halifax and country, | 24 00 | |
| | | <hr/> | <hr/> |
| | | \$900 00 | \$100 00 |

SAMUEL P. FAIRBANKS,
Indian Commissioner.

1st February, 1864.

Halifax, N. S., November 1863.

SIR,—

1. I have requested Blankets for distribution amongst the Indians within your Province, to forward to you hoping that you will aid me in the judicious disposal of them.

2. The number of Indians within the Province were estimated, by the last census, at 1400, consequently it is not in my power, out of the sum annually granted, to meet the demands of every individual. Care should be taken, therefore, to discriminate between those who, from sickness or infirmity, require relief, and those who can, by their own labor, provide for themselves. In cases of extreme destitution, I shall be glad to meet any recommendation of yours for additional aid, so far as the funds at my disposal will admit.

3. As it is very desirable to afford information to the Legislature, both as to the numbers and places of abode of the Indian families within the several districts of the Province, I will thank you, as early as you can find it convenient, to report to me the several localities where they are encamped, and the names of the several heads of families, with the number of their children, within your specifying, also, those to whom you have given Blankets. It would also aid me in preparing my Report, if you would afford me some general information as to the condition of the Indians, their means of obtaining a livelihood through the winter, and whether their wants might be better supplied by a different appropriation of a portion of the funds. I shall thankfully receive any suggestions that may be offered. The law at present confines the expenditure to blankets and clothing.

4. I am informed that some of the Indians are in the habit of selling their blankets. This should be checked, if possible. I will therefore thank you, when distributing them, to caution the recipients as to the future, otherwise they can expect no further supply.

5. If you think that there are any amongst the Indians who would be willing to settle upon a lot of land and cultivate it, please inform me. Some portions of the Indian reserves have already been appropriated to this object, and it is desirable to encourage the further settlement of them.

I am, sir,

Your obedient servant,

SAMUEL P. FAIRBANKS,
Indian Commissioner.

To

REPORT OF COMMITTEE ON INDIAN AFFAIRS.

The Committee on Indian Affairs have had before them the report of the Chief Commissioner, accompanied with various other documents upon which they beg leave to report as follows :

Your committee had before them Indian delegates, representing the views of their tribe, from the Island of Cape Breton, and after hearing them at some length gave them a written paper, which is embodied as a part of this report, and which is as follows :—

“The committee on Indian affairs desire to state for the information of Messrs. Paul Christmas, Michael Christmas, and Paul Andrews, Delegates from the Indians in the Island of Cape Breton, that whenever an Indian is desirous of obtaining a title to his land he may make his application to the chief Indian Commissioner, who will with as little delay as possible instruct the County Surveyor to lay off the same and return a plan to the Commissioner, who will send his title to the applicant, with a plan of his lot—said title and plan to be registered in the county where the land is situated.

“Indians to have such titles as will enable them to sell their lands to each other, but not to white people.

“The committee would recommend the Council of Public Instruction to establish schools among the Indians whenever a certain number of them are settled and evince a desire for public instruction in their settlements.

“The money collected from the sale of such portion of the Indian Reserves as have already been sold to be applied for the encouragement of Indians to settle and become industrious farmers.

“The committee are aware that the delegates came to Halifax under considerable expense and loss of time, and would therefore recommend that the Government (out of the Provincial treasury) grant them a sufficient sum—say one one hundred and thirty-seven dollars and twenty cents—to pay them for all the expenses they have incurred in their mission to the city.

“The delegates may understand that they are to make this information as public as possible among their people, and that every encouragement will be given by the Government through the Indian Commissioner to all Indians who may from time to time settle on the lands set apart for them for that purpose.”

Your committee have carefully read the report of the chief Commissioner, and approve of the manner in which he appropriated the provincial grant of 1863, and would now desire his attention to that part of last year's report touching the Indian Reserves in Queens county, and trust that during the coming summer the recommendations then made will be carried into effect.

The committee will not advise the selling of any more Indian reserves without due investigation, and certainly not without the unanimous concurrence of the Indians interested therein.

The Cape Breton Indians disapprove of the funds arising from the sale of their lands being used for the purchase of lands for the Pictou Indians. Your committee would therefore recommend that the purchase of said land become a charge upon the province, and the amount paid out of the Indian reserve fund to be again restored as part of said fund.

By the act of 1859 concerning “Indian Reserves,” all monies paid into the Receiver General's Office from the sale of Indian lands is to bear interest at the rate of six per cent. The Committee would propose that at the end of every year the Commissioner would make up a statement shewing the amount of money on hand from every settlement, with the interest thereon,—the money due each

settlement from the sale of said lands to be kept as a separate fund for the Indians residing within the district where the lands were sold. By the said act, leases and conveyances are to be made out by the Commissioner; and your Committee think that all titles to Indians should be made free of charge; and if a charge be necessary for that purpose, that it should be paid by the Province, and not out of the Indian fund, and also that the expense of making out titles to such portions of the Indian Reserve as may be disposed of shall not be charged against the Indian fund.

That the Indian fund should be preserved for the purpose of encouraging Indians to settle and become industrious farmers; to assist in procuring such implements of husbandry and domestic animals as the Commissioner may from time to time deem necessary.

By information placed before the Committee, it is shewn that there are ten thousand four hundred and fifty-seven (10457) acres of "Indian Reserves" in the Island of Cape Breton; and the portion in each county is as follows:

| | | | | | |
|--------------|---|---|---|-------|-------|
| Inverness, | - | - | - | 3421 | acres |
| Victoria, | - | - | - | 2955 | " |
| Cape Breton, | - | - | - | 2800 | " |
| Richmond, | - | - | - | 1281 | " |
| | | | | 10457 | |

By lists handed to the Committee by the delegates from Cape Breton, there are twenty-two Indian families in Victoria, and twenty-nine in Inverness; and the reserved lands in these counties would give to each head of family in Victoria one hundred and thirty-six acres, and in Inverness one hundred and nineteen acres. There is sufficient land of excellent quality and favourably situated in each of the counties of the Island of Cape Breton as with judicious management would place the Indians in comparative comfort and independence.

These accounts were placed before the Committee:

| | | | | | |
|--------------------------|---|---|---|-----|----|
| H. H. Reade, Windsor, | - | - | - | \$9 | 00 |
| Dr. Parker, Halifax, | - | - | - | 2 | 00 |
| Rev. Mr. Quinan, Queens, | - | - | - | 11 | 50 |

These sums we recommend being paid out of the Provincial grant.

Originally, the Indians at Pomket county, of Antigonishe, had one thousand acres of reserved lands. Of this, four hundred and seventy-five were granted to private individuals at the price paid for Crown Lands. The Committee would direct that the money received from the sale of said lands be set apart as a small fund for the benefit of the Pomket Indians.

In order that every encouragement should be given to Indians to forsake their migratory habits, and settle on the lands, and become tillers of the soil, your Committee would recommend that whenever an Indian builds a house and barn on his lot and becomes a permanent settler, and forsakes his former mode of living, he should be treated in every respect as a British subject—to pay taxes, and when having a legal title to his land, he should be allowed to vote at elections, providing he should conform to such rules as the Government may consider necessary before extending the franchise to Indians.

JOHN MCKINNON, Chairman.
WILLIAM ROSS,
PETER SMYTH,
C. J. CAMPBELL,
C. R. BILL.

We cannot agree to the 4th clause on the grounds that we conceive the Indian lands were originally granted for the benefit of Indians throughout the Province, and not for any particular section of them. In the county of Pictou the Indian population is larger than that of any other county, except, perhaps, that of Cape Breton; and we are of opinion that the Indians of Pictou are entitled to a fair proportion of the provision afforded by the funds arising from the sale of any portion of the large quantity of lands set apart for Indians in the Island of Cape Breton.

We also think it would be unwise to change any provision for these people in the Provincial funds, while we have at our disposal means specially designed for their relief.

As to the land already paid out of this fund, we can see no reason for changing the appropriation already made for that purpose by the former committee of the House, and think it would be a misappropriation of the public funds to refund the money from the Provincial treasury.

DONALD FRASER,
ROBERT ROBERTSON.



APPENDIX No: 38.

RECRUITING FOR U. S. ARMY.

(COPY.)

Washington, April 8th, 1864.

SIR,—

I have the honor to transmit to Your Excellency a copy of a despatch which I have received to-day from Her Majesty's Consul at Boston, respecting a scheme for engaging persons in Canada and Nova Scotia to come to this country as laborers, the real object of which is (as the Consul believes) to obtain recruits for the United States Army.

I have, &c.,

(Signed)

LYONS.

His Excellency Major General DOYLE, &c., &c.

(COPY.)

Her Majesty's Consulate, Boston, 5th April, 1864.

MY LORD,—

I have the honor to report that some parties called at my office this morning and stated that they were about to hire in Canada and Nova Scotia three hundred laborers, to work at some patent brickworks here, and wanted my certificate that it was a bona fide transaction. They feared their agent might be molested if he had not some British official papers to shew that his mission was a proper one. I refused to give any such document, and did not disguise from them that it was clear to me this was one of the schemes for recruiting the United States army, and that I should consider myself culpable if in any way, even indirectly, I aided in deluding the poor men they were going to employ in their alleged patent brick making.

I venture to suggest that if this were brought to the knowledge of the Provincial Governments it might be of service, and prevent some of the border people being deluded.

I have, &c.,

(Signed)

F. LOUSADA.

MY LORD LYONS.



APPENDIX No. 39.

WRECKED SEAMEN.

(COPY.)

(Nova Scotia.—No. 1.)

Downing Street, 11th April, 1864.

SIR,—

I have the honor to transmit to you, for your information and guidance, a copy of a letter, with its enclosures, from the Board of Trade, accompanied by a telescope, which their Lordships have awarded to Captain James Lorway, the master of the "Valorous," for his humanity in the rescue of the crew of the steamer "Flora."

I have to request that you will cause this telescope to be presented to Captain Lorway as a testimonial of the opinion entertained by Her Majesty's Government of his conduct.

I have, &c.,

(Signed)

EDWARD CARDWELL.

The Officer Administering the }
Government of Nova Scotia. }

MR. BOOTH TO THE UNDER SECRETARY OF STATE.

(COPY.)

Board of Trade, Whitehall, 2nd April, 1864.

SIR,—

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you for the information of Secretary His Grace the Duke of Newcastle, the accompanying copy of a letter addressed to the Registrar of Seamen by Mr. Thomas, late commander of the steamer *Flora*, on the subject of the rescue of himself and crew from the wreck of that vessel by the brig *Valorous*, of Sydney, C. B., British North America, together with a copy of a letter addressed by him to this department.

In laying these letters before the Duke of Newcastle, I am to request you will inform His Grace that My Lords have awarded the accompanying telescope to Captain James Lorway, the master of the *Valorous*, in acknowledgment of his humanity to the persons in question; and they request that it may be forwarded for presentation to him in such manner as His Grace may think fit.

I am to add that My Lords have desired the Shipping Master at Halifax to pay the owners of the *Valorous* the sum of £50, to repay them the value of the hoops thrown overboard, and for the deviation, etc., of their vessel in order to land the rescued persons at Bermuda.

I have, &c.,

(Signed)

JAMES BOOTH.

THE UNDER SECRETARY OF STATE, }
Colonial Office. }

CAPT. THOMAS TO THE REGISTRAR GENERAL OF SEAMEN.

(COPY.)

18 Ridley Road, Dalton, N. E.,
February 27th, 1864.

SIR,—

In answer to yours of this day, referring to the loss of the Steamer *Flora*, I beg to inform you that we were rescued by the brigantine *Valorous*, on the 10th of January, at 5 p. m., at the Island of Bermuda, the crew consisting of 49; that we went on board in our own boats, taking what provisions we could save from the *Flora*, and that the deck load of the *Valorous*, consisting of wood hoops and cask heading, was thrown overboard to make room for my crew; and that no greater amount of risk was incurred by the crew of the *Valorous*, and the Captain, Lorway, did all in his power for our comfort and convenience. We saw the *Flora* go down stern foremost about half an hour after we left her.

I am, &c.,

T. J. THOMAS,
Late Commander *Flora*.

To the Registrar General of Seamen.

CAPT. THOMAS TO BOARD OF TRADE.

(COPY.)

18 Ridley Road, Dalton, N. E.,
March 17th, 1864.

SIR,—

In answer to yours of the 16th inst., referring to the subject of the brigantine *Valorous*, and the number of wooden hoops and cask heading thrown overboard for the accommodation of myself and crew of the Steamer *Flora*, I beg to say that to the best of my judgment there was about one hundred and fifty (150) bundles of hoops, valued at 5s. each, would amount to

| | | |
|-----|----|---|
| £37 | 10 | 0 |
| | 5 | 0 |
| | | |
| £42 | 10 | 0 |

and 100 pieces of heading at 1s. each,

This is the nearest estimate I can arrive at, as I am not aware that any accurate account was taken as they were thrown overboard. I feel much gratified that my Lords have rewarded Captain Lorway for his exertions and detention.

I am, &c.,

T. J. THOMAS,
Late Commander Steamer *Flora*.Secretary Marine Department, }
Board of Trade, London. }

APPENDIX No. 40.

RECORD COMMISSION.

REPORT OF COMMITTEE ON RECORD COMMISSION.

The Committee on the Record Commission beg leave to report as follows :—

They have had under consideration the report of the Commissioner, J. B. Akins, Esq., containing a statement of his operations since his last report in the year 1861 ; and have also had a personal conference with him on the matters referred to in his report.

They have much pleasure in stating that the duty which was assigned to him by the House of Assembly has been most ably and carefully discharged, and that his labors in connection with it are now drawing to a close. So soon as he completes the index of the public grants, which he has now in hand with some few other matters of a public character, the commission will be at an end.

A very valuable body of public documents, connected with the history of the Province, has thus been collected and bound, and now lies on the shelves in the Legislative Library. As these volumes are open to the public, and liable to injury from exposure, the committee recommend that suitable book cases, with glass doors, should be procured, and put-up in the small room adjoining the Library, and between it and the Council Chamber, and these documents placed there under lock and key, of which the Librarian shall be the custodian.

The Commissioner in his report suggests the propriety of having suitable selections made from these documents, and a small volume published containing them. With reference to this, the Committee think it advisable that the more important of these documents, particularly those in a frail condition and of great historical value, be published so as to preserve them more effectually for historical purposes. They find that this course has been adopted by the States of New York, Pennsylvania, Massachusetts, and Rhode Island, in reference to their colonial manuscripts, and that important information has thus been preserved which otherwise must have perished by lapse of time. They would therefore recommend that the Record Commissioner be directed to make such a selection ; and that the Government be authorised to cause the publication of such documents to be made provided the selections be contained in a single octavo volume of a moderate size.

S. L. SHANNON, Chairman.
J. G. BOURINOT,
A. G. ARCHIBALD.



APPENDIX No. 41.

MARTIN I. WILKINS' PETITION.

REPORT ON PETITION OF MARTIN I. WILKINS.

The committee to whom was referred the petition of Martin I. Wilkins, praying additional compensation for his labour in revising the Provincial Statutes in 1858, beg leave to report that a committee of your honorable House reported in the year 1860 on a similar petition, and recommended that Mr. Wilkins should receive an additional sum of seventy-five pounds, which report the House, by a similar majority, refused to adopt.

Your committee having learned that Mr. Wilkins had prepared a valuable index for said Revised Statutes, which was not used, and believing that he has not been sufficiently remunerated for his labour, beg leave to recommend that Mr. Wilkins receive an additional sum of two hundred dollars, and be required to hand over to the Government the index referred to, as it may prove of considerable value in completing the work now in progress.

H. BLANCHARD,
Chairman.

Halifax, April 27th, 1864.



APPENDIX No. 42.

FIRE INSURANCE COMPANIES.

REPORT OF SELECT COMMITTEE ON BILL RELATING TO FOREIGN FIRE INSURANCE COMPANIES.

The Committee to whom was referred the bill relating to Fire Insurance companies not incorporated by our local acts, beg leave to report as follows :

The bill is a transcript of part of the provisions of the Canadian act on the same subject. The Canadian act is still more stringent in its provisions.

Similar regulations with regard to foreign companies appear to have been adopted in several of the United States.

Under the clauses which the Legislature has always insisted on inserting in our local incorporations for fire assurances, a large sum of money must be paid up and invested in securities before the company can go into operation. This affords the public a guarantee of the solvency of the company.

No such guarantee is afforded by a foreign company, which, without capital or responsibility, may undertake here the business of fire assurance, and underbid and drive out the responsible offices.

It is alleged that if the policy of restriction and protection is sound, it ought to be applied to all alike ; at all events that our own people ought not to be placed under more rigorous restrictions in reference to any mercantile enterprize, than are imposed on foreigners. There is great force in this argument.

At the same time, it must be admitted that the effect of the proposed legislation might be to drive from the Province some respectable offices now doing business here—offices considered responsible, and which have met large losses with the most commendable promptitude. Such an effect would be injurious in two ways.

It would tend to raise the premiums on property by diminishing the number of offices competing for the business.

It would tend, and this in the opinion of the committee would be more injurious than the other, to localise in Halifax offices the risks taken on Halifax property, so that in the case of any great disaster by fire in the city, it would diminish the value of the security to the policy holders. The business of insurance requires the distribution of risks, and a large company, with sufficient capital, doing business over a wide area, affords the best security in case of any extensive local fire.

Under all these circumstances, your committee, though strongly in favour of adopting some policy to secure the community against unsubstantial offices, do not feel justified in recommending the House to pass this bill during the present session. They feel the less hesitation in taking this course because it is conceded by the promoters of the bill that there is no reason to suspect the solvency or responsibility of any of the offices now doing business here, but they make this report with the view of preparing the offices for the policy which the Legislature may hereafter think fit to adopt.

All which is respectfully submitted.

ADAMS G. ARCHIBALD, Chairman.

Committee Room, April 19th, 1864



APPENDIX No. 43.

REPORTING.

REPORT IN PART OF COMMITTEE ON REPORTING AND PRINTING.

The Committee on reporting and printing report in part as follows :—

Your Committee have met and considered the subject of reporting the debates of this House, and connected therewith, a proposal made through the Chairman by Mr. John G. Bourinot to your Committee, which is herewith reported, and have adopted the same—the work to be done to the satisfaction of the Committee during the sitting of the Legislature and of the Government for the then remaining portion of the contract to be performed.

Your Committee therefore recommend the said proposal to the favorable consideration of the House.

W. A. HENRY, *Chairman.*
CHARLES TUPPER,
WILLIAM ANNAND,
THOMAS CALDWELL,
JOHN LOCKE,
AVARD LONGLEY,
JOHN TOBIN.

February 8th, 1864.

Halifax Reporter Office, 8th February, 1864.

SIR,—

I beg leave to submit through you to the Committee the following proposition for reporting the debates of the House of Assembly.

I shall engage to publish the debates in the *Colonist*, *Chronicle*, and *Reporter* at the average rate of five columns an issue. It will be my endeavor to bring the debates up every week, so as to ensure their rapid and regular publication. Of course, in order to do this, I shall be obliged, at times, to condense very materially; but this condensation, on the whole, will make the reports far more readable. Particular attention will be given to the reporting of those local matters in which the members (of the country districts especially) are naturally interested. I will also engage to furnish one hundred and fifty copies of a pamphlet containing the reports as they appear in the papers; this pamphlet will also contain an index on all the subjects discussed in the House, which will be found especially useful for reference.

The cost of the service will be the same as heretofore, £550. This sum, indeed, is small, and will give the chief reporter, after deducting all expenses, no more than is received by the second Clerk of the Assembly, whose duties are far less onerous.

I remain, Sir,

Yours respectfully,

JOHN GEORGE BOURINOT.

Hon. Solicitor General, Chairman of Committee on Reporting, &c.



APPENDIX No. 4.

LITTLE GLACE BAY.

REPORT OF SELECT COMMITTEE ON CADOGAN'S PETITION.

The committee to whom has been referred the petition of Patrick Cadogan and others, of Little Glace Bay, in the county of Cape Breton, beg leave to report as follows :

It appears that the Glace Bay Mining Company was incorporated in 1862 ; since then they have made a harbor, chiefly on private lands, where none existed before, which has been accomplished by the expenditure of much money. From that cause, and the continued large operations of the company, many persons have been induced to settle at those mines and vicinity.

Parties interested in trade have, as it appears in the memorial before the committee, met with objections from the company to land their merchandize, &c. ; but on referring to the said act of incorporation they find in its seventh clause that " the public shall at all times after the completion of the harbor, &c., have the right to use the same, paying such tolls as shall be fixed by the Legislature."

The committee are also desirous to state that the Crown Land Department has reserved in the immediate neighborhood of the said mines a convenient place for a public landing.

Your committee therefore consider, having due regard for the legal rights of the company, that the public interest can be better consulted by now requesting the special leave of the House to introduce a bill to give the right to all persons to land and ship cargoes at Little Glace Bay Mines, except coal, on the payment of dockage and tolls to the said company, at such rates as may be approved by the Governor in Council.

All which is respectfully submitted.

J. G. BOURINOT,
JOHN TOBIN,
WILLIAM MILLER.

Committee Room, March 4th, 1864.



APPENDIX No. 45.

PENITENTIARY.

REPORT OF PENITENTIARY COMMITTEE, 1864.

The Committee on the Penitentiary beg leave to report that they have visited and carefully examined the establishment ; that at the end of the year there were 40 male prisoners and 2 female prisoners ; that they have examined the accounts, and find that, including the salaries for the different officers, with other contingent expenses, that there has been expended, up to December 31st, 1863, the amount of

\$8,840 58½

Against this there is to the credit of the establishment,

716 97

Leaving the cost of the establishment for the year to the Province, \$8,123 41½

The Committee recommend that the main sewer be enlarged, as it is not sufficient to carry off the slops from the cook and wash-houses. The drain at present is so small, that the sewerage accumulates in a cesspool in the main building, creating an effluvia both disagreeable and unwholesome.

The Committee would also recommend, if practicable, that a larger supply of water should be had, both for the cleanliness of the prison and the comfort of the prisoners. They believe the water can be had at small expenses, by making a reservoir on top of the hill, and leading it by pipes into the building.

They also consider that it is necessary that the main building should be finished. The number of cells at present are not sufficient, as spare cells are necessary for the confinement of refractory criminals. As the building was originally planned for a third tier of cells, the roof is beginning to sag for want of the support which this tier of cells would give.

The wharf is in a very bad condition, and almost impracticable for vessels to lie at for the discharge of coals and wood for the use of the building.

The Committee approve of the general cleanliness and order throughout the establishment, and noticed with great interest the school which has been established, and observed a degree of emulation among the prisoners, which shows they appreciate the advantages bestowed upon them.

They would also recommend that the matron's salary be increased from eleven dollars a month to fifteen dollars a month, as they consider she is very poorly paid for the amount of labour performed.

The Committee think it necessary that a code of rules, for the general government of the institution, should be printed and hung up in the building.

All which is respectfully submitted.

LEWIS W. HILL, *Chairman.*
CHARLES ALLISON,
EZRA CHURCHILL,
W. O. HEFFERNAN,
ANDREW COWIE,
F. R. PARKER,
ALEXANDER MCKAY.



APPENDIX No. 46.

NAVIGATION SECURITIES.

REPORT FROM COMMITTEE ON NAVIGATION SECURITIES.

The committee on Navigation Securities beg leave to report as follows :

They have had under consideration the despatches between Lord Normanby and the Duke of Newcastle relative to the light at Sambro, and have attentively considered a lengthened report from Captain Kendrick, the Superintendent of Light Houses, bearing date 9th April, 1864, upon that subject, and they recommend that the improved light suggested in the later part of his report be adopted. The cost, as represented by Captain Kendrick, will not exceed \$1100, and the light at Sambro being of large importance they consider that amount would be well expended, more particularly as, if any future improvement be decided upon, the lamps will be useful in other light houses in the province.

Your committee have considered the subject of placing a light house on Little Hope, and recommend that a light be placed there.

Your committee have also had under consideration the correspondence between Vice Admiral Sir Alexander Milne and Lord Normanby, relative to a proposed fog horn to be erected at the entrance to Halifax harbor, with the report of Commander Malcom, R. N., in command of H. M. S. *Barracouta*, upon the usefulness of the fog horn off Partridge Island, at the entrance of the harbor of St. John, New Brunswick, and are of opinion that the cost and expense of such an object would be small in comparison to the great advantages to be derived from such a desirable safeguard to the entrance of vessels to the harbor of Halifax, where, in addition to the vessels engaged in Provincial trade, so many of Her Majesty's ships of war, becoming now more essential to our security and protection, are continually entering.

All which is respectfully submitted.

M. ROBICHAU, Chairman.
C. J. CAMPBELL,
GEO. WHITMAN,
A. MCKAY,
JOHN LOCKE.

Committee Room, 21st April, 1864.



APPENDIX No. 47.

LAND DAMAGES.

REPORT OF COMMITTEE ON LAND DAMAGES.

The Committee on Land Damages beg leave to report :

That they have investigated the claims made for lands taken in alteration of the great road leading from Truro to Amherst, and charges for fencing the same, and have had before them an award duly certified by three legally appointed appraisors; and said award being objected to by a former committee, in consequence of the road not being completed, but the sum of \$1000 having been granted by this Legislature, together with a sum subscribed by the inhabitants in the county of Colchester, leaves no doubt on the minds of your committee that said road will be completed, and recommend payment as follows, being one-half amount appraised :

| | |
|---------------------|---------|
| To John N. Spencer, | \$4 00 |
| James Fyffe, | 7 00 |
| A. G. Archibald, | 9 00 |
| R. N. B. McLellan, | 9 00 |
| Appraisors Fees, | 2 25 |
| | <hr/> |
| | \$31 25 |

All of which is respectfully submitted.

GEORGE WHITMAN, Chairman.
JAMES W. KING,
HENRY BALCOM.



APPENDIX No. 48.

C. J. CAMPBELL'S PETITION.

REPORT FROM COMMITTEE ON PETITION OF CHARLES J. CAMPBELL.

The Committee to whom was referred the petition of Mr. Charles J. Campbell, in reference to an application for a mining license, beg leave to report as follows :

That it appears from the evidence before your committee, that the petitioner, through his agent, the Hon. Mr. Kenny, on the 14th September, A. D., 1861, applied at the Crown Land office for a license to search for mines and minerals in Cape Breton, but was not then prepared with the requisite description of the required area, nor was the locality in which it were sought to be obtained defined. It is, however, alleged by Mr. Campbell's agent, that it was understood between himself and the Commissioner of Crown Lands, at the time of his application, that the former might consider such application complete, so far as the payment of the necessary fee of \$20 was concerned, and in other respects, and that when he was prepared with the description, the petition of Mr. Campbell would be filled in as of the above date. But this statement is denied by Mr. Fairbanks as contrary to the business usage of his office, which, in all similar cases, requires the immediate payment of the money.

On the 21st of October following a description of the area required by Mr. Campbell was presented at the Crown Land Office in Halifax, and on the same day the sum of \$20 was paid at the office of the Receiver General, and that description inserted in Mr. Campbell's petition of the 14th September. On the petition so filled in, an order of survey was issued on the 21st October, thus apparently recognizing the understanding alleged by Mr. Kenny to have been made by himself and Mr. Fairbanks.

It further appears that on the 27th Sept. aforesaid, three American gentlemen, Messrs. Howe, Parrott, and Converse, had applied to Mr. Hendry, of the Crown Land Office, then in Cape Breton on public service, for *three* areas, covering the one applied for by Mr. Campbell. These parties represented themselves as constituting a company, but desired to obtain three distinct licenses in the separate name of each. Mr. Fairbanks, it seems, entertained doubts that he could grant separate licenses to several individuals forming one company; and although the parties stated their willingness to comply with the conditions of the law, a few days after the date of their petitions, yet he refused, on the above ground, to receive their applications. Mr. Fairbanks, however, entered into an arrangement with Messrs. Howe & Co., that their applications should stand until the decision of the Government could be had upon them, and should have priority according to their dates respectively. This arrangement was entered into, although the applicants had not put themselves in a position to apply (according to Mr. Fairbanks' own declaration of the usage of his office) by the payment of the usual fee of \$20 in each case, in order to secure priority. No such payment was made until the 7th of November following.

The Report of Mr. Fairbanks to the Government of the day on the petitions of Messrs. Howe & Co., and Mr. Campbell, contains several errors in dates, which have been brought under the notice of your Committee, and which were not calculated to promote Mr. Campbell's claim; but there is no reason to believe that these mistakes were other than accidental.

Your Committee consider, on a review of all the facts, that the petitioner did not receive justice in the premises. Leaving altogether out of sight the petitioner's first application, and looking at his position on the 21st of October,—having at that date, in every respect, complied with the requirements of the law,—he was then entitled to priority over parties who had not done so. The refusal of Mr. Fairbanks to entertain the several applications of Messrs. Howe & Co., did not prevent these gentlemen from paying their money into the office of the Receiver General as the law requires, and thus doing all that was necessary on their part to secure priority. In applications for Crown Lands, this is the invariable course, no claim being received till the money is first paid, after which the contending parties await the decision of the Government. If the arrangement with Mr. Fairbanks be urged as equivalent to the payment of the money, your Committee consider it dangerous and unwise to allow a public officer to enter into an arrangement with one individual, which he declares to another to be contrary to the usage of his department. As it was, Mr. Campbell's petition was perfected, his money paid, and an order of survey in his behalf issued, weeks before the parties who superceded him had taken what should have been their first step: the payment at the Receiver General's Office of the customary charge.

Under these circumstances, your Committee consider that the petitioner has sustained an injury; and if no other means of redress are available, they recommend a refusal to renew the licenses when they expire, or grant leases, until arrangements are made to indemnify the petitioner for some part of his loss, or until some equitable adjustment can otherwise be effected between the parties.

Before closing this Report, your Committee desire to call the attention of the House to the practice which has been followed in reference to mining applications in Cape Breton: of allowing an officer of the Crown Land Department, on temporary duty on the Island, to receive such applications, and allow them priority, independently of the department in Halifax. They desire to express their disapprobation of this method of procedure, as calculated to produce uncertainty and confusion, besides being liable to abuse. They consider that applications of this character should have priority only from the time they are made, and in every respect perfected at the head of the department in Halifax, and that much trouble would be avoided by preventing the conflicts which otherwise must continually occur.

All which is respectfully submitted.

WILLIAM MILLER, Chairman.
WILLIAM SLOCUMB,
A. MCKAY.

Cominittee Room, Halifax, April 27th, 1864.

The undersigned members of the Committee cannot concur in the foregoing report. According to their apprehension, the statements of the petitioner, the Hon. Mr. Kenny, and the officers of the Crown Land Department, do not warrant the conclusion it embodies. In the view of the undersigned, the application of Mr. Charles Campbell (if it can be called an application) did not, in the first instance, specify the area he desired, neither did it refer to the coal fields which Mr. Campbell now insists his application referred to.

Before any application was presented on his behalf, embracing these particulars, the application of Messrs. Howe, Parrott, and Converse (who represented themselves as a company), complying with the important particulars of definiteness, was in the hands of the Department; and it only did not receive immediate and favourable action, from the single circumstance of their application covering three areas. This large quantity the Department did not feel themselves at liberty to recommend for license; but the parties were informed that the application would be considered in all other respects regular. It may be admitted that the money in neither case was paid in, and thus an important rule was departed from. In the view of the undersigned, the circumstance ought not to affect the position of either

party; and had Mr. Campbell's application been definite, both as respects the area applied for, and the particular coal field in which such area was desired, the undersigned would have been disposed to regard his present claim with greater favor. As the matter now appears to them, the application of Messrs. Howe, Parrot, and Converse, seem entitled to the priority which the late and present administration have accorded to it; and as a further reason why their rights should not be disturbed, the undersigned would urge the fact, that those gentlemen have not been heard by the Committee on this subject, nor are they (the undersigned) aware that they have any knowledge of the present proceedings.

STEWART CAMPBELL,
ROBERT DONKIN.

APPENDIX No. 49.

RIVER FISHERIES.

REPORT FROM LAW AMENDMENT COMMITTEE.

The committee to whom was referred the bill in reference to the River Fisheries, beg leave to report the same with some amendments, with their recommendation to the favorable consideration of the House.

The importance of protecting fish, resorting to rivers to spawn, is entirely underrated in this Province. Large numbers of our people look upon any interference with their mills, or with the privilege of taking in any quantities they may choose the fish which Providence sends to their doors, as arbitrary and tyrannical; and their sympathies are more apt to cluster round the violators of the fishery laws than to be on the side of the officers charged with enforcing their provisions.

They do not perceive that obstructions placed in the way of the fish resorting to the spawning grounds, or any considerable catch of fish while there, or on their way, involves the destruction of the myriads to spring from the spawn of the fish obstructed or destroyed, and tends to extinguish the entire race.

The fisheries of salmon and alewives conducted on our coasts are a lucrative branch of provincial industry, which year by year is increasing in value and importance, and depends entirely upon the extent of protection afforded to the fish in the nurseries in which they are spawned and bred: and no policy can be more short-sighted than that which allows these invaluable resources to be sacrificed forever to the temporary convenience of the millowner or to the cupidity of the inhabitants of the margins of our rivers.

The countries of the old world deplore with unfeigned regret the destruction which has fallen on many of their fisheries, which a little care might have preserved; and Great Britain is now following in the wake of France and other continental countries of Europe in endeavoring to restore, at enormous expense, salmon and other fisheries in rivers which neglect and mismanagement had destroyed as nurseries. In our own province the names of many of our rivers, where a salmon is now rarely if ever seen, are a standing memorial of the consequences resulting from neglect of the provisions requisite to sustain this important branch of industry. It is not yet too late—but there is no time to lose—to prevent its extinction, not only by securing the spawning grounds by new legislation, but by spreading broadcast among the people such information as to the habits of the fish, and the necessity of protection, as will enable them to appreciate the policy on which our legislation is founded.

Mill dams and mill owners are the main enemies of fish resorting to the spawning grounds. Great difficulty exists as to the kind of passages for fish which are sufficient, without at the same time being unnecessarily injurious to mill owners. This difficulty appears to have been solved in England. It appears by the report of one of the Government Inspectors of River Fisheries, made to His Grace the Duke of Newcastle, and lately communicated by Governor Gordon to the N. B. Assembly, that in Wales ladders for the passage of salmon over a natural fall of 28 feet in height, have been devised, and are in successful operation. In our Province, on the other hand, it would seem there is a difficulty in surmounting by any contrivance now in use a fall of even eight feet.

The committee are of opinion that the Government should procure a model or

tracing of the ladders referred to, and also that they should afford every encouragement in their power to any private parties who should be disposed to obtain possession of the waters of any of our rivers, with a view to experimenting in the kind of wasteways and ladders best adapted for the passage of fish, or on any other matters connected with the propagation of fish and the protection of the river fisheries.

The committee would also advise the Government to offer a prize for the best essay on the habits and natural history of the fish resorting to our rivers, and the best modes of protecting them on their way to, and their continuance in, the spawning grounds, and to publish and distribute the same extensively in the province.

The time will come when we will look back with astonishment at the apathy now prevailing on a subject of vital importance to our best interests.

All which is respectfully submitted.

A. G. ARCHIBALD, Chairman.

Committee Room, April 27, 1864.

APPENDIX No. 50.

RAILWAY---PROVINCIAL.

REPORT OF COMMITTEE ON THE RAILWAY.

The Committee beg leave to report that they have had presented for their consideration, a number of petitions from contractors for upholdence of permanent way of Provincial Railway, asking for payment of balances claimed under said contracts

These balances, in most cases, include the ten per cents withheld, and also charges for work performed by the Department, which was considered necessary in order to keep the road up to the required standard.

In regard to these claims, the committee found it difficult to come to a satisfactory conclusion.

It would seem, by most of the accounts presented, that instead of these parties having demands for further consideration, they were actually in debt to the department, some of them in considerable sums; and that to after the most liberal interpretation of their contracts, as alleged, both by the Road Inspector, Mr. Marshall, and the present Railway Commissioner.

Nevertheless, as there seemed to be reason for believing that some of these men had suffered loss, and that few had made fair wages, the committee, under all the circumstances, came to the conclusion to allow one-half the amount claimed, except in two or three cases where there were modifying circumstances.

The committee have therefore awarded to the parties, respectively, the following sums:

| | |
|---|----------|
| To Lyons, on contract between Shubenacadie and Stewiacke stations, | \$120 00 |
| To John Lowe, on claim standing since 1861, and upon which Mr. Marshall reports in favor of payment of \$74 00, | 100 00 |
| To Isaac Logan, on Nos. 1 and 2 Main Line, including price of tools, | 140 00 |
| To McDonald, No. 2 Windsor Branch, | 160 00 |
| To Lergie, No. 3 Main Line, | 130 00 |
| To Robertson, No. 1 Windsor Branch, | 90 00 |
| To Ross, No. 5 Main Line, | 130 00 |
| To S. Creed, Main Line, | 150 00 |
| To Cuthbert Harrison, Nos. 3 and 4 Windsor Branch, | 100 00 |

\$1120 00

From the facts brought to the notice of the committee, they are satisfied that the system of tender and contract, which has a tendency to produce offers to do the work beneath the actual cost, will lead to constant applications, of the nature of those the committee have had to decide; and under these circumstances they are of opinion that the system now adopted of keeping up the road by days' labor, if carefully guarded, will best promote the public interest without inadequately remunerating the operative.

The committee recommend that the sum of \$30 be given to Thomas O'Brien, in full compensation for temporary loss of horse and harness, and the inconvenience and expense connected therewith.

They decline reporting in favor of allowing anything to Osmond O'Brien, of Noel, for loss of goods, as the loss seemed not attributable to any fault or neglect of the Department.

The application of John Tays for a small piece of land at Stewiacke Station, the committee decline to recommend.

The petition of John Doran, of Hants county, asking for Railway damages, the committee could not entertain, as the law points out a remedy, the county being liable in all such cases.

Lastly, in regard to the claim of Joseph Sutherland and others, in relation to a contract for the erection of an engine house at Richmond, some years ago, the committee decline disturbing the report of the Railway committee of 1862, as they think the mode of settlement recommended by that committee cannot well be improved upon.

The committee have visited the depot at Richmond, and gone over the road to Windsor. The erection of a workshop at the latter place seems to be demanded, as the engine house is now used for that purpose.

The committee notice the recent erection of a commodious hay shed at Richmond, which they regard as a very commendable improvement.

The committee express themselves highly pleased with the efficiency of the machinery and general appliances connected with these public works, especially at Richmond. The road seems in fair condition, and the committee are pleased to learn that the travel and traffic are from year to year improving.

AVARD LONGLEY,
ADAMS G. ARCHIBALD,
JOHN LOCKE,
H. BLANCHARD,
JOHN TOBIN,
H. A. N. KAULBACK,
DONALD FRASER.

Committee Room, April 14, 1864.

APPENDIX No. 51.

EDUCATION.

REPORT FROM COMMITTEE ON EDUCATION.

The Committee on Education report as follows :

The bill for the better encouragement of education, which has passed both branches of the Legislature during the present session, will, it is hoped, meet to a large extent the wishes expressed in several of the petitions which your committee have had before them, praying for amendments of the law relating to education.

The petitions from the Yarmouth Education Society, respecting the sale of the Academy in that place, and from several of the inhabitants of Horton, concerning the appropriation of the proceeds of school lands in that township have already been responded to on the part of this House by the passage of bills to carry out the objects proposed.

Your committee have had their attention drawn to the proposal to sell the lands belonging to the Normal School property, lying to the south of the Railway, the proceeds to be expended in the erection of a suitable residence for the Principal of the Normal School; and your committee concur in the report made upon the same subject by the committee on education in 1859, and recommend that the same be carried out.

Your committee have examined the petition of Mr. William McDonald, but in the absence of sufficient information to enable them to deal with it, would recommend the Government to communicate with the Board of Commissioners for the county of Victoria, and take such action as may be considered just.

Your committee are glad to be able to report upon the highly efficient and satisfactory condition of the various Colleges and Academic Institutions receiving aid from the public resources of this Province, as exhibited by the returns which have been laid before the House during the present session.

From these returns it appears that—

King's College has 5 teachers and 52 students,

St. Mary's College has 5 teachers and 108 students,

Acadia College has 4 teachers and 32 students,

St. Francis Xavier's has 5 teachers and 102 students,

Dalhousie College has 6 teachers and 60 students,

Collegiate School, Windsor, has 1 teacher and 40 students,

Horton Academy, Male Department, has 4 teachers and 160 students,

Do. Female do., has 5 teachers and 125 students,

Mount Allison Academy, Male do., has 10 teachers and 152 students,

Do. Female do., has 7 teachers and 105 students,

Arichat Academy has 5 teachers and 172 students,

Pictou Academy has 2 teachers and 148 students.

Your committee have examined the accounts of the Normal School, all of which appear to be correct, and recommend that seventy-one dollars be paid for postage and packet account.

Your committee have had before them the petitions of James Ferguson, Urbaine Cornie, James Grant, John McLain, John Shaw, Peter Shey, Angus McDonald, Archibald McDonald, Catherine Brehm, Robert Johnston, Sarah Gesner, Angus Kennedy, David Cuthbertson, Patrick Fennessy, Patrick Connell, John Munro,

Mr. McLoughlan, James Noonan, Waitstill Patch, William Peitch, Angus F. Cameron, Archibald McNivan, John Hooll, Alexander McDonald, John Thomas, Elizabeth Van Line, John Campbell, Michael Keenan, John Robertson, and John McEachern, aged teachers, praying for free grants of land, and after careful consideration of the subject, cannot recommend that the prayer of the petitioners should be complied with.

All of which is respectfully submitted.

CHARLES TUPPER,
A. G. ARCHIBALD,
S. L. SHANNON,
STEWART CAMPBELL,
THOMAS CALDWELL,
† EDWARD L. BROWN,
† JAMES McDONALD.

† Except as to the last clause, in which I do not concur

APPENDIX No. 52.

AGRICULTURE

REPORT FROM COMMITTEE ON AGRICULTURE

The Committee on Agriculture have to report :

The attention of the Committee has been given to the valuable information and suggestions contained in the petition of Noel Densmore in reference to improving the culture of the potato, by procuring specimens of the native plant from South America. This proposal has, for several years, been pressed by him on the consideration of the House without receiving the attention its importance demands. The committee notice that, at a recent meeting of the New York State Agricultural Society, the result of experiments made by the Rev. Mr. Gooderich with improved seed procured from the cultivation of the original plant, was stated to be highly satisfactory and received great praise from practical farmers present. Under these circumstances, the Committee feeling the importance to the country of any measures which may tend to remedy the alarming disease which has almost destroyed the cultivation of the potato, strongly urge upon the Government the necessity of procuring samples of the original potato plant, so that the suggestions of Mr. Densmore may be practically tested.

The reports of the committees under whose superintendance the Agricultural Exhibitions at Kentville and Antigonishe were held under the acts of last Session, proves that the scheme of dividing the Province into districts and including several counties in one with the expectation of combining their agricultural productions and resources at one point, does not answer the condition of the country and has failed to confer the general benefits which should follow the expenditure of the large sum necessary for carrying the scheme into operation. The Committee therefore recommend, that for the present these exhibitions be discontinued, and that the sum at the disposal of the Board of Agriculture, under the amended act of this Session, be expended in the importation of improved Stock.

The committee feeling the importance of the introduction into the Province of the improved system of tile drainage, which has done so much to advance the agriculture of other countries, are gratified to learn that Mr. Malcom has established a manufactory of drain pipes at Elmsdale, and trust that the praiseworthy enterprise will be extensively patronised by the farming community.

ALEX. MACCARLANE,
JOHN MCKINNON,
C. C. HAMILTON,
WM. BLACKWOOD,
F. R. PARKER.
PETER SMYTH,
LEWIS W. HILL.

Committee Room, 30th April, 1864.



APPENDIX No. 53.

POST OFFICE.

REPORT OF COMMITTEE ON THE POST OFFICE.

The Committee on the Post Office beg leave to report as follows :—

Your committee have had referred to them a circular on the subject of trade patterns passing through the Post Office, and they recommend that the suggestions be adopted.

Your committee have considered the subject of the transport of the mails by rail from Halifax, and cannot but feel that those portions of the country lying west and east of the termini at Windsor and Truro do not obtain the accommodation in the mail service or passenger traffic that may be afforded. Your committee, after the most mature deliberation, have come to the unanimous conviction, that the true interest of the country require that the trains east and west should be started from the station at Halifax with mails and passengers at an hour not later than six o'clock, A. M., to stop only at such stations as may be necessary for taking in wood and water or exchanging mails, such of the others as may be necessary to be flag stations for the accommodation of passengers only, and to arrive at Windsor and Truro in about two and a-half hours, and the mails to be despatched within half an hour, and to proceed west to Annapolis and east to Antigonishe the same evening, and to be required to proceed when the roads are ordinarily good at a rate of not less than seven miles per hour, including stoppages. The trains returning from Truro and Windsor leaving those places not before half-past four o'clock, P. M., and to reach the station at Richmond in about two and a-half hours. Your committee beg leave earnestly to recommend that a change in this respect be adopted as early as practicable.

Your committee recommend that way offices be established at the following places :—

Mairlette,
Six-Mile Brook,
Leitche's Creek,
Milford,
Avonport,
Deep Brook,
Onslow, East Mountain.
Wallace Bridge,
Rudolph's, Upper LaHave, North-
field, }
West end of Leicester road,
Torbay,
McAskill's,
McKay's Point,
Grand Narrows,
Big Island, Merigomishe,
Handley Starritt,
Big Port LeBert,
Richmond Mines,

Digby,
Picton.
Cape Breton.
Annapolis.
Kings.
Annapolis.
Colchester.
Cumberland.
Lunenburg.
County Cumberland.
Guysboro'.
Victoria.
Do.
Do.
Picton.
Hants.
Shelburne.
Richmond.

| | |
|---|--|
| At or near Alexander Hill's St., } George's Channel, } | Richmond. |
| Big Intervale, Margaree, Vaughan's, Chester Road, Porter Town or Hastings, Near the Chapel, S. W. Margaree, North Brookfield, | Inverness. Hants, Cumberland. Inverness. Queens. |
| At or near to James Shaffer's, jr., } Lower Granville, } | Annapolis. |

Your committee recommend that the following new rides and alterations of old ones be set up and adopted:—

From Yarmouth through Chegoggin to Cranberry Head.

Weekly mail from Herkins to Craig's, county Shelburne.

Mail from Truro to Earltown to be extended weekly to River John.

Semi-weekly from River Inhabitants to head of West Bay.

West end, Leceister Road, weekly to River Philip.

An additional mail between Newport and Cheverie, not to be put up to tender and contract, if the contractor will take the service for an increase of \$60.

Tri-weekly from Guysboro' to Cape Canso by tender and contract.

Additional mail from Pictou to Amherst, increased expense not to exceed \$240 00.

Weekly from New Harbour to Torbay.

Do. from Little Narrows to McKay's Point, Victoria.

Do. mail, Baddeck to Grand Narrows.

Do. from Pomket Forks to Little River.

An additional mail from Whycomohah to Baddeck.

Tri-weekly from Barrington to Pubnico.

Pubnico, via Shag Harbour and Bear Point, also tri-weekly route from Pubnico Beach to west side Pubnico Harbour, via east and west Pubnico.

Alterations and extension of Routes.

Beaver River, Cedar Lake, and Lake George, as recommended by the Postmaster General.

When it shall be made to appear to the Government that the road from Bridgewater to Mill's Village is completed, it is recommended that the Government make the necessary alteration for conveyance of mails direct from Mahone Bay to Liverpool, and establish any routes and offices that may be rendered necessary by the change.

Tri-weekly mail to be sent each way to office at Saltsprings, county of Pictou.

Alteration of route at Hantsport and Lower Horton, as recommended by Postmaster General.

Alteration of route from Windsor to Hantsport, as recommended by Postmaster General.

Alteration of route, Hall's Harbour, &c., as recommended by Postmaster General.

Weekly mail from Porter's Lake to Chezetcook and Three Fathom Harbour, as recommended by Postmaster General.

Henderson's Mills (weekly) to Tatamagouche Mountain, expense not to exceed ten dollars a year, and Way Office to be kept free of charge.

Tri-weekly mail to Peggy's Cove.

Do. to Clyde River and Gunning Cove.

Weekly to Big Island, Merigomish, expense of ride not to exceed \$20.

An additional mail from Walton to Cheverie.

Extension to Big Port LeBert, ride not to exceed \$15.

Additional accommodation from Ship Harbour to Richmond Mines, as recommended by Postmaster General.

Route to be extended from McKenzie's Way Office, St. George's Channel, to Cross Roads, 8 miles to the eastward.

Semi-weekly mail, Liverpool to Annapolis.

Increased accommodation between Sheet Harbour, Pope's Harbour, and Salmon River, as recommended by Postmaster General.

An additional mail to be sent to and received from Way Office at Brookfield, Colchester, each way.

Mail between English Town and Bay St. Lawrence, to proceed from the former to the latter direct, and return; to be put up to competition in one or more contracts, if necessary; or to be arranged with present contractors, if practicable.

Weekly route from Crowdis' Way Office; N. E. Margaree, to Big Intervale.

Courier, semi-weekly from Smith's Cove to Bear River Bridge, by way of the River.

Semi-weekly mail between Antigonishe and Sherbrooke, by the east side of Lake, at the Forks of St. Mary's, to be put up to competition; and the present route from Antigonishe to Glenelg discontinued.

It is also recommended that mails twice a week be forwarded, via Antigonishe, from Halifax and other necessary offices, to Sherbrooke; and that the Courier from New Glasgow to Sherbrooke be directed to go by way of the Upper Cross Roads, and east side of the Forks' Lake.

Weekly route from New Germany to Lundy's, via Chesley Corner, not to exceed in cost of route \$25.

Extension of route from South Rawdon to Lower Rawdon, as recommended by Postmaster General.

Extension of route from Upper Falmouth to Vaughan's, Chester Road.

Weekly mail, Amherst to Porter Town.

It is recommended that the route from Mabou to Margaree by the shore be changed, so as to proceed from the Cross Roads, Broad Cove, via the south west Margaree and the Forks. The mails from Baddeck and north east Margaree to stop at the Forks.

Daily mail, Shubenacadie to Maitland; one of them going and returning by the Indian Road and Georgefield Settlement, provided the service can be obtained for the sum now paid to the Courier to Noel. The mail tri-weekly to be continued to Noel.

Route weekly to English Corner, Hammond's Plains.

Your committee recommend that the several alterations in rides and offices, recommended by the Postmaster General in King's county, be adopted.

Extension of mail route semi-weekly between south Brookfield, via north Brookfield and Pleasant River.

Your committee strongly recommend that the necessary arrangements be made and instructions given for forwarding letters prepaid by stamp from one Way Office to another, without mailing them first on a Post Office.

Your committee recommend a change of the Way Office from Five Mile River to Rockwell.

Your committee recommend that the following offices be made money order offices; that is to say, Plaister Cove, West Point, Canning, and Tusket.

Your committee have considered an application for a daily mail to Sydney, but have not had sufficient evidence of the necessity for the change to justify the recommendation of adopting it at so large an increase as would be required for the extra service. Your committee, however, recommend that the Government be requested during the recess to make inquiry as to the probable cost of the extra service, as well as to the propriety or necessity of the change, and generally as to the setting up of daily rides in other parts of the Province.

Your committee have considered several applications for relief in cases of alleged losses of money passing through the Post Office at different places. The Postmaster General, on hearing of the losses in each case, instituted in vain the most searching inquiry as to the means of loss or the parties who were guilty. Satisfactory evidence of loss was given, but nothing to criminate any one person of the number through whose hands and under whose control the letters passed. Your committee, however, feel bound to act on the precedents heretofore established, and cannot recommend a grant to reimburse the petitioners.

Your committee on the petition of Robert Martin, Postmaster of Sydney, praying to have refunded the sum of £39 10s., paid by him for an assistant in

his office, who had stolen a sum of money passing through that office, (a portion of the sum originally stolen by the assistant, and paid by petitioner,) was refunded to him to the extent of one hundred dollars; and the sum now prayed for is the balance. Your committee recommend a grant of one hundred dollars, to be in full.

On consideration of complaints against Way Office keeper, Upper Baddeck, it is recommended that further inquiry be made by the Postmaster General, and the matter dealt with by him.

It is recommended that the mails now made up at Durham for Way Offices at Lime Rock, Upper Settlement, West River, Gairlock, Larig, Forks, Middle River, and Mill Brook, Middle River, be hereafter made up at the Post Office, West River, and despatched from that office, instead of at Durham,—the service to be performed as at present, with the exception of the place of the departure and return to West River Office, and to be put up to tender and contract.

The subject of the further letting of the contract for the conveyance of the mails from Halifax to Yarmouth has been considered by your committee; and they recommend that the contract shall be extended for four years, to be divided by the present contractor and Messrs. Davidson and Messrs. Wilson and Hogg, according to the arrangements lately made between them and the Postmaster General. Complaints have been made of the inefficient performance of the contract heretofore, which your committee have not had the means of duly investigating. They therefore recommend that the Government, through the Postmaster General, be requested to enquire into any complaints that may be made against all or any of the contractors, and deal with the same.

The committee have also considered complaints made against the contractor between Windsor and Annapolis, and recommend that, under all the circumstances, the contract be extended one year; but they also recommend that the Government should be requested, through the Postmaster General, to require that the service be hereafter satisfactorily performed, otherwise that the service be put up to tender and contract.

Your committee recommend that the salaries of the following Postmasters be raised as follows:—

| | |
|------------------|----------|
| At Canning, | \$100 00 |
| At Wolfville, | 150 00 |
| At Lawrencetown, | 150 00 |
| At Sydney Mines, | 80 00 |
| At Windsor, | 400 00 |
| At Sandy Cove, | 68 00 |
| At Wilmot, | 90 00 |
| At Tusket, | 100 00 |

Your committee do not recommend any increase of salary to the officers at Sydney or N. E. Margaree, or to the Couriers, Kilcup, Bulger, or Prassen;—the establishment of a mail route at Rocklyn, Middle River, Pictou; change of Ferry at Big Bras d'Or; for renewal of route between Parrsboro' and Five Islands; or for alteration of mail route to avoid going by Berwick.

Your Committee recommend that the following Way Offices be made Post Offices:—

St. Andrews.
 West Bay, county Richmond.
 Lower Cross Roads, St. Mary's.
 Tracadie.
 Tusket.
 Mount Thom.
 Tangier.
 McDonald's Cape George.

It is recommended that the steamer between St. John and Digby and Annapolis should be required to stop at Digby at least twenty minutes. The committee are induced to make this suggestion, from evidence given to them that the steamer has several times staid so short a time that passengers could not get on board.

Your committee having considered the petition of _____ asking compensation for additional duty performed as one of the head Clerks in the Post Office at Halifax during the absence from sickness of two of the other Clerks, recommend that the Government be authorized to make reasonable compensation to the petitioner, and also to the other Clerks who divided with petitioner the extra duty referred to.

On the petition of Messrs. Tremain and Campbell, Clerks in the Halifax office, for increased allowance, your committee recommend that an increased allowance be made of eighty dollars to each, which, added to their present salaries, will make to each a salary of four hundred and forty dollars.

The committee recommend the adoption of the suggestions as to the alteration in the route between Shubenacadie, Indian Road, Elmsdale, and Welsford, &c., and between Shubenacadie, Nine-Mile River, Gay's River, &c., of the Postmaster General.

The committee also recommend that provision for conveyance of the mails between Liverpool and Milton in a waggon be made, provided the service can be obtained for the sum now paid.

Also that the prayer of the petition of the inhabitants of New Annan, asking for increased mail accommodation, be granted under arrangements to be made by the Postmaster General.

The committee recommend an increase of six dollars in the salary of the Way Office keeper at Old Barns, in consequence of extra duty required from him, as suggested by the Postmaster General.

The prayer of the petition of parties for the free passage through the Post Office of a foreign newspaper called the "Crisis," your committee cannot recommend favorably, as all other foreign religious papers are now subject to postage.

W. A. HENRY.
H. BLANCHARD.
*J. G. BOURINOT.
*C. C. HAMILTON.
W. O. HEFFERNAN.
W. ANNAND.

Committee Room, 27th April, 1864.

*Except the clause relating to the reletting of the mail from Windsor to Annapolis.

APPENDIX No. 54.

TRADE AND MANUFACTURES.

REPORT FROM COMMITTEE ON TRADE AND MANUFACTURES.

The committee on Trade and Manufactures beg leave to report, that they have considered the petition of E. C. Twining, praying a return of duties on iron imported for and used in the construction of a railroad to a coal mine in the county of Victoria, C. B. They had Charles J. Campbell before them, who declared that the iron was used in the construction of the railroad above referred to. Your committee therefore recommend (as railroad iron is free of duty) that the duty paid thereon, amounting to forty-four dollars and sixty-five cents, be returned to the petitioner.

The committee have also carefully considered the petition of the merchants of Halifax, praying that the amount on which drawbacks is now allowed, be reduced, in order that the merchants of this province be enabled to compete with the trade of the neighboring provinces, which petitioners say allow drawbacks on a very much smaller amount in value of merchandize exported than is allowed by revenue laws of this province. In view of these circumstances, and in order that every facility may be afforded for fostering and extending trade, your committee recommend that a drawback be allowed on merchandize exported out of the province amounting in value to one hundred and twenty-five dollars first cost, under the rules, regulations, checks, and guards that now prevail, or may hereafter prevail, in the Custom House.

All which is respectfully submitted.

JOHN TOBIN, Chairman.
ISAAC LEVESCONTE,
ANDREW COWIE,
C. R. BILL,
JAMES FRASER,
THOMAS COFFIN.



APPENDIX No. 55.

CROWN LANDS.

REPORT OF THE COMMITTEE ON CROWN LANDS.

The Committee of Crown Lands having had before them various petitions, beg to report on the same as follows :

1st. As to the petition of Corporal Joseph, of Annapolis, formerly of the Nova Scotia Fencibles—praying for a grant of two hundred acres of Crown Lands, in lieu of the same quantity heretofore granted to him for services performed in the said regiment, but which the petitioner was obliged to abandon as incapable of cultivation—the committee, taking into consideration the circumstances of the petitioner, and the uselessness of the land formerly granted him, recommend that he do receive a grant of one hundred acres of Crown Lands; but this case not to be taken as a precedent in future.

2nd. As to the petition of Rufus F. Black, Henry A. Johnston, and John W. Schurman, of River Philip in the County of Cumberland, setting forth that there lies at the head of the second river, one of the branches of the River Philip, and four miles distant from the main branch, a large extent of ungranted lands, the greatest portion of which is well wooded and fit for farming purposes, and the remainder a barren; that, owing to falls and rocky rapids, the said second river is not navigable for lumbering purposes, and that until the said obstructions are removed in order to make lumber-driving on the river practicable, the said lands will in all likelihood remain unoccupied and ungranted, consequently useless; that the petitioners have examined the said obstructions in the river, and find that to make lumber-driving thereby practicable it will be necessary to build a dam at the head of the river and to clear away or sluice the rapids, which work they estimate will cost about four hundred dollars. The petitioners having proposed to make the said second river capable of lumber-driving for all ordinary lumbering purposes, upon receiving a grant of fifteen hundred acres of land in this locality, including the said barren—paying the usual price for five hundred acres thereof, and the remainder for the work proposed to be performed upon the said river—the committee having fully considered the premises and the desirability of opening up a large tract of Crown Lands, recommend that the proposition of the petitioners be accepted, and that the said fifteen hundred acres of land be granted to them upon the said conditions being performed within one year from the first day of May next, and upon the same being certified by two of the representatives of the county to have been satisfactorily completed.

3rd. As to the petition of G. H. Dunbar, of Weymouth, in the county of Digby, representing that the upper part of the Sissiboo river, a district of Crown Land, is a valuable timber district, but owing to timber-driving on the said river

being impracticable, by reason of rocks and rapids in the same, such district remains ungranted, and praying that the petitioners may have the right of pre-emption of a large portion of such district, upon their making the said river suitable for lumber-driving by removing the said obstructions therein. The committee report that they do not possess sufficient information of the circumstances and premises to recommend the prayer of the petitioners, but would suggest that the Surveyor of the County be authorized to examine and report the extent of land in the said district, with its general quality and timber resources; also the nature of the said river, as regards its lumber-driving capacity, with a view to bringing the said lands into practical use.

4th. The committee have considered the petition of the inhabitants of the county of Annapolis, praying that certain lands in said county be granted to applicants therefor, upon the grantees being allowed to pay the price of such lands by expending the amount in making roads through the settlement; and the committee report that the prayer of the petitioners will be met by the act now before the legislature relative to the subject, which act the committee are of opinion will be productive of desirable results.

5th. The committee have also had under consideration the petition of James McDonald, of Pictou Town, in reference to the grant of a water lot in the front of petitioner's land, given to the Pictou Marine Railway Company; and the committee are of opinion that, notwithstanding they consider the petitioner to have been entitled to the grant in preference to the company, still—the Government having given the petitioner a free grant of the remainder of the water lot opposite his land, which is more than two-thirds of the whole—the petitioner should make no further claim. The committee beg also to report that, the subject of this petition having been before a previous committee, and passed upon by the House, the committee, under the circumstances as presented, do not feel warranted in disturbing the report of such former committee.

6th. As to the petition of Hugh Cameron, of Mount Thom, in the County of Pictou, the committee beg to report that the subject was on different occasions before previous committees and disposed of.

7th. As to the petition of James Muse and others, heirs of Peter Paul, an aborigine of the county of Hants, relative to certain lands alleged to have been made to the said Peter Paul during the administration of Lord Dalhousie; the committee would respectfully refer the petitioners to the Government for information.

8th. As to the petition of John McDougall and others, inhabitants of the northwestern side of Grand Mira, in the county of Cape Breton, praying that the petitioners may be allowed to expend certain monies due in bond by them to the Government for lands granted to the petitioners in making roads; the committee do not recommend that the prayer of the petitioners be granted.

9th. The committee have had under consideration the petition of Peter Smyth, Esquire, stating that on the fourth day of June, 1861, the petitioner purchased and received a grant of one hundred and ninety-five acres of land in the County of Inverness; that when the said grant was issued the said land was in the possession of certain other parties, apparently as trespassers thereon, and the said parties refused to give up such possession on demand; that the petitioner then commenced an action of ejectment against them to recover the possession of the said lot; that in the trial of the cause it was discovered by evidence that the party under whom the defendants claimed had many years previously gone into possession of the land under an order of survey from the Government, and a verdict was given in favor of the defendants, on the ground that the defendants were in possession of the property in question at the time the said grant was issued under and by virtue of the said order of survey, which verdict was sustained on argument before the Judges *in banco*, whereby a point of law not heretofore decided was fully established; and praying that the petitioner may be reimbursed in the amount by him expended in the prosecution of said action. The committee recommend that the petitioner be paid the amount of the defendants' costs, and also costs as between attorney and client—both to be taxed and allowed by a Judge of the Supreme Court.

10th. The committee have considered the petition of David Crosby and others, praying that certain islands of the group called "Tusket Islands," off Yarmouth, be not granted to V. N. Hatfield, Esquire, who, petitioners say, has applied for a grant of the same; and the committee beg to report that the said petition be referred to the Government, with a recommendation that the Government exercise a prudent caution against granting any lands that are useful, and adapted to public fishing stations.

All which your committee beg respectfully to submit.

SAMUEL MACDONNELL,
H. BLANCHARD,
WILLIAM MILLER,
JOHN CAMPBELL,
DANIEL MOORE,
GEO. WHITMAN.

Committee Room, 26th April, 1864.



APPENDIX No. 56.

HUMANE INSTITUTIONS.

REPORT FROM COMMITTEE ON HUMANE INSTITUTIONS.

The Committee on Humane Institutions beg leave to report as follows :

HOSPITAL FOR THE INSANE.

Every attention appears to be paid in this Institution to ensure the comfort and health of the patients ; the establishment presenting throughout the appearance of a well regulated household.

Combined with the excellent indoor management, the active Superintendent avails himself of opportunities to give his patients out door amusement and recreation, which has no doubt materially assisted in effecting a per centage of cures for the year 1863, that will compare most favorably with the operations of similar institutions elsewhere.

The repairs to the building recommended by the Committee for 1863, have received attention. Furring out and replastering the walls affected by dampness, has proved a remedy for the evil so long complained of, and should be carried out through all the rooms showing dampness of wall. Your Committee also recommend the erection of a coal shed as near the boiler-house as practicable, and an airing court for excited patients.

The average attendance at this Institution was, for

| | |
|------|-----|
| 1861 | 105 |
| 1862 | 121 |
| 1863 | 132 |

At the present date there are 146 patients, showing a steady and continued increase which must, however, cease for want of accommodation. Admissions are now only made by crowding wards beyond what is advisable in an hospital designed for the cure of the Insane. As scarcely more than one third of the Insane, returned by the census of 1860 are receiving treatment, or can receive it in the present building, it appears to your Committee to be the duty of the Government, with as little delay as possible, to consider the means by which additional accommodation can be provided. It has been proposed to do this by erecting cottages near the main building, but in the opinion of your Committee it would be more advisable to extend the present building, that the accommodation afforded may be more permanent in its character and more directly under the inspection of the Medical Superintendent.

The recommendation of a committee of this Legislature in 1863, for the Medical Superintendent to furnish a quarterly report upon the condition of the patients from each county to the Custos, having been found to impose considerable labor upon the Superintendent, may in the opinion of the Committee, be limited to those counties that apply for such reports.

DEAF AND DUMB INSTITUTION.

Forty-two pupils have been in attendance at this institution in the year 1863, at a cost for salaries and monthly expenses of \$4413.52 ; to which may be added interest on debt, insurance of building, and supplemental sum for printing press, making the whole disbursements for the year \$4787.45, which have been met by

the grants of this and the New Brunswick Legislatures, and the contributions of a generous public. In the opinion of your committee no grant of money by this House effects a more direct public benefit than the grant to this institution; nor can the bestowments of a generous public be to a more worthy object than to aid in giving such an education to those upon whose voices God hath set a seal as will qualify them to pursue useful occupations, and to participate in the enjoyments of this life, with minds enlightened and prepared to form some conception of the blessings which lie beyond. No part of the duty devolving upon your committee afforded them more pleasure than their visit to this institution, whose Principal and teachers all seem animated by a desire to improve and advance the pupils under their instruction, while the excellent matron, Mrs. Vinecove, neglects nothing in her department that can contribute to their comfort and health.

There is still a debt due upon the building of £1200, making a charge for interest which considerably reduces the amount available from the grant of this legislature for the current expenses. Your committee are of opinion this debt should be paid off by the Province, in say four annual instalments, and therefore strongly recommend the Government to make an appropriation of \$1200 for this purpose.

POOR'S ASYLUM.

This institution was very much crowded when your committee visited it, there being 416 inmates. The management appears as good as it is possible to obtain in the present buildings, detached and wanting in many appliances by which the and comfort health of the inmates would be greatly promoted. Your committee hope the proposition to dispose of the present premises and obtain others better adapted to the end in view, will be carried out forthwith.

The average cost of maintenance of the inmates for the year was twelve cents each per day.

All of which is respectfully submitted.

A. W. McLELAN, Chairman.
 JAMES FRASER,
 JAMES W. KING,
 CHARLES ALLISON,
 WILLIAM LAWRENCE,
 WILLIAM SLOCOMB.

Committee Room, April 26th, 1864.

APPENDIX No. 57.

COUNTY MAPS.

REPORT FROM COMMITTEE ON MAPS.

The Committee appointed in reference to the offer of Mr. Church to furnish connected county plans, have to report :

That they approve of Mr. Church's proposal, to include in one plan the counties of Halifax, Hants, Colchester, Pictou, and Cumberland, in place of making separate plans of each county, as at first proposed. By including these four counties in one plan, it can be furnished at a small additional charge to the expense of getting up a plan of a single county; and from their connection and situation they can be grouped together without making the map inconveniently cumbersome.

The committee therefore recommend that the first map be issued as proposed, and on the same being completed to the satisfaction of the Government and a committee of this House, (provided the Legislature be in session when such plan is ready for delivery) that three hundred copies of the same be taken by the Government for distribution, at a price not exceeding six dollars per copy. It also being understood, that in the event of the plan of these four counties proving satisfactory, the survey shall proceed so as to include the whole of the remaining counties in the province.

Committee Room, 28th April, 1864.

ALEX. MACFARLANE,
Chairman.



APPENDIX No. 58.

MINES AND MINERALS.

REPORT OF COMMITTEE ON MINES AND MINERALS.

The Committee on mines and minerals, to whom the petitions of the Shubenacadie gold mining company, of the Mabou gold mining company, and that of Thomas Fowler, were referred, beg leave to report as follows:—

That it appears that the Shubenacadie gold mining company had a lease of area, class No. 1, being number 376 in the Renfrew gold district, and under such lease worked the same up to the month of July, 1863, and expended thereon upwards of \$800;—that the receipts therefrom amounted to about \$200; that on the 22nd October last application was made by John W. Thompson, one of the members of the same company, in his own name, for a lease of the same area; and the same was granted to him, on the ground as alleged by the Chief Gold Commissioner, that the lease to the company had become forfeited by reason of their neglect to make the returns required by the same.

That it also appears that the Mabou gold mining company were lessees of a certain area at Isaac's Harbour, in the Stormont gold district, and commenced operations thereon in June, 1862;—that the company continued such operations until May, 1863, when the labour thereon was temporarily discontinued; that a shaft to the depth of 82 feet had been sunk, and buildings erected on such area, and the outlay upon the same had exceed the income therefrom by about \$1500; that the company, subsequent to the discontinuance of their operations, were engaged in negotiating an assignment of their lease to William H. Butler, of Isaac's Harbour, for valuable consideration; and while the same were pending, the company heard with extreme surprise that such area had been re-let by the Chief Gold Commissioner to the said William H. Butler, on the grounds of non-payment of rent and neglect to make the returns required by their lease.

Without entering upon the question suggested, by the fact of a member of a company taking the step referred to in a previous part of this report in derogation of the rights of his associates, the Committee beg to call the attention of the House to the position to which the two companies above named have been reduced by the action of the Chief Gold Commissioner, in re-leasing the areas in question. On this point the Committee feel called upon to express their opinion that the provision to chapter 4 of the acts of 1863, entitled, "An act to amend the act relating to the gold fields, do not warrant the course which has been pursued."

Independently of the general principle on which these companies might rely for security against such an arbitrary and summary forfeiture, sections 43 and 44 of such act expressly require that "the Chief Gold Commissioner shall, from time to time, report to His Excellency the Governor *all cases of alleged forfeiture*;" and "the Governor in Council shall order such proceeding to be taken in reference to such forfeitures as shall be deemed just." The Chief Gold Commissioner who has been heard by the Committee does not pretend that these provisions have, in the cases under consideration, been in any wise regarded, but he alleges that, in his view, the forfeitures were complete under the law, and further that his practice in the matter has been merely that of his predecessors.

Under the circumstances which these two cases present, and inasmuch as they involve an appeal to the judicial tribunals of the country, the Committee do not recommend any action on the part of the House.

With respect to the petition of Thomas Fowler, the assignee of a prospecting license, to Edward A. Mitchell, complaining that a lease had been refused to him by the Chief Gold Commissioner in pursuance of such assigned license, the Committee consider that the conduct of that officer in refusing such licence was warranted by the law, inasmuch as he had no evidence of the consent of the proprietor of the land which, as the Committee think, was an indispensable preliminary.

STEWART CAMPBELL,
ALEX. MACFARLANE,
WILLIAM MILLER,
WILLIAM SLOCOMB,
JOHN TOBIN.

Committee Room, April 29th, 1864.

APPENDIX No. 59.

ROAD SCALES.

COUNTY OF ANNAPOLIS.

Resolved, That the sum of eight thousand three hundred and twenty dollars, granted for the roads and bridges in the county of Annapolis, with three thousand dollars special grant, together with five hundred and nineteen dollars and eighty eight cents, unappropriated from the grant of last year, making in all the sum of eleven thousand eight hundred and thirty-nine dollars and eighty-eight cents, be appropriated as follows:—

| | |
|--|------------|
| Special grant for Maitland Road, | \$2000 00 |
| Do. towards repairs of Bridgetown Bridges, | 600 00 |
| Do. to open new roads to Patterson's Mill and Nictaux Falls, | 400 00 |
| Amount of special grant, | \$3000 00 |
| Entire section east of Granville line, | 3421 95 |
| Clements and Annapolis, | 3255 00 |
| Township of Granville, | 2162 93 |
| Total amount to be appropriated for 1864, | \$11839 88 |

SECTION EAST OF GRANVILLE LINE BY MR. LONGLEY.

| | |
|--|---------|
| 1. County line between Annapolis and Lunenburg, | \$80 00 |
| 2. Falkland Ridge, | 50 00 |
| 3. Springfield road, | 40 00 |
| 4. East section of Dalhousie, | 100 00 |
| 5. Middle section of Dalhousie, | 100 00 |
| 6. West section of Dalhousie, | 100 00 |
| 7. From Liverpool Cross to county line, south, | 100 00 |
| 8. From Beales' mountain to Annapolis road, | 50 00 |
| 9. From Annapolis Road to Banks' mountain road, | 100 00 |
| 10. Through Woods' on Banks' mountain road, | 30 00 |
| 11. Banks' mountain road, | 30 00 |
| 12. District No. 7, West Dalhousie, | 40 00 |
| 13. From Thorn's Mill to J. Lowe's, north line, | 40 00 |
| 14. On the road from Thorns' Mill to intersect Dalhousie road, | 20 00 |
| 15. Delancy road from Lander's corner, west, | 50 00 |
| 16. South Margaretville road from Back road, north, | 80 00 |
| 17. South Margaretville road between back road and post road, | 20 00 |
| 18. Vault road, | 50 00 |
| 19. Roxbury road, | 40 00 |
| 20. New road west side of Nictaux river, | 100 00 |
| 21. From Clark's corner, west, North mountain, | 30 00 |
| 22. From Jacob Whitman's corner to Clarence road, | 40 00 |
| 23. Cross road from Peter Starratt road to John Clark, | 20 00 |
| 24. From James Bent's, east, on North mountain, | 20 00 |
| 25. West from the Port Williams road, west, to Granville line, | 20 00 |
| 26. From Martyn's corner, southerly, | 30 00 |

| | |
|--|---------|
| 27. From Lunenburg road through Allen Settlement, | \$30 00 |
| 28. Peter Morse road, north section, | 30 00 |
| 29. Peter Morse road, south section, | 30 00 |
| 30. Gates' mountain road to top of mountain, | 50 00 |
| 31. From Ruggles' road, past James McGills, | 40 00 |
| 32. South Margaretville road, from Barley street to Pier, | 20 00 |
| 33. Dimock Gates' road, | 30 00 |
| 34. Stronach mountain road from Oathet road, north, | 40 00 |
| 35. For repairing bridge and road from Stronach mountain road to Phinney mountain road, | 20 00 |
| 36. From Jacob Miller's farm, past Benjamin Phinney's, | 30 00 |
| 37. From the bay to Bent road, | 20 00 |
| 38. For district No. 35, near Margaretville, | 20 00 |
| 39. From the Gorden Bridge, northerly, Phinney mountain, | 20 00 |
| 40. For a bridge over Mill Brook, | 30 00 |
| 41. Victoria road from back road to top of mountain; | 30 00 |
| 42. Victoria road from top of mountain, nrth, | 20 00 |
| 43. Bishop road, east of Stronach mountain road, | 20 00 |
| 44. From Port George, west shore road, | 20 00 |
| 45. For Bridge and road near Gilbert Roaches' Mill, | 40 00 |
| 46. Ritchie road, | 40 00 |
| 47. For district No. 42. | 30 00 |
| 48. For district No. 47. | 30 00 |
| 49. From Byard to Eagar Bridge, | 20 00 |
| 50. For a Bridge above Phinney's Mills, | 40 00 |
| 51. From main post road to foot of Handley mountain, | 40 00 |
| 52. Back road, Melvern Square, west, from G. Phinney's, | 30 00 |
| 53. McMaster's road, | 30 00 |
| 54. Road from main road to Phinney's Mills, | 30 00 |
| 55. From Nictaux Falls to Martyn's corner, | 30 00 |
| 56. From W. Crawford's to Gates' mountain road, | 20 00 |
| 57. New Road from Stronach's mountain road to Vault, | 40 00 |
| 58. New road from back road to post road, | 40 00 |
| 59. New road from Dalhousie road, south, past R. Wilson's, | 30 00 |
| 60. Granville line, Cross road, | 40 00 |

\$2410 00

Left unappropriated by A. Longley for east section of the county,
to be appropriated hereafter, ordinary grant,

\$1011 95

Left unappropriated out of special grant, to be appropriated,

\$3421 95
400 00

Whole amount Mr. Longley is entitled to for 1864,

\$3821 95

TOWNSHIP OF ANNAPOLIS AND CLEMENTS UP TO EAST LINE OF GRANVILLE.

| | |
|---|----------|
| To repair the road from Morse road to Paradise Brook, | \$100 00 |
| The Thornmill road to Wm. Scofield's, | 20 00 |
| Morse road to inlet, Corbit's Lake, | 20 00 |
| Thornmill road to Dalhousie road, | 20 00 |
| Range of Granville line to Morse road, | 40 00 |
| Morse road to 15 mile tree, | 40 00 |
| 13 mile tree to 15 mile tree, | 30 00 |
| 11 mile tree to 15 mile tree, | 40 00 |
| 9 mile tree to 11 mile tree, | 30 00 |
| Perot road to 9 mile tree, | 30 00 |
| Spurr road from Dalhousie to Round Hill, | 40 00 |
| Perot road to Wagstaff's, | 40 00 |
| From Wagstaff's to T. Devers', | 40 00 |

| | |
|---|-----------|
| To repair the Dalhousie road half way to Saw Mill Creek, | \$80 00 |
| Saw Mill Creek half way to Dalhousie, | 80 00 |
| No. 3 district, Perot road, | 30 00 |
| No. 4 district, Perot road, | 30 00 |
| New road to No. 5 district, Perot, | 40 00 |
| From Lake LeRose past McLafferty's, | 20 60 |
| The township road past Buckler's, | 20 00 |
| Bridge at Round Hill, | 150 00 |
| Bruce Bridge, | 120 00 |
| Bridge near Whitman's, | 20 00 |
| Bridge leading on to Round Hill, | 50 00 |
| Bridge over creek near H. Bartlett's, | 20 00 |
| Dyke on road West of Allen's River, | 60 00 |
| Ryerson's road, | 60 00 |
| Road near Cook's Bridge, | 50 00 |
| Bridge between A. Woodman's and G. F. Ditmar's, | 40 00 |
| Bridge at Deep Brook, | 20 00 |
| Bridge near Purdy's, | 20 00 |
| Road at hill and bridge at Deep Brook, | 30 00 |
| From Berry's corner to Thomas Burrill's, | 30 00 |
| Guinna Bridge to P. Muldoon's, | 25 00 |
| P. Muldoon's to Thomas Ritchie's, | 25 00 |
| Thomas Ritchie's to back road, | 30 00 |
| The Fraser road, | 40 00 |
| Bridge near Lockwood's Mills, | 40 00 |
| From Birchtown Corner to General's Bridge, | 40 00 |
| From Birchtown Corner to G. F. Bealer's, | 30 00 |
| From G. F. Bealer's to Virginia road, | 20 00 |
| The Power lot road, | 40 00 |
| Jones' bridge and road to Guinna road, | 20 00 |
| Shaw road, | 40 00 |
| The Iron mine road, | 30 00 |
| The Potter road, | 20 00 |
| From Lake Hills to Thomas' Mill, | 50 00 |
| The Middlesex road, | 60 00 |
| The Greenland road, | 40 00 |
| From J. C. Millner's to Greenland Cross, | 40 00 |
| From J. C. Millner's east on Victory road, | 30 00 |
| The Victory road east of W. S. Millner's, | 20 00 |
| From J. C. Millner's to Mink Brook, | 20 00 |
| The H line road to Greenland, | 30 00 |
| The road from school house to Rev. S. Richardson's, | 30 00 |
| On hill near William Pickup's, | 20 00 |
| From Lake Katey to H Banks, | 100 00 |
| H Banks to Liverpool road, | 100 00 |
| And gravel the Trimper road, | 30 00 |
| The new road around Kempton's hill, | 100 00 |
| The road past D. Lewis', | 20 00 |
| From Queens county line in Grafton to John Wears' north line, | 30 00 |
| From George Gorman's to lake May, | 20 00 |
| From Northfield road to Alva Roddy, | 20 00 |
| From Northfield road to Joseph Early, | 20 00 |
| From Queens county line to Port Medway bridge, | 60 00 |
| Northfield to Maitland past Cashman's, | 16 00 |
| | <hr/> |
| | \$2756 00 |
| To re-pay advance to Henry Jefferson, | 41 35 |
| To be appropriated for Clements and Annapolis, | 457 65 |
| | <hr/> |
| | \$3255 00 |

Road appropriation for Granville, 1864.

| | |
|--|-----------|
| To repair Granville Ferry Slip, | \$20 00 |
| On the shore road from the Bogart cross road to Everetts, | 30 00 |
| Young's mountain road to the Durland Road, | 30 00 |
| Chute's cross road from top of mountain to the Bay shore, Chute's Cove, | 20 00 |
| McCormack cross road from top of mountain to shore, | 36 00 |
| Young's cross road from post road to foot of mountain, | 25 00 |
| Young's cross road from foot of mountain to Covert road, | 36 00 |
| Young's cross road from Covert road to the Bay shore, | 20 00 |
| Phinney's cross road from post road to top of mountain, | 30 00 |
| Phinney's cross road from top of mountain to Bay shore, | 30 00 |
| Chute's cross road from post road to top of mountain, | 20 00 |
| Chute's cross road from top of mountain to shore road, | 20 00 |
| James' cross road from limits of Bridgetown to the Lake, | 30 00 |
| Wade's cross road from top of mountain to cross road, | 20 00 |
| Repairing Hogan's bridge, | 12 00 |
| On the road and bridge from the cross road leading to Clarence, | 60 00 |
| Lower road from Young's shipyard, past Nelson Park, | 20 00 |
| New road from Chute's road to Phinney's road, south side north mountain, | 30 00 |
| On the cross road and bridge from Bridgetown to Clarence, called the Church road, | 20 00 |
| On the James' cross road from the lake on the top of the mountain to the Bay shore road, | 36 00 |
| To repair road and bridge to James Miller's on Phinney mountain, | 12 00 |
| To repair bridge near Robert Chute's, and the road, | 12 00 |
| West from E. Durland's, including offset south, | 25 00 |
| Over the mountain, past R. Rumsey's, on hill and bridge on deep brook, | 40 00 |
| On the Saunder's road, leading from the post road to Clarence, near Bridgetown, | 20 00 |
| To repair the Troop bridge in Wadesville, Granville, | 100 00 |
| On the cross road from the top of the mountain northerly to Bay shore, | 20 00 |
| On Thorn cross road from post road to top of mountain, | 20 00 |
| On McCormack's cross road from top of mountain to shore, | 30 00 |
| For bridge at James Abetour, Bridgetown, | 160 00 |
| For repair of Bridgetown Bridge, | 200 00 |
| Shore road, west, from Lake Brook to Elias Hudson's, | 20 00 |
| From Elias Hudson's to Parker's cross road, | 20 00 |
| From Parker's cross road to Mill's cross road, | 30 00 |
| Mill's cross road from Bay shore to top of mountain, | 60 00 |
| From Mill's cross road, west, to Stephen Johns, | 20 00 |
| Mill's cross road from top of mountain to post road, | 30 00 |
| From Stephen Johns to McKenzie's cross roads, | 20 00 |
| McKenzie's cross road, | 40 00 |
| From McKenzie's road to McCaul's bridge, | 25 00 |
| McCaul's bridge and road, west, to Abraham Shanks, | 25 00 |
| From Abraham Shanks' to Thorn cross road, | 20 00 |
| Wooster bridge on post road, | 40 00 |
| Parker's cross road from post road to top of mountain, | 20 00 |
| Parker's cross road from top of mountain to Bay shore, | 30 00 |
| For over-expenditure on Scholfield bridge, | 41 00 |
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| | \$1645 00 |
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| At the disposal of the government for the township of Granville, | \$517 93 |

COUNTY OF ANTIGONISHE.

Resolved, That the sum of seven thousand eight hundred and seven dollars, granted for the service of roads and bridges for the current year and the sum of four hundred and thirty-five dollars and seventy cents, undrawn road monies for the county of Antigonishe, be appropriated as follows :

| | |
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| To repay expenditure on bridge U. S. river, | \$12 60 |
| Cross roads, Keppoch, | 23 20 |
| Do. to county line, | 24 93 |
| B. S. Dyker to Guysboro' S. Road, | 48 87 |
| road from Mill's mill to Meadow Green, | 10 60 |
| bridge over James' River, | 21 05 |
| road from Mountain to Granite Mill, | 21 60 |
| road at Pleasant Valley, | 25 45 |
| road from A. Cameron's to Brown's road, | 43 80 |
| road between Lochaber and Ohio, | 33 30 |
| Keppoch road, | 20 25 |
| road from A. Gillis' to South River road, | 19 10 |
| to Monastery, | 27 82 |
| Fraser's Grant, | 43 80 |
| Mountain road, | 35 51 |
| road between S. Cameron's and D. Gillis', | 14 34 |
| road eastern side of West River, | 41 30 |
| post road to Guysboro' co. line, | 32 00 |
| bridge at Meadow Green, | 4 00 |
| cross road South River, | 10 00 |
| Ditto, | 7 98 |
| cross road to Port Mulgrave, | 15 50 |
| from Graham's to McIsaac's, C. George, | 28 00 |
| Big Marsh to C. George, | 13 35 |
| Antigonishe to M. Cove, | 14 95 |
| Main road to the Mountain, | 33 52 |
| repairing sluices on post road at St. Andrew's | 10 90 |
| from Antigonishe to M. Cove, | 7 87 |
| between old Guysboro road and post road, | 20 00 |
| from Malignant Cove to Lake, | 52 74 |
| on bridge at Arisaig, | 11 80 |
| from Malignant Cove to D. Brook, | 14 90 |
| on Mountain road, | 90 00 |
| from Hall's to county line, | 53 17 |
| on bridge between Antigonishe and M. Cove, | 10 80 |
| from Antigonishe ferry to Busard's bridge, | 20 00 |
| on road, back settlement Arisaig, | 840 00 |
| on road at Cape George, | 103 75 |
| on Black River Road, | 46 50 |
| from Hallowell Grant to S. Lake, | 57 55 |
| from D. Gillis' to Glen road, | 9 17 |
| on road at Morrystown, | 40 62 |
| from D. Gillis' to Glen Road, | 6 65 |
| M. Cove to Arisaig, | 17 95 |
| main post road to South River, | 64 41 |
| to Allan McAdam's, | 28 97 |
| from Big Marsh to Cape George, | 17 54 |
| at Upper South River, | 180 52 |
| at Cape George, | 155 08 |
| between D. Gillis' and D. Cameron's, | 43 25 |
| at Monck's Head, | 22 40 |
| at Black River road, | 64 40 |
| new road to Capoch, | 198 45 |
| road at Gaspereux Lake, | 178 00 |

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| To repay expenditure on cross road to Caledonia, | \$22 97 |
| road at Pleasant Valley, | 18 50 |
| bridge at Upper S. River, | 22 90 |
| old Manchester road, | 122 72 |
| Ditto, | 416 34 |
| Bank of Nova Scotia, interest on loan, | 108 00 |
| from Antigonishe to Lochaber Lake, | 21 35 |
| building bridge at Doctor's Brook, | 14 00 |
| from Tracadie to county line, | 22 00 |
| To repay advance in 1863 by Government, | 253 47 |
| Donald McDonald, | 218 12 |
| A. Grant, | 8 12 |
| At the disposal of the Government, | \$3,961 34 |
| | <u>\$8,242 70</u> |

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| Grant, | \$7,807 00 |
| Reappropriated, | 435 70 |
| | <u>\$8242 70</u> |

COUNTY OF CAPE BRETON.

Resolved, That the sum of nine thousand and ninety-five dollars, granted for roads and bridges in the county of Cape Breton—also special grants amounting to six thousand six hundred dollars, and thirty-five dollars and eighty-eight cents undrawn from 1863, making in all fifteen thousand seven hundred and thirty dollars and eighty-eight cents—be appropriated as follows:—

Over-expenditures in 1863.

| | |
|---|----------|
| To re-pay advances by Government in 1863, | \$672 17 |
| Bank of Nova Scotia, | 424 00 |
| Beaver Cove to East Bay, | 8 92 |
| Road S. S. Mira, | 51 70 |
| For repairs to bridges, | 9 50 |
| For paving channel Maloney's bridge, | 44 40 |
| Due for painting, &c., do., | 29 75 |
| Repairing Bridge S. S. Lewis Bay, | 15 00 |
| Road to N. S. Lewis Bay, | 20 00 |
| New line road to mill, | 127 75 |
| Due on Black Brook bridge, | 16 00 |
| Repairing bridge Lingan road, | 10 00 |
| Low Point, | 3 50 |
| Road from Gillis' mills to Glengarry, | 20 00 |
| Repairing bridge at Bridgeport, | 3 00 |
| For bridges at North Sydney, | 54 30 |
| Repairs on main post road, | 32 80 |
| Bridge Gabarous road, | 20 00 |
| Main post road, | 110 00 |
| W. S. Sydney River, | 20 00 |
| From shore to Hugh McNeil's, | 30 00 |
| Road from East Bay to Boisdale, | 20 00 |
| Bridge on shore road, Mira, | 27 90 |
| Road leading to Cow Bay mines, | 141 73 |
| Near Holmes, | 30 00 |
| Repairs main post road, | 34 70 |
| Road leading to Big Glace Bay, | 69 00 |

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| Repairing bridges main post road, | \$25 00 |
| Opening road at Boisdale, | 137 56 |
| Repairing Sullivan road, | 20 00 |
| The same, | 22 40 |
| Repairing Leitch's creek bridge, | 5 32 |
| Due on Bull's bridge, | 16 62 |
| Bridge at Leitch's creek, | 20 95 |
| Repairing Salmon River road, | 30 00 |
| Building bridge at Beaver Cove, | 15 50 |
| Road at Boularderie, | 10 80 |
| do Bridge, | 9 60 |
| Bridge Loch Lomond, | 30 00 |
| Road Long, | 16 08 |
| Road at Boularderie, | 20 00 |
| Repairing bridges, | 33 75 |
| Road Middle Cape, | 16 75 |
| Middle Cape bridge, | 39 73 |
| Mill Creek Bridge, | 22 00 |
| Due on George's River bridge, | 24 00 |
| Road Boularderie, | 30 00 |

\$2592 18

Appropriations for 1864.

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| Bridge at Leitch's creek, | \$1800 00 |
| Alma Bridge, | 1000 00 |
| Road from east bay to Mira, | 300 00 |
| Roads to the new coal mines, | 3000 00 |
| Sydney bridge, | 300 00 |
| Road to Gabarus, | 400 00 |
| Pond road to Bras d'Or Ferry, | 400 00 |
| New road from Boisdale to East Bay, | 160 00 |
| New road from Christmas Island to Indian lands, | 160 00 |
| Fork's bridge, | 60 00 |
| Bridge at Arnold's, Low Point, | 100 00 |
| For repairing bridges, &c., | 80 00 |
| Richmond county line to McPherson's, | 80 00 |
| McPherson's to Brack's, | 80 00 |
| Brack's to Chapel, | 80 00 |
| Chapel to Fork's, | 80 00 |
| Fork's new line to bridge, | 80 00 |
| Fork's bridge to Sydney, | 100 00 |
| Alma bridge to Dodd's bridge, | 60 00 |
| Dodd's bridge to Ball's, | 60 00 |
| Ball's bridge to Maloney's, | 80 00 |
| Ferry to Victoria county road, | 80 00 |
| Victoria county to Ferry, | 80 00 |
| Point Aconi to Ferry, | 50 00 |
| South side Boulardarie, | 30 00 |
| Do. to Ferry, | 30 00 |
| Grand Narrows to Piper's Cove, | 50 00 |
| Barrasois to Boisdale, | 40 00 |
| Boisdale to Shenacadie, | 50 00 |
| Shenacadie to Goose Pond, | 70 00 |
| Narrows to Banacadie Pond, | 40 00 |
| Scow at Banacadie, | 30 00 |
| Banacadie to Indian lands, | 70 00 |
| Road at Christmas Island, | 40 00 |
| Indian Settlement to Escasoni, | 70 00 |
| West side East Bay, | 40 00 |
| Macadam's to bridge, | 40 00 |

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| Beaver Cove to Macadam's lake, | \$50 00 |
| Escasoni to Beaver Cove, | 30 00 |
| Do. | 30 00 |
| Lewis Bay road, | 30 00 |
| Salmon River to East Bay, | 40 00 |
| Mountain Settlement to Glengarry, | 30 00 |
| Lewis Bay to Framboise, | 40 00 |
| Grand Mira, | 50 00 |
| Do. | 40 00 |
| S. S. Mira, | 40 00 |
| Do. | 40 00 |
| Glengarry's to Gillis' mill, | 30 00 |
| Loch Lomond road, | 30 00 |
| Salmon River to Loch Lomond, | 30 00 |
| Loch Lomond to Ingraham's, | 30 00 |
| N. S. Loch Lomond, | 30 00 |
| Ingraham's to Loch Lomond, | 30 00 |
| Big Ridge to Gabarus, | 30 00 |
| Gabarus road to Big Ridge, | 30 00 |
| French road to Gabarus, | 30 00 |
| Upper French road, | 30 00 |
| Frenchvale, | 50 00 |
| Balls' to Frenchvale, | 40 00 |
| McKay's to Fork's road, | 30 00 |
| Sullivan's road, | 50 00 |
| Do. | 50 00 |
| Frenchvale to Beaver Cove, | 40 00 |
| New road, George's river, | 40 00 |
| Road to North Sydney, | 40 00 |
| Upper French road to Beaver Cove, | 40 00 |
| Leitch's Creek road, | 30 00 |
| Do. to Barrasois, | 30 00 |
| Leitch's Creek main road to mill, | 60 00 |
| Long Island road, | 30 00 |
| Mill to Leitch's Creek, | 30 00 |
| New line to mill, | 30 00 |
| Grand Lake to bridge, | 40 00 |
| Bridge to Bridgeport road, | 40 00 |
| Mira Gut road, | 50 00 |
| N. S. Mira, | 50 00 |
| Do. Marion bridge, | 40 00 |
| Black Brook to Albert bridge, | 60 00 |
| Sydney to Black Brook bridge, | 60 00 |
| Louisburg road, | 50 00 |
| Do. | 50 00 |
| Big Lorraine road, | 40 00 |
| Big to Little Lorraine, | 60 00 |
| Mainadieu road, | 50 00 |
| Do. | 50 00 |
| Shore road to Lorraine, | 40 00 |
| Mainadieu to Lorraine, | 40 00 |
| Lingan to Bridgeport road, | 40 00 |
| Do. | 40 00 |
| Kilkenny Lake road, | 20 00 |
| Lingan road, | 50 00 |
| Do. to Barrasois, | 40 00 |
| Brockman's to Williams', | 40 00 |
| Lorway's to Brockman's, | 40 00 |
| For Cross roads to Lorway's, | 40 00 |
| Road leading to bridge, | 40 00 |

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| Spencer's to McAulay's, | \$40 00 |
| Back road to Holmes, | 20 00 |
| Round Island road, | 40 00 |
| S. Head Cow Bay, | 40 00 |
| Low Point road, | 30 00 |
| Gabarus to Fourche, | 30 00 |
| Meadow road, | 40 00 |
| Do. | 20 00 |
| Carriboo Marsh road, | 50 00 |
| Do. | 50 00 |
| New line, S. S. Mira, | 30 00 |
| Albert bridge to Catalogne, | 40 00 |
| From Hills' to Marion bridge, | 40 00 |
| S. S. Mira towards Gut, | 40 00 |
| Morrison's road, | 40 00 |
| Morley's road, | 40 00 |
| Murphy's to Fraser's, | 20 00 |
| Cox Heath road, | 20 00 |
| Upper of do. | 40 00 |
| Road from Creek to Cox Heath, | 30 00 |
| Leitch's Creek bridge to Beaver Cove, | 30 00 |
| Balls' towards Boisdale, | 30 00 |
| George's River to Leitch's Creek bridge, | 30 00 |
| From Black Point to Battery, | 40 00 |
| Bridge at Little Bras d'Or, | 20 00 |

\$15,192 18

At the disposal of the Government,

538 70

\$15,730 88

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| Grant, | \$9095 00 |
| Do. Special, | 6600 00 |
| Re-appropriated, | 35 88 |
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| | \$15,720 88 |

COUNTY OF COLCHESTER.

Resolved, That the sum of nine thousand three hundred and forty-four dollars, granted for ordinary repairs of roads and bridges in the county of Colchester in the year 1864, two thousand dollars of extra grant for that county in 1864, and one hundred and fifty-two dollars and twenty-two cents; be appropriated as follows :—

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| To repay advances on board landing bridge, | \$133 71 |
| Pictou road, | 300 00 |
| Lower Stewiacke Bridge, | 240 60 |
| Middle Stewiacke do. | 38 07 |
| Lower North River do. | 110 00 |
| Road to Musquodoboit, | 54 94 |
| To pay D. A. Campbell and R. Logan, expenditure French River bridge, | 539 00 |
| To repair roads and bridges between Truro and Hants county line, at Shubenacadie bridge, and to repay \$13 15, advanced by Government for repairs thereof, and to include any further expenditure thereon by George Johnson, and to pay James Cole, Shubenacadie, \$8 20. | 150 00 |
| To repair road from Truro to Clifford's, | 220 00 |

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| To repair road from Clifford's to Pictou county line, and to repay A. S. Hingley, over-expenditure in 1862, \$13 15, and since; and H. Hyde a sum not exceeding \$47 50,—expended on Pictou road, | \$280 00 |
| To repair and open new section of main post road from Onslow to Tatamagouche, and to repay James Blair, advances thereon, \$74 03, | 1000 00 |
| To open section of new road from Acadian Mines to Sutherland's Lake, | 1000 00 |
| To repair road to widow McDonald's, past Bannerman's, | 10 00 |
| To finish and open road, George Wilson's to Daniel Eaton's, (new line), | 30 00 |
| To repair road from Truro to Harmony, by Wilson's mountain, | 20 00 |
| To repair old Tatamagouche road from Robson's towards Tatamagouche, | 20 00 |
| To open road from station at Truro towards Lesser's Mills, | 50 00 |
| To repair Young's road from line of Commissioners of streets to Ebenezer Urquhart's, | 30 00 |
| To repair road from Charles Pearson's towards Stewiacke, (new line), | 80 00 |
| To repair road from George White's, Truro, to Mills at Harmony, by H. Hollingsworth, | 30 00 |
| To repair road from Truro to Greenfield, (new line), | 40 00 |
| Johnson's, Greenfield, to Asa McCabe's | 20 00 |
| Greenfield road to Cameron's, | 8 00 |
| Asa McCabe's towards Middle Stewiacke, | 20 00 |
| Charles Moore's to Upper Brookfield, | 25 00 |
| Brookfield station to Daniel Carter's, | 15 00 |
| John Bulgen's to Stewiacke road, | 6 00 |
| Daniel Carter's to Green's Creek, | 30 00 |
| Black Rock to Boar's Back, | 30 00 |
| Boar's Back to William Miller's, (shore road), | 40 00 |
| Main road to Henry Naufts, | 8 00 |
| To repair Base line road from Beaver's brook to Shubenacadie, past John Creelman's, | 60 00 |
| To build bridge at Green's Creek, and to repair road from Green's Creek to Job Dart's, | 300 00 |
| To open road from old road near hill above new Beaver Brook meeting-house to shore road, | 12 00 |
| To repair old Beaver Brook road to Phillips' settlement, | 20 00 |
| To repair road from Samuel Burns' to main road, | 10 00 |
| To pay Wm. Kennedy, expended on bridge near his house, | 9 70 |
| To repair road from John Gorrie's lime kiln to Halifax road, | 20 00 |
| To open road from Jacob Eheler's to Nelson Dart's, | 20 00 |
| To repair road from Wm. Hingley's to Halifax road, | 10 00 |
| To open J. Kennedy's, towards James Lawson's, | 20 00 |
| To repair road from Halifax road to Brookfield, by Kennedy's, | 20 00 |
| Andrew Christie's to John Clifford's, by Jacob Lynds', | 30 00 |
| Pictou road to David Hoar's, and to finish building of bridge, | 30 00 |
| To open new road from George Curtis' to Francis Lorrain's, | 80 00 |
| To repair road from Pictou road to Fenton settlement, | 16 00 |
| Asa Hoar's to Samuel McNutt's, | 20 00 |
| Samuel Bartlett's to McLeod's, North River, | 20 00 |
| Hamilton's mills to Abel Wall's road, | 15 00 |
| Doctor Ross' to post road, | 20 00 |
| Doctor Ross' to McKenzie's mills, | 20 00 |
| Wilson Lynds to William Lynds, south branch, | 15 00 |
| Oliver Blair's, Onslow, to Earltown line, | 80 00 |
| Old meeting-house to Oliver Blair's, | 20 00 |

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| To repair road from Kempt Town to Earltown, | \$40 00 |
| Upper Stewiacke to New Larig, | 80 00 |
| Spring Side meeting-house to Barny Hamilton's, | 10 00 |
| Creelman's mill to Musquodoboit, | 20 00 |
| Jas. D. Kennedy's to Thos. Dickey's, (new line,) | 20 00 |
| To open new road from near Robert Frame's to Thomas Dickey's, at Middle Stewiacke, | 160 00 |
| To repair road from James D. Kennedy's to South Branch road, | 15 00 |
| Whidden settlement to Greenfield, | 20 00 |
| George Taylor's to Upper Brookfield, | 10 00 |
| Archd. Rutherford's towards Truro, by Harmony, | 80 00 |
| Pembroke to Otter Brook, | 30 00 |
| Goshen Valley towards Musquodoboit, | 10 00 |
| To repair new line of road from S. Deyarond's to Eastville, | 15 00 |
| To repair road from Samuel Wilson's to Miller's settlement, | 20 00 |
| Miller's settlement to main road up River by Musquodoboit road, | 12 00 |
| Near Robert Deyarond's, south branch, | 10 00 |
| Wm. Dawson's to main road, by McMullen's, | 6 00 |
| Between River bridge, Dr. Smith's, and Gully bridge, | 40 00 |
| Towards covering bridge at mouth of south branch and repairing road, | 45 00 |
| To repair road from John Henry's to Goshen, by Lawson's, | 30 00 |
| Adam Fulton's to D. C. Upham's on new road, | 60 00 |
| Main road to John McCulloch's, | 6 00 |
| Robert W. Frame's to William Davis', | 20 00 |
| David Johnson's to Pembroke, | 20 00 |
| On road Deyarond's to Proven's mills, | 20 00 |
| Brookfield station to Middle Stewiacke, | 90 00 |
| Main post road to Poor's, | 6 00 |
| Church at Stewiacke, by Fort Ellis to Viddler's, | 20 00 |
| Forrest Glen to Polly Bogg, | 12 00 |
| James Cotton's to Sutherland's, north side St. River, | 6 00 |
| Main road to William Dickey's, and to pay over-expenditure thereon, | 8 00 |
| Viddler's to Green's Creek, | 60 00 |
| McKay's mills towards Shubenacadie bridge, | 20 00 |
| Thomas Johnson's to old road near David Corbitt's, | 5 00 |
| Gay's River meeting-house to John McKay's, | 160 00 |
| Matthew Frame's to Halifax county line, | 12 00 |
| Old Gay's River road to Shubenacadie road, past Gay's mills, | 40 00 |
| Meeting-house to Pembroke, | 10 00 |
| Middle Stewiacke to Lower Stewiacke, | 60 00 |
| To finish alteration round hill at Saint Andrew's towards Gay's River, and repair road, | 30 00 |
| To repair road from Alexander McKay's mills to James McKay's, | 30 00 |
| William Ross' to A. McKay's mills, by Ferguson's, | 25 00 |
| Clansey's to D. Baillie's, (Spittal Hill), | 15 00 |
| Fiddler's to county line, by McIntosh's, | 10 00 |
| Robert Baillie's to A. Baillie's, (new line), | 20 00 |
| To repair old road to Spain to Fiddler's corner, | 10 00 |
| Repair road from R. Baillie's to Moore's mills, | 10 00 |
| River John road to Robert Murray's, | 15 00 |
| Open road from Wm. McKay's Caithness to John McNutts, | 30 00 |
| To repair road from Murray's Brook to Falls at A. McDonald's, | 30 00 |
| Widow John McLeod's towards A. McKay's mills, | 10 00 |
| Murray's Brook to Falls, | 25 00 |
| A. McDonald's bridge by Spittal Hill to widow Sutherland's, | 20 00 |

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| To repair road from Gunn's bridge to John McKay's mills, | \$30 00 |
| Cross roads to A. Fraser's, | 20 00 |
| McKay's corner to A. Gunn's, | 20 00 |
| A. Gunn's to George Hatch's, | 30 00 |
| McKay's corner by Berekard to county line, | 20 00 |
| John McKay's mills to Wm. Ross' house, | 20 00 |
| William Ross' to A. McBain's, | 20 00 |
| A. McBain's to county line, west branch, | 20 00 |
| A. McBain's to county line by River John, | 20 00 |
| Alexander McKay mills, by George McKay's to Spittal Hill, | 15 00 |
| Earltown towards Point Brule, | 80 00 |
| To be at the disposal of the Government, | 298 44 |
| Repair bridge at Board Landing over bay, | 20 00 |
| To pay James Blair, over-expenditure, | 14 50 |
| D. A. Campbell over-expenditure on repairing French River bridge, | 46 20 |
| Thomas Henderson do. on road from Cameron's to Drysdale's, | 19 90 |
| M. Allan do. on repairing bridge near A. Langille's, | 11 50 |
| To repair Murdoch's bridge and to pay over-expenditure, | 36 00 |
| On road from Lockerby's bridge to Pictou county line and to pay John Lockerby \$1 50, | 50 00 |
| To repair bridge across Marsh at Sand Point, | 25 00 |
| On road from Hugh McIntosh's to J. Clark's, | 12 00 |
| To repair bridge near Bentley's, | 50 00 |
| From Point Brule towards Earlton by Forbes', | 40 00 |
| Murdoch's bridge to county line, | 30 00 |
| Balfour's mills, | 12 00 |
| S. Waugh's to Balfour's mills, west side, | 24 00 |
| Balfour's mills to McLeod's, | 16 00 |
| To repair bridge near John Nelson's and near Widow McDonald's, | 70 00 |
| From Donald Cameron's to W. Drysdale's, | 20 00 |
| Drysdale's to Urquhart's mill, | 30 00 |
| Corktown to Kemptown, | 10 00 |
| H. Downing's to Studivan's bridge, | 10 00 |
| Drysdale's to A. Langille's, | 30 00 |
| Cox's to Kennedy's, by Blaikie's, | 20 00 |
| Wilson's bridge to Meeting House, | 10 00 |
| Byer's mill to Vincent's, by Warwick's, | 20 00 |
| Bell's bridge to A. Munro's, | 21 00 |
| To pay A. Munro over-expenditure on bridge, | 6 50 |
| From Munro's to Cumberland county line, | 13 50 |
| Byer's to Chiginoise, | 30 00 |
| Ball's bridge to Porter's mill, | 30 00 |
| Porter's mills to Tatamagouche, | 71 80 |
| A. Langille's to Porter's mills, | 12 00 |
| Walter Byers' to Peugh's bridge, | 12 00 |
| Atchinson's to A. Swan's, | 20 00 |
| Over-expenditure on bridge at Swan's mill, | 20 00 |
| From James Peugh's to Lake road, | 12 00 |
| Tatamagouche to Hall's, Lake road, | 24 00 |
| Hall's to McDonald's bridge, | 20 00 |
| McDonald's bridge to county line, | 20 00 |
| On road to E. Slade's, | 25 00 |
| From Cash's to McMullen's, | 8 00 |
| Gass's to Tattray's, | 12 00 |
| Tatamagouche to Henderson's creek, and to pay John Irwin \$3.25 over-expenditure, | 30 00 |
| Henderson's creek to county line, | 30 00 |
| Henderson's bridge to Lake Road, by McIntosh's mills, | 20 00 |
| To pay John Munro, over-expenditure, | 20 00 |

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| From Willow Creek to R. Kent's, | \$60 00 |
| R. Kent's to Dickson's store, | 30 00 |
| John Millard's to A. Ross' | 12 00 |
| Tatamagouche to Truro, new section, provided a subscription of \$300 is made up by the inhabitants, otherwise to be at the disposal of Government, | 200 00 |
| To pay E. A. Jones, R. Forman, and Wm. McKim, old balance of over-expenditure on mines road, | 150 00 |
| To pay F. B. Chisholm and Dr. Hamilton, over-expenditure on gravelling road, | 79 48 |
| To repay advances on Great Village bridge, | 100 00 |
| alteration of road around Higgins' hill, | 118 65 |
| To pay J. W. Davison over-expenditure, | 32 28 |
| Wm. McKim, do. | 25 00 |
| Robert Spencer do. | 5 98 |
| Robert Forman do. on bridge, | 110 00 |
| James McElmon do. on repairing bridge, | 38 32 |
| Robert McLean do. repairing Jolly bridge, | 19 42 |
| James F. Crowe do. on road to Back Settlement, Economy, | 11 75 |
| James Johnston do. repairing Buss River bridge, | 7 15 |
| Charles Sutherland do. repairing road, | 12 70 |
| John Otterson do. repairing bridge, | 26 65 |
| To repair road from Onslow meeting-house to Crowe's mills, | 20 00 |
| Crowe's mills to Barnhill's bridge, | 20 00 |
| Repair Barnhill's bridge and road adjoining, | 20 00 |
| Repair road from Hugh McCulloch's to Crowe's mills, | 16 00 |
| Repair bridge near T. Rude's, | 20 00 |
| To repair road from E. Staples' to Wm. Staples', | 16 00 |
| Wm. Staples' to C. Dickson's, | 14 00 |
| Ephraim Staples' to DeBert River, | 35 00 |
| John Deyarmond's to DeBert River bridge, | 20 00 |
| DeBert River bridge to John Cottom's, | 12 00 |
| Thomas Cottom's to Peter Totten's, | 16 00 |
| Daniel Totten's to Folly River, | 30 00 |
| DeBert River bridge to Wm. Fletcher's, | 12 00 |
| Wm. Fletcher's to C. Stack's, | 20 00 |
| To pay road to James Smith's, | 10 00 |
| Chigonoise Bridge and road to Samuel McCulley's, | 35 00 |
| Road from Samuel McCulley's to Folly bridge, and pay Robert Fletcher \$1.47, | 40 00 |
| Road up Clark's Hollow, | 12 00 |
| Alteration around McElmon's hill, | 20 00 |
| Road from Charles Flemming's to Dickey's mill, | 80 00 |
| Dickey's mill to county line, by Barber's, | 16 00 |
| To R. Stevens', | 10 00 |
| McLean's corner to mines, | 20 00 |
| James McElmon's to Dill's, | 16 00 |
| Folly bridge to McLean's, | 12 00 |
| Dill's to James Loughland's, | 30 00 |
| To cover Great Village bridge, and pay Thomas McLelan \$4 appraisement of damages for road while building bridge in 1863, | 100 00 |
| To go towards building bridge over Little River, | 20 00 |
| Pay John M. Blackie over-expenditure on ditto, | 4 15 |
| Build Bridge over the Cook Brook, | 140 15 |
| Pay Simon Urquhart over-expenditure on old bridge, | 13 85 |
| Repair road from Joseph Tipping's to Joseph Spencer's, | 20 00 |
| Joseph Spencer's to county line, | 36 00 |
| On hill near George Ellis', | 16 00 |
| Build bridges near Knight's and repair road, | 40 00 |

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|---|-------------|
| To repair new road around Portipique mountains, | \$16 00 |
| Carroll road, | 12 00 |
| Road to Prattville, and pay George Chisholm \$1.50 over- | |
| expenditure on Highland Village road, | 12 00 |
| To repair Upper Bass River bridges, near F. Fulton's, | 12 00 |
| Repair road from Paul Carr's to Castlereigh, | 40 00 |
| Repair Bass River road and build Bass River bridge, | 169 20 |
| Repair road from Patrick Crowe's to back settlement, | 30 00 |
| Henry McLaughlin's to main road by Henry Dens- | |
| more's, | 30 00 |
| Economy to River Philip, | 80 00 |
| Repair road up Economy River, | 30 00 |
| Repair west end of Beaver Brook Road, | 30 00 |
| Repair west end of do. | 20 00 |
| Repair road from J. Faulkner's to East River bridge, | 20 00 |
| Repair East River bridge, | 24 00 |
| Repair road from Fulmore's Way Office to Wm. Marsh's, | 16 00 |
| Point past Hugh McBurney's, | 16 00 |
| Broderick's to Wm. McLellan's, | 24 00 |
| William McLellan's to P. Doyle's, | 30 00 |
| P. Doyle's to county line, | 75 00 |
| Roads and bridges from Harrington's River to East River, | 40 00 |
| Repair old Maccan road, past A. Thompson's, | 20 00 |
| Repair road from J. Fulmore's to Thomas and Robert Fulmore's, | 1500 |
| D. Morrison's to W. Morrison's, | 20 00 |
| | \$11,496 22 |

COUNTY OF CUMBERLAND.

Resolved, That the sum of nine thousand three hundred and forty-four dollars, granted for the road and bridge service in the county of Cumberland for the year 1864, with the further sum of one thousand four hundred and sixty-four dollars and eighty-one cents of undrawn monies, and twelve thousand dollars of special grants be subdivided and apportioned as follows :

| | |
|---|-----------|
| To pay Government for advances, | \$1231 82 |
| Thomas Rindress for repairs to Wallace bridge, | 30 00 |
| Parick Baird, over expenditure on bridge, | 110 00 |
| Cornelius Crowley, over expenditure on road, | 20 00 |
| Isaac L. Forrest, do. on Amherst, | 20 42 |
| Geo. Moffatt, expended on River Herbert road, | 14 20 |
| Philip Mahoney, for repairs to Nappan bridge, | 8 00 |
| Joshua King, for repairs to River Philip bridge, | 3 50 |
| John Rutledge, for repairs to Fork bridge, | 8 00 |
| Job Embree, for plan of Nappan bridge, | 8 00 |
| R. McNutt, repairs to River Philip bridge, | 20 00 |
| To build bridge over Pugwash harbor, | 8000 00 |
| Wallace bridge, | 5000 00 |
| Nappan bridge, | 1500 00 |
| Shennimecas bridge, | 400 00 |
| On new road to Apple River, | 800 00 |
| To pay Bank of Nova Scotia balance of loan, | 753 91 |

IN CENTRAL DISTRICT.

| | |
|--------------------------------|--------|
| From River Philip to Stuart's, | 150 00 |
| Stuart's to C. Donkin's, | 150 00 |
| C. Donkin's to Province line, | 100 00 |

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| From Freeman's to River Philip bridge, | \$40 00 |
| Fraser's to Duck Creek, | 60 00 |
| Bent's to McLellan's, | 40 00 |
| McLellan's to Coston's, | 60 00 |
| Gilroy's to Spring Hill road, | 20 00 |
| Maccan to Fork road by Etter's, | 40 00 |
| On Leicester road, | 60 00 |
| Mount Pleasant road, | 20 00 |
| From Fullerton's to River Herbert, | 30 00 |
| Post road to Salt Springs, | 40 00 |
| Mount Pleasant to Little River, | 20 00 |
| River Philip to Bragg's, | 20 00 |
| On McNutt's Hill, | 40 00 |
| From McNutt's to Forks, | 30 00 |
| To complete alterations past John Rooks' and repair River Herbert road, | 160 00 |
| From River Philip to Gray's road, | 30 00 |
| Braggs' to Maccan, | 30 00 |
| Post road to Porter town, | 20 00 |
| River Philip to Leceister, | 30 00 |
| Mount Pleasant to Smith's, | 30 00 |
| From Miles' road to Bacon's, | 80 00 |
| Mill Creek to Lower Cove, | 30 00 |
| On Canaan road past Ruscoe's, | 20 00 |
| Hannah's road past Pugsley's, | 20 00 |
| From Isaac Stuart's to Forks, | 28 00 |
| On Eel Creek bridge, | 100 00 |

IN WESTERN DISTRICT.

| | |
|---|-------|
| On road past Gabriel's to Henry Jeffers' | 50 00 |
| From Harrington River to Moose River, | 20 00 |
| Swan Creek to Mill Village, including past expenditure, | 40 00 |
| Beaverdam bridge past McKay's to McAloney's, | 20 00 |
| Main road near John Lockhart's, past John Morris's, | 20 00 |
| Wm. Smith's to Delaney's on the Coal mine road, | 15 00 |
| Delaney's to Welton's, | 20 00 |
| Sand River to Jenks' meadow, | 40 00 |
| Jenks' meadow to W. Harrison's, | 40 00 |
| W. Harrison's to Meeting-house, and alterations, | 80 00 |
| Black Rock to T. D. Dickson's, | 40 00 |
| Ditto to Diligent River, | 80 00 |
| John Vickery's to Thomas Bentley's, | 20 00 |
| Robt. Salter's to Phineas Taylor's farm, | 12 00 |
| Phineas Taylor's to Fox River, | 12 00 |
| Main road to Graham's, | 12 00 |
| W. Dow's to A. Vickery's, | 20 00 |
| W. Dow's to D. River school House, | 20 00 |
| Mills to Welton's, | 16 00 |
| Main road to John Jeffer's, | 12 00 |
| Ditto to T. Rector's, | 12 00 |
| Henry Jeffer's to main road, | 20 00 |
| Black Rock bridge to West Bay, | 20 00 |
| Mill Village to O. Mullins', | 20 00 |
| On N. road from Swan Creek past C. Davison's to Sou' line C. McGuire's, | 30 00 |
| Swan Creek road to Shore, | 12 00 |
| Cross roads to William Smyth's, | 20 00 |
| Wm. Smyth's to School House at Diligent River, | 30 00 |
| Road past Clausey's to Diligent River, | 12 00 |
| C. McGuire's to John Hannah's, | 16 00 |
| James Lewis' past S. Fifes' to old county line, | 30 00 |
| Three Sisters to Yarmouth, | 20 00 |

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| On Yarmouth to Advocate, | \$20 00 |
| W. Morris to Spicer's, | 24 00 |
| Advocate to Cape d'Or, | 24 00 |
| Main road near Grant's to J. Wilson's, | 20 00 |
| Do. past J. Allen's, | 40 00 |
| Ratchford River to Ram's Head River, | 24 00 |
| From Parson's past J. Hazel's, | 12 00 |
| Main road past Pleshau's, | 20 00 |
| Ratchford River to C. Hatfield's, | 30 00 |
| C. Hatfield's to W. Morris', | 30 00 |
| Advocate to Apple River, | 40 00 |
| Apple River bridge to McCully's, | 24 00 |
| On bridge at Advocate Harbor, | 40 00 |
| From Fullerton's bridge to county line, | 30 00 |
| Diligent River to Ratchford River, | 40 00 |
| This sum reserved in Western District, | 463 05 |

IN EASTERN DISTRICT.

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| On road from Colchester line to River Philip, | 180 00 |
| From Atkinson's to Mires, | 50 00 |
| Purdy's to Joab's, | 80 00 |
| Rebee's to New Annan, | 30 00 |
| Rufus Purdy's to Greenville, | 40 00 |
| Angevine's to Wallace Harbor, | 30 00 |
| Henry Stevens' past Harrison's, | 30 00 |
| East Branch Road and Bridge near Jackson's, | 40 00 |
| On Palmer bridge, | 100 00 |
| Cross road past Smith's, | 20 00 |
| Do. to Westchester, | 30 00 |
| Aboiteaux road, | 20 00 |
| To build bridge near Nicholson's, | 24 00 |
| On Tanningsboro' road and to pay D. Ross over-expenditure, \$2 70, | 30 00 |
| Goose River road past Mitchell's, | 20 00 |
| Smith's road, | 20 00 |
| From Stevens' mills past Mickle's, | 20 00 |
| Mickle's road past Logan's, | 30 00 |
| Rauney Stevens' past Tuttle's, | 30 00 |
| Dewar's to Six Mile road, | 30 00 |
| Wallace Harbor past Dewar's, | 60 00 |
| Conn's mills to Victoria, | 30 00 |
| William Paye's to Pugwash, | 40 00 |
| Wallace Bay to Gulf Shore, | 24 00 |
| Angevine bridge to Forshner's, | 30 00 |
| East Branch towards Economy, | 30 00 |
| Wallace River past Swallow's, | 20 00 |
| J. Purdy's to Rushton Settlement, | 20 00 |
| East Branch Road to Stonehouses, | 24 00 |
| C. C. Oxley's to Taylor's, | 70 00 |
| On Cross road, Street's Ridge, to Victoria Settlement, | 20 00 |
| From Watson's to Bartlett's, | 30 00 |
| Stewart's past McLeod's, | 20 00 |
| This sum reserved in Eastern District, | 388 91 |

\$22,808 81

COUNTY OF DIGBY.

Resolved, That the sum of seven thousand eight hundred and eight dollars, granted for the service of the roads and bridges in the county of Digby—also three thousand nine hundred and sixty dollars extra grant, and five hundred and thirty-one dollars ninety-five cents of undrawn monies—be appropriated as follows :

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|--|----------|
| To build bridge at Gates', Sissiboo river, | \$400 00 |
| Repair road from Bear River to Sissiboo, | 400 00 |
| bridge at Weymouth, | 200 00 |
| road from Bear river along the river, | 300 00 |
| raise Marshall's bridge, Weymouth, | 100 00 |
| Hilton's hill, St. Mary's bay, | 120 00 |
| Racket bank, Digby, | 100 00 |
| Bank at Gilbert's cove, | 80 00 |
| Union road, | 200 00 |
| bridge St. Mary's bay to north range, | 120 00 |
| new road Petite Passage through hollow to Blackford landing, | 100 00 |
| cross road intersecting said road, | 60 00 |
| Gilbert's cove to Mistake, | 150 00 |
| road by Marr's to south range, | 60 00 |
| and widen and repair Bear river bridge, | 240 00 |
| cut down hill near Como, Sissiboo, | 50 00 |
| southwest angle to Joseph Seabin's, | 28 00 |
| new road towards Digby, | 30 00 |
| new road from Digby towards St. Mary's bay, | 30 00 |
| from Abbott's corner towards Marshall's, | 25 00 |
| leading towards Birch Point, | 25 00 |
| from township line toward falls, | 40 00 |
| hill and bridge, Gilbert's Cove, | 24 00 |
| from Lewis settlement toward Gilbert's Cove, | 30 00 |
| post road to Doty's shore, | 20 00 |
| Lewis settlement, | 20 00 |
| George's shore, | 25 00 |
| Cornelius Brooks' to George's, | 20 00 |
| Jacob Wyman's towards R. Seabin's, | 25 00 |
| new road back of Weymouth, | 50 00 |
| to post road near Lent's, | 60 00 |
| from Henry White's to E. Johns', | 25 00 |
| Payson's corner to township line, | 50 00 |
| corner township line to H. S. White's, | 20 00 |
| S. W. angle to B. Waggoner's, | 24 00 |
| Tusket road, | 40 00 |
| from barrens towards Duck Pond, | 40 00 |
| towards Provost Brook, | 25 00 |
| Como's corner to Tusket road, | 25 00 |
| Dalgreen's east line towards Crowell's, | 25 00 |
| George McDonald's line east, | 24 00 |
| near Sissiboo barrens, | 40 00 |
| Bell's corner to Sim Amero's, | 40 00 |
| Duck Pond to Lankford Mills, | 40 00 |
| Washington Dunbar's towards Mumford's, | 30 00 |
| William Hains' to Zeigler's, | 30 00 |
| from Tooker's mill towards shore, | 40 00 |
| from cross road past Edwin Jones', | 30 00 |
| connecting north, middle, and south ranges, | 30 00 |
| from Mink Cove to Little river, | 40 00 |
| Parker road, | 40 00 |
| leading south range past Hatfield's, | 28 00 |
| Lake Hill to F. Rice's road, | 35 00 |
| Petjack, Brier island, | 40 00 |

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| To repair | South side N. E. Cove, Long Island, | \$30 00 |
| | across head of N. E. Cove, Long Island, | 30 00 |
| | Shelburne road, east, | 40 00 |
| | township line Digby and Hillsburgh, | 50 00 |
| | road from Joggins bridge, east, | 40 00 |
| | Shelburne road to middle range, | 30 00 |
| | road toward the meadow, | 24 00 |
| | from Post Brook over the mountain, | 30 00 |
| | Jones Morehouse's corner to lake, | 25 00 |
| | west end of lake to Sandy Cove, | 40 00 |
| | William Hains' corner, easterly, | 35 00 |
| | Indian Path road, | 30 00 |
| | From Little River to Petite, | 40 00 |
| | Morgan road to Bear River, | 40 00 |
| | Cross road, Bloomfield, to S. range, | 30 00 |
| | Road near Henry Green's corner, | 50 00 |
| | From Bloomfield towards Henry Green's, | 50 00 |
| | Neck road to Broad Cove, | 60 00 |
| | Flour Cove road to Long Island, | 40 00 |
| | George Tibert's to N. E. Cove, Long Island, | 50 00 |
| | Tebo road to Lake Hill, | 60 00 |
| | J. Cook's to French road, | 30 00 |
| | Charles McNeil's to South Range, | 60 00 |
| | Bear River road to Mistake, | 30 00 |
| | Bridge by Thomas Stark's, | 70 00 |
| | Brier Island to the Light House, | 36 00 |
| | Swamp and road to J. Cook's, | 40 00 |
| | Morgan road to Stillwater, | 40 00 |
| | Thomas Settlement to Bloomfield, | 30 00 |
| | District No. 2, Brier Island, | 30 00 |
| | Road from C. Melanson's Meadow, | 25 00 |
| | Shelburne road, south, | 40 00 |
| | Edwin Jones' to Marr's, Bloomfield, | 28 00 |
| | Swamp road or bridge, | 60 00 |
| | Tim Devoe's east towards Mues, | 40 00 |
| | Swamp and road from Hains', | 40 00 |
| | Abbot's road, | 40 00 |
| | Road between Jones' and Hogan's, | 25 00 |
| | North to Middle and South range, | 30 00 |
| | Near Widow McConnell's, west, | 25 00 |
| | From Devoe's to Mrs. McConnell's line, | 25 00 |
| | Nicholas Tebo's to Mumford's, | 28 00 |
| | McBride's past Brophy's, | 32 00 |
| | Road, Lankford Settlement, | 25 00 |
| | From Elkana Trask's to Addington's, | 32 00 |
| | Along Shore to Digby Gut, | 40 00 |
| | Slip at Bear River Ferry, | 20 00 |
| | Road and bridge, P. Roache's, | 30 00 |
| | From F. Rice's to Morgan Settlement, | 45 00 |
| | Shelburne road from Lec's mills, | 30 00 |
| | Seawall Hill, | 48 00 |
| | Jacob Hind's district, Broad Cove, | 20 00 |
| | Neck road, Appleby Hill, | 25 00 |
| | Millican's Swamp, | 25 00 |
| | Bridge at Joggins, | 120 00 |
| | Hill near Porter's, South Range, | 25 00 |
| | Township line towards Payson's, | 25 05 |
| | Geo's Shore towards Doty's, | 25 00 |
| | Lake Hill road, | 70 00 |
| | Road and bridge past LeCain's, | 30 00 |

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| To repair Marshall's house to Post road, | \$20 00 |
| Post Road to Shore, James Payson's, | 20 00 |
| To continue road between Jones' and Hogan's, | 25 00 |
| To repair Goodwin's corner to the Shore, | 20 00 |
| David Dousett's settlement, | 30 00 |
| From corner towards Dousett's, | 28 00 |
| From corner new road towards Joggins' bridge, | 30 00 |
| From Post road past James Lamberston's, | 40 00 |
| Road from St. Mary's Bay to North Range, | 30 00 |
| To drain Duck Pond, | 25 00 |
| To repair from Broad Cove to Urquhart Cove, | 16 00 |
| William Bell's to Amero's South Range, | 40 00 |
| Road fronting and past Edward Hate's, | 32 00 |
| Past Nelson Miller's and others, | 20 00 |
| From Racket bridge past Hughes', | 25 00 |
| Post bridge and road, west, | 48 00 |
| Bridge by John Henderson's, | 20 00 |
| David Rice road to mill, | 25 00 |
| Keen's corner to Bacon's corner, | 48 00 |
| Past Wm. F. Marshall's store, | 30 00 |
| Fish Point along Shore to Long Island, | 48 00 |
| Petite Passage to George Tibert's, | 50 00 |
| Griffin's Hill to J. Morehouse's, | 36 00 |
| Post road to Cemetery, | 30 00 |
| Mistake bridge to N. E. Branch, | 25 00 |
| Light House to Litney's, northerly, | 28 00 |
| Jessie Kenny's past Melanson's, | 30 00 |
| Breakwater, Griffin's Cove, | 100 00 |
| Weymouth bridge, south side, | 100 00 |
| Over-expenditures—H. Melanson, | \$38 27 |
| William Cosman, | 2 30 |
| G. Lent, | 11 00 |
| James Zeigler, | 1 20 |
| Charles Hains', | 20 15 |
| A. Trefry, | 1 10 |
| S. Devoe, | 1 50 |
| S. Berry, | 1 45 |
| W. Taylor, | 50 00 |
| Cerial Melanson, | 1 25 |
| C. Hatfield, | 2 15 |
| W. Hains', | 39 20 |
| G. Denton, | 2 00 |
| V. Tario, | 1 50 |
| W. Bishop, | 1 00 |
| J. Casset, | 18 43 |
| S. Donegan, | 2 60 |
| A. Fontain, | 1 80 |
| P. Duga, | 4 80 |
| G. LeBlanc, | 25 05 |
| J. McAlpine, | 1 10 |
| J. Comeau, | 1 20 |
| J. Journeay, | 28 25 |
| David Rice, | 22 66 |
| | \$279 96 |
| Advances—William Hains, | \$39 20 |
| John McBride, | 24 00 |
| James McAlpine, | 60 00 |
| John Kenny, | 188 15 |
| Basil Robishau, | 26 00 |
| Charles Hains, | 20 00 |

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| Advances—Marr Porter, | \$59 80 |
| Stephen Marshall, | 20 42 |
| | <hr/> |
| Repair road from Sissiboo Barrens to C. Brook's, | 437 57 |
| | 28 00 |
| | <hr/> |
| | \$7930 53 |

SPECIAL GRANT, CLARE, DIGBY COUNTY.

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| Quentinus Robichau, \$200, granted in 1863, re-appropriated, | 200 00 |
| To build bridge, Carning's brook, by Reeves' mill, | 80 00 |
| Harrington's to Bony Deveau, | 192 00 |
| Harrington's to John Jedry's, | 62 00 |
| From Melsanson's to John Jedry's, | 36 00 |
| Morris Deveau, southward, main post road, | 60 00 |
| Chetticamp to Meteghan, | 80 00 |
| Mark Thibbodeau's to Corbery, | 150 00 |
| Mark Thibodeau's, northward, | 100 00 |
| Main post road to Belliveau's farm, | 150 00 |
| Belliveau's farm to Corbery, | 80 00 |
| Michael Lovett's to Tusket road, | 100 00 |
| From Township line road, southward, | 60 00 |
| From C. Melanson's to Green's, | 60 00 |
| From Alex. Saulnier's towards F. A. Robichau's, | 60 00 |

ORDINARY GRANT.

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|---|-------|
| A. Saulnier, | 44 65 |
| John G. Nowlan, | 20 75 |
| A. Musse, | 28 60 |
| Past road to Cedar Lake, | 70 00 |
| Porter's settlement, northward, | 34 00 |
| From Melanson's towards Porter's, | 34 00 |
| Baudreau's and Malett's line from Jedry's, northward, | 36 00 |
| To Deveau's road, | 20 00 |
| Abaitaux's by F. Deveau's, | 60 00 |
| Barren's by Havier Deveau's, | 30 00 |
| Baudreau's and Mallett's line, southward, | 36 00 |
| Past road to Cape St. Mary's, | 50 00 |
| Road back Chetticamp, | 36 00 |
| Round Hill Road, | 32 00 |
| Past road to Bear Cove, | 24 00 |
| Charles Comeau's line road, | 36 00 |
| Joseph Jedry's line, northward, | 20 00 |
| From Oliver Comeau's to the shore, | 20 00 |
| From R. Saulnier's to Bear Cove, | 26 00 |
| Jessie Oake's line road, | 50 00 |
| Oliver Doucett's line road, | 36 00 |
| Bonaventure Robichau's road, | 40 00 |
| Francis Duga, southward, 2nd division, | 32 00 |
| Francis Dugo, northward, 2nd division, | 40 00 |
| John P. Thibbodeau's line road, | 28 00 |
| Francis Therrio's line road, | 32 00 |
| Francis Therrio's line towards the shore, | 28 00 |
| Francis Therrio's road, southward, | 36 00 |
| P. Saulnier's and George Mallett's line, | 24 00 |
| Road to Stephen Romain's, | 32 00 |
| Maximine Comeau's line road, | 80 00 |
| Charles Saulnier line road, | 30 00 |
| Celestine Comeau's and Lambar's line, | 50 00 |
| Mathurine Comeau's road, | 80 00 |
| Mathurine Comeau's, southward, | 30 00 |

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| Joseph C. Therrio's southward, 2nd division, | \$32 00 |
| Hilaire Therrio's road, | 30 00 |
| Joseph C. Therrio's road, | 30 00 |
| Peter Saulnier's line road, | 30 00 |
| Peter Therrio's road, | 80 00 |
| From Maximine Comeau's towards shore, | 24 00 |
| Peter Therrio's, northward, 2nd division, | 32 00 |
| Joseph Timot's line road, | 30 00 |
| On hill by G. Timot's, | 30 00 |
| Peter Comeau's line road, | 26 00 |
| Hill near Anselm B. Comeau's, | 20 00 |
| Charles F. Comeau's road, | 36 00 |
| Joseph R. Comeau's road, | 40 00 |
| From Joseph R. Comeau's, southward, | 24 00 |
| From Eusebbe Godet's, southward, | 24 00 |
| Past road to John B. LeBlanc's, | 40 00 |
| Bonefants's line road, | 32 00 |
| Placidie LeBlanc line road, | 60 00 |
| Build bridge, T. Godet's road, | 50 00 |
| To Victor LeBlanc's mill, | 32 00 |
| Christopher Dugas' line road, | 24 00 |
| Hilarie Belleveau's line road, | 24 00 |
| Gacien Thibbeau's road, | 32 00 |
| From Doucett's road to Eusebbe Godet's, | 28 00 |
| Road New Edinburgh, | 32 00 |
| On hill at the walk, | 20 00 |
| Main post road from Joseph M. LeBlanc's to line, | 36 00 |
| From Holden's to Godet's, | 32 00 |
| Michael Wood's to Spavel's, | 32 00 |
| From Spavel's, southward, | 36 00 |
| Timothy Sullivan's road, | 36 00 |
| Hill's settlement, eastward, | 36 00 |
| Prairie Valley road, | 32 00 |
| From Dumphy's, northward, | 32 00 |
| Due at Nova Scotia Bank to the 11th of April, \$338 34, | 338 34 |
| To pay Abner Morse, | 40 00 |
| John Francis, | 59 78 |
| Balance at the disposal of Government, | 51 29 |
| | <u>\$12,299 95</u> |

COUNTY OF GUYSBOROUGH.

Resolved, That the sum of seven thousand eight hundred and eight dollars, granted for the road and bridge service in the county of Guysborough, for the year 1864, and the further sum of one hundred and twenty-one dollars and sixty cents undrawn monies, making together the sum of seven thousand nine hundred and twenty-nine dollars and sixty cents, be appropriated as follows:

| | |
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| To pay Bank of Nova Scotia balance of loan under Act of 1862, | \$904 00 |
| advance to Tory and Peart on account of Salmon River bridge, | 355 00 |
| Thomas Hews for bridge at Romans' Valley, | 62 76 |
| John Purcell, repairing embankment and railway at Romans' Valley, | 40 42 |
| To pay over expenditure by Wm. McKenzie on Tracadie road in 1862,— balance, | 60 90 |
| To pay over expenditure by Thomas Butler, repairing Pirate Cove bridge, 1863, | 46 00 |

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| To pay over expenditure by Edward Whitman, repairing Port Mulgrave road in 1863, | \$16 00 |
| To pay over expenditure by W. O'Neil, repairing bridges at Middletown in 1863, | 5 00 |
| To pay over expenditure by J. F. Taylor, exploring new line, Canso road to Whitehead, 1862, | 18 30 |
| To pay over expenditure by J. Chisholm, repairing Tracadie road 1863, \$9 40 and \$4 80. | 14 20 |
| To pay over expenditure by John Ehler, repairing bridge at Pea's Brook, in 1861, | 4 20 |
| To pay over expenditure by M. Mann, repairing bridges on Middletown road in 1862, | 9 00 |
| To pay over expenditure by O. Leet, repairing Leet's bridge in 1863, | 29 60 |
| To pay W. Tory, repairing Melford Haven bridge, 1863. | 21 50 |
| To pay over expenditure by Wm. Tory and G. S. Peart on Salmon River bridge in 1863, | 1016 30 |
| To pay over expenditure on Crow Harbor bridge | 17 00 |
| William McKenzie on Mill Brook bridge, 1863, | 120 00 |
| To pay over expenditure by P. Davison, removing obstructions New Harbor road, 1863, | 16 00 |
| To pay over expenditure by J. Tory, jr., repairing Clam Harbour bridge in 1863, | 24 00 |
| Repairing road from main road Strait of Canso, to Red Head, | 20 00 |
| Build bridge near D. Lyle's, | 60 00 |
| Open new line between Goose Harbor and Anderson's bridge, Lower Melford, | 60 00 |
| Repair Middle road to cross roads at Strait, | 100 00 |
| road from Port Mulgrave towards Tracadie, | 100 00 |
| Forrestall's to Cape and Port Mulgrave, | 80 00 |
| Make road round St. Andrew's point, | 200 00 |
| Build bridge at new bridging place and to repair old bridge at Pirate Cove, | 360 00 |
| Repair road from Giant Lake settlement to Salmon River lakes settlement, | 100 00 |
| Make road from main road to Chapel and to repair road to Lakes settlement, | 60 00 |
| Repair road from Salmon River lakes towards Romans' Valley, | 60 00 |
| Old Salmom River road from M. Kennedy's to Guysborough, | 70 00 |
| road to Cutler's Lake settlement, | 20 00 |
| from Guysboro' to back settlement, | 30 00 |
| Dickie's bridge to New Harbor, | 80 00 |
| New Harbor to Larry's River, | 60 00 |
| bridge at Torbay, | 30 00 |
| from Peas Brook to Cole Harbor, | 100 00 |
| Improve road from Canso road to Whitehead River, | 80 00 |
| Haulover to Dolliver's Cove, | 80 00 |
| Repair Milford Haven bridge, | 120 00 |
| Build bridge at Colin Chisholm's (tailor) intervale, | 100 00 |
| near R. McKay's, cross roads, intervale, | 50 00 |
| Repair road from head of Intervale towards Little River, | 40 00 |
| bridge near Paul Leet's, | 20 00 |
| Old Tracadie roads, | 60 00 |
| road from Fraser's corner by H. Gutro's, | 50 00 |
| H. Hall's towards Tracadie, | 50 00 |
| Rodger's mill to back settlement, | 40 00 |
| Walsh's to back settlement, | 40 00 |
| bridge and road from John M. Aikins' to county line on old Manchester road, | 60 00 |
| Repairing road from main road at McMaster's to landing, | 20 00 |
| Build bridge at Stafford's Creek, | 80 00 |
| Open new line of road from Isaac's Harbor to Lawlor's, | 150 00 |
| Pay advance to John Hattie in 1863, | 80 00 |
| over expenditure by D. McKeen in 1863, | 39 44 |
| R. McKenzie in 1863, | 50 47 |

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| Pay over expenditure by A. Kirk in 1862, | \$27 16 |
| J. Fraser in 1863, | 28 00 |
| Build bridge at Forks St. Mary's, | 400 00 |
| East River St. Mary's and repair road by A. McKeen's, | 400 00 |
| Repair bridge East River near McBain's, | 80 00 |
| and open new section of road from Antigonishe county line to cross roads at Cameron's, | 100 00 |
| road over Cochran's hill from Stewart's to D. Archibald's, | 50 00 |
| from D. Archibald's to Sherbrooke, | 100 00 |
| Survey and open new line of road Goldenville to Liscomb, | 120 00 |
| Repair road from Indian to Holland's Harbor, | 40 00 |
| and bridges between St. Mary's River and Liscomb, | 70 00 |
| Aid in repairing Ecum Secum bridge, | 40 00 |
| Repair road from east side Indian Harbour lake, | 40 00 |
| Tannery to Indian Harbor by west side of lake, | 80 00 |
| By west side of Lake, | 80 00 |
| Goshen to Country Harbor cross roads, | 200 00 |
| Repair Mill road to Goshen, | 60 00 |
| Repair road from Hugh McNeil to Grand Lake, | 60 00 |
| South River Lake road to McIntosh's settlement, | 40 00 |
| Main road by John Murray's, jr., | 60 00 |
| West side of St. Mary's River, | 40 00 |
| Mill at Henry Archibald's to main road, | 30 00 |
| West side of west branch of St. Mary's River, | 30 00 |
| Milward's to Pride's, | 40 00 |
| Repair road from cross roads Country Harbour to Isaac's Harbour, | 100 0 |
| To this sum to be hereafter appropriated in St. Mary's, | 124 55 |
| | <u>\$7929 60</u> |

COUNTY OF HALIFAX.

Resolved, That the sum of eleven thousand seven hundred and seventy dollars, granted for roads and bridges in the county of Halifax in the session of 1864, and the further sum of one hundred and twenty-nine dollars forty-seven cents, remaining undrawn in the Treasury, amounting together to eleven thousand eight hundred and ninety-nine dollars forty-seven cents (\$11,899 47), be applied as follows:—

WEST HALIFAX.

To repay Government advances, \$582 05

GREAT ROADS.

To repair St. Margaret's Bay road to county line, 800 00
Road from Three-Mile House to centre of Sackville bridge, 100 00

CROSS ROADS.

To repair road from Hubley's to French Village, 100 00
Dover to Lower Ward,
Church's Forks to wooden bridge, 75 00
Village road to Covey's, 25 00
Covey's to Peggy's Cove, 75 00
English's to Wright's, 80 00
Wright's to Indian River, 20 00
Indian River to Davidson's mills, 20 00
Hammond's Plains to Chester road, 75 00
Do. Windsor road, 20 00
Repair old Hammond's Plains road to Pier's mills, 80 00
Road from city line to Mackintosh's bridge, 100 00

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| Repair road from Margaret's Bay road to C. Drysdale's, | \$80 00 |
| Do. through Greenhead, | 20 00 |
| Drysdale's to Prospect bridge, | 80 00 |
| Prospect bridge to Prospect, | 80 00 |
| White's to Gaul, | 40 00 |
| Widow Drysdale's to bridge, head of Turn's Bay, | |
| Lower Prospect, | 75 00 |
| East side of Turn's Bay, | 20 00 |
| Old Margaret's Bay road to Sambro bridge, including alterations, | 120 00 |
| Sambro bridge to Sambro, | 100 00 |
| McIntosh's bridge to Ketch Harbor, | 100 00 |
| Ferguson's Cove to Herring Cove, | 75 00 |
| Herring Cove road to Herring Cove, | 40 00 |
| Do. by Hennebury's to Ferguson's Cove, | 80 00 |
| Chester road to French Village, | 75 00 |
| North-west Arm to Three-Mile House, | 80 00 |
| Repair Coot Cove road, | 20 00 |
| Road from Ketch Harbor road to Duncan's Cove, | 40 00 |
| Kearney's road, | 80 00 |
| Oakhill road, Springfield, | 20 00 |
| Road from C. Drysdale's, Brookside, to Prospect road, | 20 00 |
| To repair road from Purcell's Cove to North-west Arm quarries, | 40 00 |
| George Brown's in Herring Cove to Ketch Harbor road, | 20 00 |
| Purcell's Cove to Ferguson's Cove, | 30 00 |
| Ketch Harbor road to Bull Rock, | 30 00 |
| Repair Moose River Road, | 50 00 |
| Road from Shea's to Farren's, Harrietsfield, | 20 00 |
| Marriet's road, Pennant, | 20 00 |
| Spryfield road to Lawson's mill, | 80 00 |
| Road from York Redoubt to Church hill, | 20 00 |
| To repair road from Pennant bridge to Shaw's Cove, | 30 00 |
| Mainroad, Brookside, to Mitchell's, | 20 00 |
| Alex. Fraser's to highway heading to Halifax, | 20 00 |
| Herring Cove bridge to York Redoubt, | 20 00 |
| West side of Indian Harbor to Pennant, | 20 00 |
| Repair road at Hallibut Bay, | 20 00 |
| from J. & C. Drysdale's to main road, | 20 00 |
| At the disposal of the members of the western district, | 174 75 |
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| | \$4031 80 |

EAST HALIFAX.

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| Repay government advances, | 600 16 |
| Pay balance of loan Bank of Nova Scotia, | 804 04 |
| Bridge Ecum Secum and road, | 40 00 |
| Mosher's River to county line, | 120 00 |
| Moose Head to Mosher's River, | 80 00 |
| Salmon River to Inglehutt's, | 180 00 |
| Salmon River bridge, | 50 00 |
| Sheet Harbor to Indian Camp, | 200 00 |
| Taylor's Bay brook to Tangier, | 100 00 |
| Tangier mines to Ship Harbor, | 50 00 |
| Ship Harbor to Oyster Pond, | 150 00 |
| Oyster Pond to Musquodoboit Harbor, | 100 00 |
| LeMarchant bridge, | 200 00 |
| Musquodoboit Harbor to Porter's Lake, | 100 00 |
| Porter's Lake to Dartmouth, | 100 00 |
| Harvey road to Sober Island, | 50 00 |
| Mushaboon road, | 40 00 |

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| Harvey road to Taylor's Head, | \$20 00 |
| Ship Harbor to Owl's Head, | 100 00 |
| Harvey road to James Murphy's, | 10 00 |
| Harvey road to Clam Harbor, | 100 00 |
| Webber's to Clam Harbor, | 20 00 |
| East side Jeddore, downwards, | 40 00 |
| West side Jeddore, downwards, | 50 00 |
| Oyster Pond to Jeddore, | 40 00 |
| East side Musquodoboit Narrows, downwards, | 20 00 |
| Do. upwards, | 30 00 |
| East side Petpiswick, downwards, | 50 00 |
| West side Musquodoboit, | 10 00 |
| Petpiswick to Chezetcook, | 20 00 |
| East side Chezetcook, | 40 00 |
| West side do. round the marsh, | 40 00 |
| Ormond's to Chapel, Chezetcook, | 40 00 |
| Harvey road to Davies' mills, new line, | 40 00 |
| Harvey road up West side Porter's Lake, | 40 00 |
| Crook's to Lake Porter, | 20 00 |
| Three Fathom Harbor to Rocky River, including repair of drawbidge, | 80 00 |
| Rocky Run to William Lloyd's, | 50 00 |
| Bell's Lane to Crook's Mills, | 20 00 |
| Benson Smithers to Cole Harbor, | 20 00 |
| Smith's to Evans', | 20 00 |
| Old Lookout road, | 30 00 |
| Carter's road, | 10 00 |
| West side Salmon River to Coal Harbor, | 20 00 |
| Harvey road to Cole Harbor, new line, | 140 00 |
| Caldwell road, | 30 00 |
| Cole Harbor to the Beach, | 40 00 |
| Dartmouth to Cole Harbor, | 40 00 |
| Lawlor's to Lawrencetown, road alteration, | 40 00 |
| Dartmouth to Hutt's, Eastern Passage, | 60 00 |
| Eastern Passage road to Russell's Lake, | 20 00 |
| To complete road round Dartmouth Common, | 100 00 |
| East side Bedford Basin, | 40 00 |
| From Sackville bridge to line county Hants, | 240 00 |
| Windsor road to Beaver Bank farm, | 60 00 |
| Beaver Bank farm to county line, | 60 00 |
| Sackville to Waverley, | 80 00 |
| Windsor road to Beaver Bank station, | 40 00 |
| From intersection of old Truro road to Douall's, Oldham, in new line, | 200 00 |
| Bridge across Shubenacadie, near Hyde's barn, | 30 00 |
| Do. near James Brown's, | 16 00 |
| To complete road alteration, Gay's River to Railway, | 120 00 |
| Road by Newman's, | 40 00 |
| Black Brook to Carroll's corner, | 100 00 |
| Black Brook to Key's, including bridge, | 100 00 |
| Bridge across Gay's River to Wilson's, | 20 00 |
| Carroll's corner to J. McMichael's, junr., | 20 00 |
| Kerr's to Gay's River, | 30 00 |
| McDonald Road, | 20 00 |
| Gay's River to Lock's, | 100 00 |
| Dartmouth to Hants county line, | 300 00 |
| Cook's to Guysboro' road, by Milner's, | 40 00 |
| Road by David Murphy's, Glenmore, | 20 00 |
| Bridge near Logan's to Guysboro' county line, | 400 00 |
| Guild's bridge to McLeod's farm, | 40 00 |
| Glenmore Settlement road, | 40 00 |
| Lich's to Joseph Bruce's, Musquodoboit, | 100 00 |

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| Meagher's Grant to Wisor's corner, | \$40 00 |
| Cole's bridge to Macky's mills, | 20 00 |
| Guild's B, | |
| McLeod's farm to Hutchinson's settlement, by Fraser's, | 40 00 |
| New road to Stewiacke via Butcher's, | 60 00 |
| Musquodoboit to Stewiacke via Graham's, | 20 00 |
| Archibald's mills to Indian Camps, | 100 00 |
| Do. to River bridge, | 100 00 |
| Bridge, &c., Fish Lake road, | 20 00 |
| Bridge near John Tupper's, Musquodoboit, | 30 00 |
| Bridge near Mr. Brown's, | 20 00 |
| Road through Bruce Settlement, | 20 00 |
| Road on Sherlock's Brook, | 20 00 |
| Road from Peter Ogilvie's, senr., to Gay's River, | 40 00 |
| R. O. James, for repair of Porter's Lake bridge, per account, | 7 40 |
| Jacob Myers, do. Navy Port, do. do, | 3 00 |
| John Gason, do. Guysboro' road, do. do, | 22 50 |
| Wm. Anderson, for surveys, per account, | 20 00 |
| George Lloyd, for repairs to Lawrencetown bridge, | 20 90 |
| Alexander Ogilvie, for repairs to bridge, | 14 10 |
| Isaac Isener, for repairs to Shubenacadie bridge, | 5 12 |
| John Nelson, over-expenditure, | 14 12 |
| John Murphy, | 2 20 |
| Peter Cruikshanks, | 5 45 |
| At the disposal of the members for the Eastern District, | 552 68 |
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| | \$11,899 47 |

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| Grant, | \$11,770 00 |
| Re-appropriated, | 129 47 |
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| | \$11,899 47 |

COUNTY OF HANTS.

Resolved, That the sum of nine thousand five hundred and eighty-seven dollars granted for the road and bridge service for the county of Hants for the present year, and also one thousand seven hundred dollars special grant, and the further sum of two hundred and forty-nine dollars and ninety-eight cents undrawn monies for the year 1863, be appropriated as follows :

| | |
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| To repay amount advanced to Robert Hanes, | \$60 00 |
| John O'Neil, | 20 65 |
| Edward McLatchey, | 483 28 |
| John Taylor, | 80 00 |
| John Palmer, | 240 00 |
| To repay half advance to repair Shubenacadie bridge in 1862, | 15 00 |

CHESTER ROAD.

| | |
|--------------------------------------|-------|
| From Carcon's to Swinehammer's, | 40 00 |
| George Swinehammer's to county line, | 20 00 |
| Martin's to Lockhart Sweet's, | 20 00 |
| Sommerville new road | 30 00 |
| From Falmouth road to Wm. Carcon's, | 40 00 |

FALMOUTH.

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| Falmouth bridge, | 600 00 |
| Barkhouse road, | 20 00 |
| Post road from Avon bridge to county line, | 215 00 |

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| Bog road past John Payzant's, | \$30 00 |
| Mountain road past John Manning's, | 30 00 |
| Mount Denson bridge, | 60 00 |
| From post road to Hantsport, | 45 00 |

WINDSOR.

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| From George Dewolfe's to Richard Trenholm's, | 20 00 |
| Samuel Palmer's to Falmouth bridge, | 40 00 |
| Samuel Palmer's to Richard Trenholm's, | 20 00 |
| Findlay's Corner to Richard Trenholm's, | 20 00 |
| Old Ponhook road, | 20 00 |
| Snell's bridge, | 60 00 |

NEWPORT.

| | |
|---|--------|
| From bridge on Muddy Marsh road to Newport Station, | 160 00 |
| Meander bridge, | 60 00 |
| Samuel Chambers' to Lockhart's, | 20 00 |
| Parker's mill, James Canivan's, past Daniel Dimock's, | 180 00 |
| Road past Acker's, | 20 00 |
| Bridge at Parker's mill, | 60 00 |
| Road near Harvie's, | 28 00 |
| Road past John W. Dimock's, | 20 00 |
| Old Beaver Bank road, | 30 00 |
| From Bond's mill to South Rawdon, | 24 00 |
| Rawdon Road past B. Blois, | 16 00 |
| To repair bridge on district line, | 16 00 |
| From small Meander bridge to James Canavan's, | 20 00 |
| Rawdon towards Newport, | 20 00 |
| Small Meander bridge, | 40 00 |
| Meander bridge to Rawdon road, | 80 00 |
| Beaver Bank road. | 60 00 |

UNIACKE.

| | |
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| Road through to Hibbett settlement, | 50 00 |
| Cleverdon's to Uniacke station, | 180 00 |
| County line road, | 28 00 |

DOUGLAS.

| | |
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| From Shubenacadie station to district line, | 40 00 |
| Indian road to McDonald's, | 40 00 |
| To repair bridge and road near Robinson's, | 40 00 |
| From Roulston's to John Teasdale's, | 20 00 |
| A. McDougall's past Roulston's to No. 2 brook, | 32 00 |
| Roulston's to Rawdon line for bridges and road, | 60 00 |
| Sheridan's road past Horn's, | 36 00 |
| Donaldson's to Graham's, | 36 00 |
| Nine Mile River road to Blackburn's school-house, | 32 00 |
| A. Wallace's to district line, | 28 00 |
| Gordon's road to Indian road past Joseph McPhee's, | 36 00 |
| Indian road past S. Blois, | 32 00 |
| new bridge past Wordrope's, | 32 00 |
| Nine Mile river road to Grand Lake, | 32 00 |
| To rebuild bridge near Anderson's, | 32 00 |
| From new road past Robinson's, | 20 00 |
| Indian road past William Wilson's, | 160 00 |
| A. Wallace's past T. Wallace's and repairing Shubenacadie bridge, | 120 00 |
| the Brown hill to William Noble's, | 28 00 |
| Gordon's bridge past D. Ferguson's, | 28 00 |
| James King's to district line, | 60 00 |
| To repair bridge on county line near Hyde's barn, | 30 00 |

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| County line bridge near James Brown's, | \$12 00 |
| New road past D. McDonald's to Indian road, to Kennetcook, | 32 00 |
| Road past Thompson's to Gold diggings, Over expended at Elmsdale bridge, 1863, | 80 00 |
| | 32 00 |
| | 5 35 |

SPECIAL GRANTS.

| | |
|------------------------------|--------|
| From Graham's to Elmsdale, | 144 00 |
| Graham's to Blois road, | 120 00 |
| Blois road to Rawdon road, | 68 00 |
| Rawdon road to Slate quarry, | 68 00 |
| New Sherbrooke road, | 500 00 |

\$5386 28

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| At the disposal of the Government, | \$357 20 | |
| Repay advance to Walter Burton, James Henegar, | 99 27 | |
| | 43 29 | |
| Repay William J. Lake, | 124 32 | |
| William Ettinger, over-expended in 1863, | 7 60 | |
| Charles Thomas, repairing bridge, 1863, | 6 00 | |
| Over-expenditure on Walton bridge, 1863, | 293 00 | |
| Israel Sanford, repairing bridge, 1863, | 40 95 | |
| Daniel Cochran, repairing bridge, 1863, | 55 95 | |
| From district line to Boomer's, | 40 00 | |
| Road by the way of John Williams', | 40 00 | |
| McDonald's to Peter Hogan's line, | 50 00 | |
| Hogan's to Alexander Rose's, | 50 00 | |
| Rose's to Five-Mile River bridge, | 50 00 | |
| Five-Mile River to John Monteeth's, | 30 00 | |
| Monteeth's to Dr. McDowel's, and out to Rocky brook, | 30 00 | |
| Mrs. Porter's to the shore, | 80 00 | |
| Dr. McDowel's to Sterling's, | 30 00 | |
| Cross way at Sterling's, | 50 00 | |
| Sterling's to Corbet's, | 30 00 | |
| Corbet's to Faulkner's mill, | 30 00 | |
| Past Asa Hamilton's, | 40 00 | |
| Rocky brook to Joseph Miller's, | 40 00 | |
| Miller's to Thomas Latta's, | 50 00 | |
| New alteration on Georgefield road at Burton's, | 50 00 | |
| Burton's to Georgefield, | 40 00 | |
| Georgefield towards Kings, | 100 00 | |
| Do. to widow Singer's, | 30 00 | |
| Do. to Skaling's, | 50 00 | |
| Skaling's to Shubenacadie road, | 50 00 | |
| Past John Geary's to Windsor road, | 40 00 | |
| Latta's to McLearn's, | 30 00 | |
| McLearn's to Jacob Henegar, | 40 00 | |
| Henegar's to Barrow's, | 40 00 | |
| South side of Kennetcook river, | 80 00 | |
| Kennetcook to Noel (north woods), | 50 00 | |
| New road from Kennetcook to Elmsdale, | 300 00 | |
| Barrow's to Faulkner's mill, | 60 00 | |
| Noel to Tenescape, | 60 00 | |
| Kennetcook bridge to the Gore, | 100 00 | |
| Do. to Birch Brook, | 50 00 | |
| Road to Isaac Colbert's, | 20 00 | |
| Bridge and hill at Birch Brook, | 30 00 | |
| Tenescape to John Richie's, | 60 00 | |
| Richie's to Walton, | 60 00 | |
| Lower Coemagun bridge to Thomas Sanford's, | 20 00 | |

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| Upper Cocmagun bridge, | \$40 00 |
| To repair Tenecape bridge, | 50 00 |
| Road and hills between Armstrong's and Lance's, | 40 00 |
| Bridge and road between Spearing's and school-house, | 30 00 |
| School-house to bridge at Starrett's, | 40 00 |
| Walton to Riley's mill, | 50 00 |
| Starrett's bridge to Cheverie, | 40 00 |
| Cheverie to Methodist meeting-house, | 40 00 |
| Back road from Cheverie to Cocmagun, | 70 00 |
| Road from Kentcook to Petite road, | 40 00 |
| Back road wharf at Summerville, | 300 00 |
| Bridge between Card's and meeting-house, | 30 00 |
| Between Harvey's and Israel Sanford's, | 40 00 |
| Israel Sanford's to the Dyke, | 30 00 |
| Fish's to Upper Kennetcook bridge, | 40 00 |
| Upper Kennetcook bridge to Cocmagun, | 40 00 |
| Cocmagun's to Wade's, | 40 00 |
| Wade's to Walton, | 80 00 |
| Back road, south side Coemagun river, | 40 00 |
| Scotch Village to Dimock's blacksmith shop, | 40 00 |
| Dimock's shop to Constantine's, | 40 00 |
| Constantine's to Lower Kennetcook bridge, | 40 00 |
| Do. to William Fishe's, | 40 00 |
| Fishe's to Newport landing, | 30 00 |
| Newport landing to George Fishes', | 40 00 |
| Fishes' to Muddy Marsh bridge, | 40 00 |
| Miller's Creek to the back road, | 30 00 |
| Bridge near Shubel Parker's, on district line, | 20 00 |
| Thubbe Dimock's shop towards Kennetcook bridge, | 40 00 |
| Cheverie bridge and cross way, | 30 00 |
| From James Withrow's to Douglas line, | 40 00 |
| Between Asa Parker's and Douglas line, | 40 00 |
| Rawdon Church to Newport line, | 40 00 |
| North side of Mill river, past Thomas C. Cole's, | 40 00 |
| Cahill's shop to Douglas line, near Sims', | 70 00 |
| Past John Gordon's, | 30 00 |
| John McNeil's to Richard Powel's, | 40 00 |
| Benera's to Kennetcook road, | 40 00 |
| From Gore, along Beaver Bank road, to district line, | 183 12 |
| Birch brook to Mosher's, | 30 00 |
| Benjamin Smith's towards Rawdon, | 40 00 |
| To repair a bridge, | 30 00 |
| Withrow's to mill road, | 30 00 |
| Cross roads at the Church to Joseph Mosher's, | 50 00 |
| Henry Murphy's to Newport, | 50 00 |
| Bond's bridge, | 30 00 |
| From Cochran's corner leading by Oliver Dimock's, | 30 00 |
| Special grant for Tenecape bridge, | 800 00 |
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| | \$5793 50 |
| Road at Baptist meeting-house, Kempt, | 40 00 |
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| | \$5833 50 |

COUNTY OF INVERNESS.

Resolved, That the sum of ten thousand five hundred and sixty dollars, granted for the road and bridge service in the county of Inverness for the present year—also five thousand dollars special grant, and the further sum of three hundred and sixty-eight dollars and fifty-four cents, undrawn road monies for the year 1863, making in all fifteen thousand nine hundred and twenty-eight dollars and fifty-four cents—be appropriated as follows :

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| From Lower bridge, River Inhabitants, to Dowling's bridge, and to build bridge, | \$175 00 |
| Dowling's bridge to Archibald Cameron's brook, | 30 00 |
| Arch. Cameron's brook to upper bridge, River Inhabitants, | 30 00 |
| Upper bridge, River Inhabitants, to Allan McIsaac's brook, | 150 00 |
| Allan McIsaac's brook to cross roads rear Intervale, | 200 00 |
| Cross roads rear Intervale to L. Judique, | 25 00 |
| Intervale Judique to S. W. Mabou at Whitby's, | 20 00 |
| Intervale Judique to Arch. McDonald's, S. W. bridge, | 20 00 |
| Main road at Judique to Barren road, | 25 00 |
| Little Judique to Big Judique, shore road, | 20 00 |
| Main road Judique to cross roads River Dennis, | 50 00 |
| Cross roads River Dennis to S. McLean's, and build bridge, | 60 00 |
| Post road Long Point by old mill to John McLean's, | 20 00 |
| Shore at Walker's to River Dennis road, | 30 00 |
| On bridge at Chisholm's, River Dennis, | 40 00 |
| From shore at Graham's to River Dennis road, | 46 00 |
| Main road at Long Point to cross road at McDougall's, | 20 00 |
| Roderick McNeil's, Craynish, to River Inhabitants, | 25 00 |
| Low Point to cross roads near Low Point, | 35 00 |
| Cross roads near Low Point to River Inhabitants, N. line, | 30 00 |
| Do. S. line, | 40 00 |
| Plaister Cove to Long Stretch, | 50 00 |
| Main road River Inhabitants to cross roads Long Stretch bridge, | 30 00 |
| River Inhabitants to River Dennis, by Big Brook, | 60 00 |
| Head of West Bay to Big Brook, | 20 00 |
| Main road to C. Cameron's bridge, River Dennis, | 16 00 |
| Head St. George's Channel to River Inhabitants, | 25 00 |
| County line to Dalla's brook, to expend on north end, | 60 00 |
| Dalla's brook to George McKezpie's, and build bridge, | 100 00 |
| George McKenzie's to Seeley's brook, and build bridge, | 90 00 |
| Seeley's brook to Samuel McLean's, | 50 00 |
| Oman's to Chisholm's bridge, north side, | 20 00 |
| River Dennis bridge to Seal Cove, | 30 00 |
| River Dennis road to Turk, | 20 00 |
| Whycocomagh to Lake Ainsley, across the mountain, | 20 00 |
| On the cross road running between the road from Little Narrows and Lake Ainsley, and between Whycocomagh and L. Ainsley, | 20 00 |
| From J. McKinnon's to county line and to the church, | 150 00 |
| Victoria line to Blue cove, | 40 00 |
| Saw mill south side Whycocomagh bay to county line, | 50 00 |
| McLean's at Seal Cove to county line, and to build bridge and pay over-expenditure \$1.40, | 80 00 |
| Indian rear by Campbell's mountain to Big Ronald's, | 30 00 |
| Turk Settlement to John McMillan's mill, | 60 00 |
| To build bridge near McMillan's mill, | 80 00 |
| From Indian rear to Lake Ainsley, | 45 00 |
| Whycocomagh to James Smith's, senr., | 50 00 |
| James Smith's to Ronald McDonald's, (Big,) | 30 00 |
| Ronald McDonalds to Adams' bridge, Mabou, | 35 00 |
| Adams' bridge to main road, Mabou, | 30 00 |
| Cross roads River Inhabitants to cross roads River Dennis, | 40 00 |

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| From New Canada to Norman Patterson's, | \$20 00 |
| Dwyer's to Lake Ainsley, | 30 00 |
| Malvern bridge to north east, | 40 00 |
| North east to Mabou Mouth, | 30 00 |
| James Doyle's to north east, | 20 00 |
| To Ainsley township line, | 20 00 |
| Junction coal mines road to coal mines, | 20 00 |
| John Fraser's, Cape Mabou, to Red Brook, | 20 00 |
| Red Brook to Banks', Broad Cove, | 25 00 |
| Main road to Cape Mabou by Campbell's mill, | 20 00 |
| Donald McMaster's, Mabou, to McDonald's mill, | 40 00 |
| McDonald's mill to Light Point, | 40 00 |
| Light Point to Junction C. M. road, | 40 00 |
| Port Bar to main road, Cape Mabou, | 40 00 |
| Light Point to Angus McIsaac's, No. 1, | 40 00 |
| McIsaac's No. 1 to Broad Cove Intervale, | 50 00 |
| Church Broad Cove Intervale to Lochabar, | 20 00 |
| McIsaac's No. 1 to main road, and build bridge, | 130 00 |
| Main road to John Kennedy's old line, | 20 00 |
| Broad Cove Chapel to S. W. Margaree, | 20 00 |
| Broad Cove Intervale to Light Point, | 20 00 |
| to top Cape Mabou, | 20 00 |
| Port Hood to S. W. Mabou road towards Indian Point, | 300 00 |
| South west bridge, new line, to Indian Point, | 35 00 |
| Indian Point to cross new bridge at Indian Point to main road; | 25 00 |
| Port Hood to Hugh the Tailor's, | 25 00 |
| Hugh the Tailor's to Indian Point road, | 30 00 |
| S. W. bridge to cross the bridge at Cameron's mill to road at West side of Connor's, | 40 00 |
| S. W. road at Dulhanty's to John Power's, thence to main road at Sugary's, | 20 00 |
| John Power's to John McDonald's, S. West, | 20 00 |
| John McDonald's to River Dennis road, | 30 00 |
| Cross roads rear Intervale to junction at Cameron's, | 50 00 |
| Block Livingston's bridge to Norman Patterson's, and on bridge at Livingston's, | 120 00 |
| Norman Patterson's half way to River Dennis, | 30 00 |
| River Dennis half way to Patterson's, | 20 00 |
| Mabou bridge to Turk Settlement road, | 55 00 |
| Turk Settlement to John McDonald's at S. W., | 20 00 |
| On bridge at long John McDonald's, | 250 00 |
| From Mabou bridge to Murray's bridge, | 30 00 |
| Murray's bridge to main road at McFarlane's, | 30 00 |
| John Benton's to Black Livingston's, and to build bridge, | 120 00 |
| Stony Brook to Lake Ainsley, | 60 00 |
| John H. McKeen's to Lake Ainsley, | 60 00 |
| Main Post road to Dyeing Mill, | 16 00 |
| David Smith's to main post road, at Widow Campbell's, | 20 00 |
| Dyeing mill to Mount Young, | 25 00 |
| William McKeen's to Black River, | 20 00 |
| Loch Ban to John McIsaac's, W. side lake, and build bridge, | 80 00 |
| John McIsaac's to James McDonald's, West side Lake Ainsley, | 25 00 |
| James McDonald's to head of lake, | 40 00 |
| Head of Lake Ainsley to McMillan's Point, east side, | 40 00 |
| McMillan's Point to outlet Lake Ainsley, and build bridge, | 80 00 |
| Main road, east side Lake Ainsley, to road on west side, across new bridge to Doherty's brook on north side, | 60 00 |
| Outlet Lake Ainsley to McFarlane's, east side, S. W., | 25 00 |
| Do. west side, S. W., | 20 00 |
| Doherty's brook to Loch Ban, | 25 00 |

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| From Loch Ban to S. W. Margaree, | \$20 00 |
| McFarlane's upper bridge to chapel, west side, | 50 00 |
| Do. east side, | 70 00 |
| Bridge at chapel to main road at Forks, | 70 00 |
| Do. Young's bridge, west side, | 50 00 |
| Bridge at chapel to main road Broad Cove cross roads, | 50 00 |
| Main road at Mowatt's at Big Brook, | 35 00 |
| Big Brook to S. W. Margaree, | 25 00 |
| Martin Coady's, Big Brook, to S. W. chapel, | 25 00 |
| Mouth Margaree to chapel, east side, | 80 00 |
| Chapel to Doyle's bridge, | 50 00 |
| John Ross' to Ingraham's brook, | 20 00 |
| On the road leading both ways from new bridge at Sugar Loaf, on the east side of North East River, | 90 00 |
| From Murdoch Ross' to Head Big Intervale, east side, | 40 00 |
| Ingraham's bridge by McDonald's mill, east side to Big Intervale road, | 30 00 |
| Lake Ainsley to county line, lower road, | 30 00 |
| Lake Ainsley to county line, by Johnson's River, | 40 00 |
| Margaree to Big Pond, | 40 00 |
| Big Pond to Cheticamp, | 40 00 |
| Little River half way to Grant Antz, | 50 00 |
| Grant Antz half way to Little River, | 50 00 |
| Grant Antz to Cape North, | 50 00 |
| Smith's Sky Glen to Lake Ainsley, | 25 00 |
| Shore road Broad Cove to Forks, Margaree, | 40 00 |
| Big Brook up the east side, new line, | 25 00 |
| McLellan's mill to Lake Ainsley, | 16 00 |
| Main road at Judique to two-thirds distance to Victoria road, rear line, | 525 00 |
| Junction Victoria road one-third of distance to Judique, | 275 00 |
| John McDonald's rear Judique to River Inhabitants, | 25 00 |
| McFarlane's mill to Middle River, | 40 00 |
| To build Murray's bridge and repair road each way, | 500 00 |
| From Beaton's, Sky Glen, to Chisholm's, north side, | 25 00 |
| To build bridge on brook at George Smith's, Sky Glen, | 28 00 |
| From Little Narrows to Lake Ainsley, | 30 00 |
| Road Dunbar's mill to Broad Cove, | 25 00 |
| Widow McKeen's to Allan Campbell's, S. E. Mabou, | 40 00 |
| Hugh Cameron's to Donald Cameron's, River Dennis, | 25 00 |
| Indian Rear towards River Dennis, | 20 00 |
| Norman McDonald's to Campbell's Mount, | 20 00 |
| Bridge at Crowdis to Harbors mouth, on the new line, | 300 00 |
| S. W. Mabou bridge to Black Livingston bridge, | 50 00 |
| Big Intervale half way to Cheticamp, | 150 00 |
| Cheticamp half way to Big Intervale, | 150 00 |
| N. E. Mabou by Donald Beaton's brook to Cape, | 35 00 |
| Big Ronald's to New Canada, | 20 00 |
| Ship Harbor road to Long Stretch road, by Duff's mill, | 30 00 |
| Ferry at McMillan's Point to join Victoria road, | 25 00 |
| Archibald Gillies', Glenmore, to county line near Middle River, | 20 00 |
| Stephen King's towards River Inhabitants, | 20 00 |
| Allan McKay's, Cape Mabou, to Sight Point, by McArthur's, | 25 00 |
| Omar's bridge, Whycocomagh, new line, | 20 00 |
| Little Judique, at Angus Beaton's, to S. W. Mabou, | 30 00 |
| From McLeod's, near Little Narrows, to D. Campbell's mill, by Logan's Glen, | 20 00 |
| From main line, at Alexander Cameron's, to the shore at John McNeil's, Broad Cove, | 20 00 |
| From Indian River to Blue's mill, R. Dennis', | 30 00 |
| John McDonald's, Brook Village, to Brigian, | 20 00 |

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| From New bridge at Doyle's to Philips', Margaree, | \$25 00 |
| Philips', up N. E. River, Margaree, | 25 00 |
| On bridge at Ship Harbor to repair the same, | 40 00 |
| From Donald Nicholson's, west side Brigan, to Neil McLellan's, | 30 00 |
| Plaister Cove, McInnis' mill, Victoria line, | 200 00 |
| McInnis' mill to River Inhabitant's, Victoria line, | 200 00 |
| River Inhabitant's to cross road, River Dennis, | 300 00 |
| Cross roads, River Dennis, to Church's, Indian Rear, | 300 00 |
| Build bridge at Sugar Loaf, N. E. Margaree, | 200 00 |
| On the road from bridge, Oliver-Cameron's mill, to Turk Road, | 60 00 |
| To build McLean's bridge, River Dennis, | 500 00 |
| On main post road from Richmond county line to Victoria county line, | 2400 00 |
| | <hr/> |
| | \$12922 28 |
| To repay government advances, | 450 87 |
| Amount of over-expenditure as below, | 1184 34 |
| Reserved, | 1671 33 |
| | <hr/> |
| | \$15,928 54 |

Over-Expenditures.

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|---|-----------|
| McDougal and McKenzie, | 710 67 |
| Repairing bridge on River Dennis, | 16 10 |
| Repairing bridge and road at the outlet of L. Ainsley, | 47 88 |
| On road from McLean's bridge to Seeley's Cove, | 21 92 |
| On River Dennis road, | 16 00 |
| Repairing bridge on River Dennis, | 3 80 |
| Repairing bridge and emankment, N. E. Mabou, | 18 91 |
| On the road from main road, near Big Pond, Cheticamp, to Big Inter- vale, Cheticamp, | 99 17 |
| For surveys, plans, &c., | 25 00 |
| Repairing bridge at River Dennis, | 6 00 |
| Repairing road, Whycocomagh mountain, | 20 00 |
| On bridge, Whycocomagh Bay, | 46 70 |
| Duncan Boyle's to Loch Ban, | 20 00 |
| Bridge at Crowdis', N. E. Margaree and Commissioner, \$5 00, | 121 93 |
| Patrick Walls' to Big Brook, | 10 00 |
| | <hr/> |
| | \$1184 38 |

COUNTY OF KINGS.

Resolved, That the sum of eight thousand six hundred and forty dollars, ordinary road grant for Kings county—with seven thousand four hundred dollars, special grant, and five hundred and eighty-one dollars and twenty-eight cents, undrawn road monies from 1863, being a total of sixteen thousand six hundred and twenty-one dollars and twenty-eight cents—be appropriated in the following manner :

SPECIAL GRANT.

| | |
|---|-----------|
| To pay debt on and repair Cornwallis bridge, | \$2000 00 |
| Repair Lovitt bridge, | 200 00 |
| Lower Horton bridge, including \$300 undrawn, | 800 00 |
| From Casey's corner southerly to Neville's, | 300 00 |
| Neville's southerly to McGarry's, | 140 00 |
| Robert Patterson's to Lake George, | 200 00 |
| Lake George towards Dalhousie, | 200 00 |
| Dalhousie towards Lake George, | 200 00 |
| Unappropriated, Lake George road, | 200 00 |

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| On Deep Hollow road to Bishop's mill, | \$100 00 |
| New Black River road, | 100 00 |
| New Scofill road, | 50 00 |
| Unappropriated, Deep Hollow road, | 50 00 |
| On new Halfway River road to Leard Pelton's, | 150 00 |
| From Leard Pelton's to Jericho mills, | 50 00 |
| For the Waterville bridge, Aylesford and Nichol's mountain road, and to repay Henry Gates \$2.40, | 300 00 |
| ORDINARY GRANT.—SOUTH DISTRICT. | |
| To repay advance to Manly Goucher, | 61 10 |
| J. L. Pelton, | 10 75 |
| From county line to Wm. Porter's, and repay O. Lockhart \$1.67, | 100 00 |
| Wm. Porter's to John Porter's, | 100 00 |
| For the Lower Horton bridge causeway, | 100 00 |
| From Fitzgerald's to county line, new Hantsport road, | 60 00 |
| Thomas Young's to new Hantsport road, | 20 00 |
| On the new Fielding road, | 60 00 |
| From old Fuller mill to John Miles', | 50 00 |
| For the bridge over Crowell Creek, and road adjacent, | 200 00 |
| Little Island creek, including \$150 undrawn, on condition that proprietors of Marsh contribute \$600, | 300 00 |
| From Bluff shore road to Earl's creek, | 20 00 |
| Edward Kelly's to Post road, | 20 00 |
| Daniel Crowel's to Hardscrabble, new road, | 100 00 |
| John Vaughn's to John Lawrence's, and to repay T. Lyman \$5, | 30 00 |
| On the telegraph road, | 50 00 |
| From John Bishop's to Greenfield, | 100 00 |
| Daniel Bishop's to Simson bridge, | 50 00 |
| On Fielding mill road, | 20 00 |
| From Asa Pick's round Sunken Lake, | 40 00 |
| Asa Pick's to Spinney's mill, | 30 00 |
| Kurne's corner to Greenfield, | 40 00 |
| Black river by Charles Turner's to B. Davison's, | 30 00 |
| Thomas A. Duncanson's by Wm. Duncanson's, | 20 00 |
| John Atwell's to Joseph Vaughan's, | 40 00 |
| Joseph Vaughan's to John Atwell's, | 40 00 |
| to James Vaughan's, | 20 00 |
| James Caldwell's to Martin's bridge, | 30 00 |
| to Davison road, | 20 00 |
| Wm. Hardwick's by Augustus Eagles', | 100 00 |
| Benjamin's bridge to Chapel corner, and repay I. Benjamin \$1.59, | 300 00 |
| John Goodrich's to Kurne's corner, | 30 00 |
| On new Rogers' road, | 40 00 |
| From Bishop's mill to James Pick's, old road, | 40 00 |
| On the Samuel Ells road, | 20 00 |
| From Cleveland corner to John Payzant's, | 50 00 |
| Edward Pultency's to James Reddin's, | 30 00 |
| Paysant's mill up Black river, | 30 00 |
| John Paysant's by Michael Benjamin's, | 20 00 |
| Hudson's by Bishop Atwell's, | 30 00 |
| David Vaughan's by John J. Davison's, | 20 00 |
| Bezanson's mill to Davison's corner, | 50 00 |
| David Vaughan's to old post road, | 30 00 |
| Milan's to Five roads, | 20 00 |
| Allen road by Harvey's to Kurne's corner, | 20 00 |
| John Cahill's to Sandy Point, | 20 00 |
| Edward Cotter's to Ezekiel Benjamin's, | 50 00 |
| Back Canaan road to Hancock's, old road, | 20 00 |
| On the Pudsey road, | 20 00 |
| From Greenwich to Cornwallis bridge, | 150 00 |

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| From Post road to John Cleveland's, | \$20 00 |
| Post road to Canaan, | 40 00 |
| Casey's corner to Eli Bishop's, | 20 00 |
| Henry Bishop's to Wm. Neary's, | 20 00 |
| Scofill's mill to Condon's mill, | 40 00 |
| Condon's mill to Sherbrooke road, | 20 00 |
| Davison's to Sharp's, post road, | 40 00 |
| Sharp's to Sydney Shaw's, | 30 00 |
| Sydney Shaw's to county line, | 30 00 |
| Harris Turner's to Mosher's mill, | 50 00 |
| Casey's corner by Woods' to English Mountain, | 30 00 |
| Sherbrooke road by Edward Cox's, | 20 00 |
| Sherbrooke road by Aaron Lockhart's, | 20 00 |
| Post road to Wm. Forsyth's, | 20 00 |
| by James Miller's, | 20 00 |
| Joel Parish's to Richard Woodworth's, | 30 00 |
| Post road by B. Palmer's, and to repay B. Palmer \$1.20, | 40 00 |
| B. Palmer's road to Elijah Taylor's, | 50 00 |
| Jacob Webster's to White's mills, | 30 00 |
| Spinney road to Glebe road, and repay J. Spinney, Jr., \$1.70, | 30 00 |
| On bridge near Zach. Whitman's, | 40 00 |
| From Hall road to mountain cross road, Woodworth road, | 20 00 |
| Woodworth road to Benjamin Palmer's road, Mountain, | 20 00 |
| Westerly, Hall road, | 30 00 |
| Spinney road to Neily road, Mountain, | 50 00 |
| English Mountain road to J. Condon's, | 20 00 |
| Jackson road to Ward road, Glebe road, | 20 00 |
| John J. Palmer's to Jackson road, Palmer road, | 20 00 |
| On Glebe bridge, Aylesford, | 50 00 |
| From post road southerly by James Sandford's, | 30 00 |
| Jackson road northerly on Neily road, | 20 00 |
| G. Rainsforth's to Dodge's mills, | 20 00 |
| Canaan road to Neily mills, | 20 00 |
| Wm. Condon's to Joseph Frederick's, | 20 00 |
| Post road southerly, English Mountain road, | 20 00 |
| On the bridge near James B. Best's, | 100 00 |
| From Pineo's to Berwick, | 60 00 |
| Old post road to Berwick road, new road, | 20 00 |
| Neily road to Spinney road, | 20 00 |
| Dodge's to James Parker's road, | 20 00 |
| On Gardiner Tufts' causeway, by Tufts' mills, | 20 00 |
| South end of road by Moses Shaw's to South Mountain, | 40 00 |
| The bridge over Fall river, Canaan road, | 80 00 |
| From Dalhousie road northerly, Alton road, | 30 00 |
| On the Donnellan road, | 20 00 |
| Unappropriated for South Kings, | 346 33 |

Subdivision.

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| Whole grant, | | \$16,621 28 |
| Deduct grants borne by both Districts, | \$2700 00 | |
| And undrawn monies, | 581 28 | = 3281 28 |
| Divide by 2, | | \$13,340 00 |
| Eastern District share besides undrawn, | | 6670 00 |
| Add South District undrawn, . | | 488 18 |
| Share of South District, | | \$7158 18 |
| Add North District undrawn, | | \$93 10 |
| Share of North District, | | \$6763 18 |

\$4658 18

NORTH DISTRICT.

Advances.

| | |
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| William Borden, | \$35 00 |
| Daniel Porter, | 50 00 |
| A. Bligh and White, | 65 57 |
| Abraham West, | 1 00 |
| Robert Collins, | 5 80 |
| Dudly Crocker, | 5 00 |
| Joseph Cook, | 1 00 |
| On road from Thomas Newcomb's to Whitewater's, | 20 00 |
| To improve Mill Creek hill, | 30 00 |
| On road from Harris Newcomb's to Scot's Bay road, | 30 00 |
| Scot's Bay road (special grant), | 300 00 |
| On road from H. Metzler's to Peter Rogers, | 20 00 |
| Daniel Bennett's to Black Hole road, | 30 00 |
| Isaac Bennett's to Black Hole, | 40 00 |
| On Ira Woodworth's road, | 20 00 |
| Gospel road, | 20 00 |
| Road past Daniel Porter's, | 20 00 |
| Road from James Kirvin's to shore, | 40 00 |
| Scot's Bay mountain road from Hurley's to mouth of Pero road, | 30 00 |
| To make alteration on Scot's Bay mountain road (special grant), | 150 00 |
| Road from Hubbard's to Scot's Bay mountain road, | 30 00 |
| Cross road from Wm. G. Weaver's to Samuel Bigelow's, | 16 00 |
| Road from Bain's to E. Boakers's, | 60 00 |
| Road from Pero Dyke to Jehial Pincos's, | 20 00 |
| To repair bridge near Hugh Brady's, | 40 00 |
| Complete road from Wm. Borden's to picket landing, | 20 00 |
| Repair Grand Dyke road, | 60 00 |
| Repair Grand Dyke bridge, | 20 00 |
| Repair road in Belcher Street from the Upper to the Lower Cornwallis bridge; and to repair bridge over Mill Pond, near James Wood's; also to repair cross road from Belcher Street to Richard Kidston's, (special grant), | 200 00 |
| Cross road from Belcher Street to Albert Chase's, | 30 00 |
| Repair breastwork at town plot, | 12 00 |
| Road from Andrew Weather's across Farnham dyke, | 60 00 |
| Repair road from Thomas Rand's to Thomas Harris's, on Chapel Street, | 20 00 |
| Middle Dyke road, | 20 00 |
| New road past Wm. B. Thomas', | 20 00 |
| Wood hollow road, (special grant), | 200 00 |
| Black hole road from top of mountain to A. Ells', (special grant), | 50 00 |
| Black Hole road from A. Ells' to bay shore, | 40 00 |
| Cross road from Black Hole road to Baxter's harbor, | 30 00 |
| Road from Baxter's harbour to Long Beach road, | 30 00 |
| On Long Beach road from Leonard Hsley's to shore, | 50 00 |
| To repair bridge across Sheffield Vault on Mountain, | 60 00 |
| On road past Judah Well's, | 20 00 |
| To open new road from John W. Ruscoe's past Palmeto's, | 50 00 |
| On east Hall's Harbor road from foot of mountain to meeting house, | 20 00 |
| Do. meeting house to the shore, | 20 00 |
| On breastwork and bridge at Hall's Harbor, | 60 00 |
| road from Joseph Newcomb's to Gilbert Hale's, | 20 00 |
| Rockwell Mountain hill, | 40 00 |
| Master's Mountain hill, (special grant,) | 100 00 |
| road from Atheron Eaton's to Hall's Harbor road, | 20 00 |
| road from John North's to New Settlement, | 20 00 |
| road in New Settlement, | 30 00 |
| Gibson road, | 30 00 |
| new road from Wm. H. Lyons' to Brewster Plains, | 60 00 |

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| On new road from Gesner road past George Fraser's, | \$50 00 |
| road from Kentville bridge to Steam mills, | 40 00 |
| road and to repair bridge from Steam mills to Centreville, | 80 00 |
| east end of Birch Hill road, | 20 00 |
| West end of Birch Hill road, | 20 00 |
| Cross road from Henry Porter's to Thomas Lovett's, and to repair bridge near H. Porter's, | 60 00 |
| Murphy road, | 30 00 |
| Bentley Mountain Hill, | 30 00 |
| road from W. Bowls' to Methodist chapel, | 30 00 |
| road past George Porter's, | 30 00 |
| road from George Porter's to the Bowl's road, | 20 00 |
| Bowl's road to Shaw road, | 20 00 |
| Isaiah Shaw's to Baptist meeting house, | 20 00 |
| Shaw road to Morton road, | 30 00 |
| Methodist to Baptist meeting house, Pleasant Valley, | 40 00 |
| new road from Benjamin Williams' to Andrew Woodworth's, | 30 00 |
| To complete new road from Woodworth's road across the Bog, | 80 00 |
| open new road from back street to Clem road up the mountain, | 160 00 |
| Clem road to Barley street, | 60 00 |
| On Long Point Mountain past E. Condon's, | 30 00 |
| Long Point road from front of mountain to school house, | 100 00 |
| school house to John Armstrong's, | 30 00 |
| John Armstrong's to Ogilvie breakwater, and to repair Bear bridge, | 40 00 |
| road from Long Point school house to Ogilvie peir, | |
| To make alteration up mountain on Gibson wharf road, | 100 00 |
| On Hunting Point road and bridge, near Gideon Hsley's, | 30 00 |
| Do. from cross road to Bay Shore, | 20 00 |
| On cross road from Hunting Point road to Hall's harbour road, | 30 00 |
| east end of cross road from Hunting Point road to Thos. Thompson's, | 20 00 |
| on cross road from Thomas Thompson's to Chipman's brook road, | 20 00 |
| To make alteration and repair road on east side of Chipman's brook, | 70 00 |
| On Kelly's road, | 30 00 |
| road from Pelton mountain to Kelly's road, | 30 00 |
| To repair road and bridge from school-house to Kelly's road, | 30 00 |
| On Chipman's brook road, and to repair bridge, | 30 00 |
| road past Wm. Foot's, from Chipman's brook to Dooley's hill, | 20 00 |
| cross road from Chipman's brook road to W. H. Lovelasse's, | 50 00 |
| road from Dooley's brook to W. H. Lovelape's | 20 00 |
| Scarsfield road, | 20 00 |
| road from Ross School House to Scarsfield road, | 20 00 |
| road from the Searsfield road to Canada Creek road, past Thompson's, | 20 00 |
| road from W. H. Lovelasse's to Canada Creek road, | 30 00 |
| road past Scofield's, | 20 00 |
| Canada Creek road from foot of mountain to Canada Creek (special); | 150 00 |
| Hiram Bolser road (special grant), | 50 00 |
| road from Canada Creek road to Black Rock road, past D. White's saw-mill, | 40 00 |
| new road up mountain, past Ashel Rockwell's, | 50 00 |
| road, and to repair bridge from Caldwell's to Union school-house, | 30 00 |
| new road from Lakeville to back street, | 20 00 |
| north end of road from Lakeville to back street, | 50 00 |
| road and bridge past John Foote's, | 40 00 |
| Pelton mountain hill, | 40 00 |
| On road past John Lamont's, | 20 00 |
| road from front of mountain to Nathan Fisher's, special grant, | 50 00 |
| Givan wharf road, from Nathan Fisher's to shore, special grant, | 100 00 |
| new road from Harbourville past James Kahill's, special grant, | 50 00 |
| shore road from Givan wharf road to James Moodey's, | 80 00 |

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| On Base line road, | \$20 00 |
| east end of shore road, from James Moodey's to Black Rock road, | 30 00 |
| road from Black Rock road to Givan wharf road, | 40 00 |
| road from James Gould's to the Caldwell road, | 40 00 |
| road passing Edward Caldwell's, | 30 00 |
| Clem road from Givan wharf road to Long Point road, | 30 00 |
| road from Long Point road to Cove road, past George Gould's, | 20 00 |
| Cove road from front of the mountain to the George Gould road, | 20 00 |
| Cove road from the George Gould road to the Baker road, | 30 00 |
| Cove road from the Baker road to the Shore, | 30 00 |
| cross road from Cove road to the Long Point road, past J. Meekin's, | 30 00 |
| Shore road from P. McBride's to C. Brown's, and to repair bridge at Bolsar brook, | 50 00 |
| road from Spicer's brook to Givan wharf road, past L. Spicer's, | 20 00 |
| cross road from Cove road to Ormsby road, past Baker's, | 40 00 |
| road from Barley street school house to James Kahill's, | 40 00 |
| Morden road from post road to French cross (special grant), | 300 00 |
| Clermont's road from post road to front of mountain, | 40 00 |
| Do. from front of mountain to Bay shore, | 30 00 |
| Bishop road from post road to front of mountain, | 40 00 |
| Do. from front of mountain to Bay shore, | 30 00 |
| Ormsby road up the mountain, | 40 00 |
| Do. from front of mountain to Bay shore, | 30 00 |
| To open new road from Ormsby road to Morden's road, east end, | 40 00 |
| To open new road from Morden road to Ormsby's road, west end, | 50 00 |
| On road from Bishop's road to Wilmot line, past the Rev. Mr. Stronach's, | 30 00 |
| To open new road from Bishop's road to Clermont, past Hains', | 100 00 |
| complete alteration in road from Clermont's to Morden's road, | 40 00 |
| On cross road from Ormsby's road to Cornwallis township, on mountain, | 20 00 |
| cross road from Ormsby's road to Morden's road, on mountain, | 30 00 |
| cross road from Morden's road to Ormsby's road, on mountain, | 60 00 |
| Australia road from Morden's to Ormsby's road, | 20 00 |
| Bluff road from French cross to Clermont's road, | 40 00 |
| cross road from Bishop's road to Wilmot line, | 20 00 |
| cross road from Clermont's to Bishop's road, | 30 00 |
| Unappropriated for north district, | 341 73 |

COUNTY OF LUNENBURG.

Resolved, That the sum of nine thousand six hundred dollars, voted for the roads and bridges in the county of Lunenburg, in 1864; also, the sum of two hundred and one dollars and fifty-eight cents, unexpended moneys for 1863, together with eleven thousand four hundred dollars special grant for great and post roads, and public landing and road at Tancock Island, be appropriated as follows, viz. :—

IN TOWNSHIP OF LUNENBURG.

| | |
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| From Martin's River to head of Mahone Bay, new road, and to pay survey, | \$800 00 |
| Martin's River to Clear Land road, old road, | 60 00 |
| Clear Land Road to Mader's Cove, including bridge, | 40 00 |
| Mader's Cove to Martin's brook, | 80 00 |
| Martin's brook to Lunenburg common, | 150 00 |
| Lunenburg to Jacob Hirtle's, | 80 00 |
| Jacob Hirtle's to La Have River, | 80 00 |
| Mahone Bay to Casper Isenhaur's | 80 00 |
| Casper Eisenhaur's to Westhaver's corner, | 80 00 |
| Westhaver's corner to Fener's mill, | 80 00 |
| Fener's mill to Weinacht's bridge, | 100 00 |

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| From Weinacht's bridge to Bridgewater, | \$100 00 |
| LaHave road to Spectacle Lakes, | 80 00 |
| Spectacle Lakes to C. Rudolf's, | 80 00 |
| C. Rudolf's to Bolivar's, | 40 00 |
| Bolivar's to Bridgewater, | 60 00 |
| Lunenburg to Kaulback's Gate, | 60 00 |
| Mahone Bay road to L. Beck's, | 40 00 |
| Nicholas Acker's to Jacob Kolps, jr., | 40 00 |
| Kolp's to cross roads, | 40 00 |
| cross roads to Neiforth's corner, | 30 00 |
| Neiforth's corner to Kingsburg, | 20 00 |
| Jacob Kolp's, jr., to Samuel Conrad's, | 40 00 |
| Samuel Conrad's to Ovens, | 40 00 |
| cross roads to Mrs. Oxner's, | 20 00 |
| C. Rudolf's to James McKean's, | 50 00 |
| James McKean's to Creek, including bridge near Hirtle's, | 50 00 |
| Creek, LaHave River, to Kingsburg, and new bridge at Ritcy's cove, | 800 00 |
| Bridgewater to school house near Jonas Wagner's, | 100 00 |
| School-house to west end Branch bridge, and on new road, | 400 00 |
| Branch bridge to Jacob Wiles', | 40 00 |
| Jacob Wiles' to William Wagner's gate, | 40 00 |
| W. Wagner's gate to Benjamin Putcey's, | 40 00 |
| Bridgewater to Frederick Koch's, | 150 00 |
| Frederick Koch's to Henry Tarr's, | 80 00 |
| Henry Tarr's to William Kedy's, | 80 00 |
| To pay Wm. Kedy forty dollars, over-expenditure, | 40 00 |
| William Kedy's to Nelson Chesley's, | 100 00 |
| Chesley's corner to John Feindall's, | 80 00 |
| John Feindall's to Jacob Meisinger's, | 100 00 |
| Jacob Meisinger's to Jacob Langille's, | 50 00 |
| County line to Jacob Meisinger's, | 50 00 |
| Stevermann's corner to meeting house, | 30 00 |
| Meeting house to Casper Eisenhaur's, and to alter road, | 100 00 |
| Casper Eisenhaur's to Mader's mill road, | 80 00 |
| Mader's mill road to Robert's mill dam, | 80 00 |
| Mill dam to Brandywine Brook, | 40 00 |
| Brandywine Brook to Hallimore's River, | 80 00 |
| Hallimore's River to D. Hirtle's, | 80 00 |
| D. Hirtle's to Jacob Feindall's, | 80 00 |
| Jacob Feindall's to William Nichols, | 60 00 |
| William Nichol's to Chesley's corner, | 30 00 |
| Meeting house to Diemon's upper corner, | 40 00 |
| Diemon's corner to post road, past Kaulback's, | 100 00 |
| Post road to George Barry's, | 80 00 |
| George Barry's to George Vienot's mill, | 60 00 |
| George Vienot's mill to John Ramey's, | 80 00 |
| John Ramey's to Dauphiney's, lower bound, | 40 00 |
| Dauphiney's bound to Koch's upper bound, | 40 00 |
| Koch's upper bound to John Ramey's, junr., | 40 00 |
| John Ramey's, jr., to North River, | 40 00 |
| North River to New Germany, | 80 00 |
| To repair bridge near Charles Rudolf's, | 50 00 |
| From Varner's bridge towards Simpson's, | 40 00 |
| West Brook bridge to Smith's mill, | 40 00 |
| Webber's corner to Lantz bridge, | 50 00 |
| Lantz bridge to Joseph Langille's, | 80 00 |
| Joseph Langille's to Henry Foster's, | 40 00 |
| Delong's to James Morton's, | 40 00 |
| James Morton's to David Mores', | 40 00 |
| Main road to Bezanson's, | 30 00 |

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| From Gully to Wentzel's settlement, | \$30 00 |
| James Morton's to Fleming's, | 40 00 |
| Fleming's to New Germany Lake, | 40 00 |
| Delong's to Jacob Feindall's, new road, | 50 00 |
| New Germany road to Cape Marsh, including bridge, | 60 00 |
| Cape Marsh to Joe Vienot's corner, | 60 00 |
| Vienot's corner to William Jodrey's and bridge, | 120 00 |
| Vienot's corner to J. W. Vienot's, | 50 00 |
| William Jodrey's to Wentzel's, | 60 00 |
| Wentzel's to Rafuse's, | 80 00 |
| Joseph Lantz's to Frederick Lohnes', | 30 00 |
| George Hawkesworth's to Stanborn road, past H. Chesley's, | 50 00 |
| Long's corner, New Cornwall, to Jacob Rafuse's, | 30 00 |
| John Vienot's to Paul Jodrey's, | 30 00 |
| Paul Jodrey's to Northfield, | 40 00 |
| LaHave River to Benjamin Rothenheiser's, | 20 00 |
| LaHave River to Reuben Dauphiney's, | 30 00 |
| LaHave River to James Dauphiney's, and onward, | 60 00 |
| Himmelman's corner to Peter Crouse's, | 40 00 |
| Peter Crouse's to Snyder's mill dam, | 60 00 |
| Snyder's mill dam to P. Hirtle's mill, | 40 00 |
| P. Hirtle's mill to the cross, | 40 00 |
| Cross to Smith's mill, | 60 00 |
| Main road, Ohio, to George Hirtle's, | 40 00 |
| Ohio road across to Semone's mill, | 40 00 |
| LaHave River to Northfield church, | 40 00 |
| Church to Joe Silvers' lower bound, | 40 00 |
| Church to Sarty's line, | 40 00 |
| Sarty's line to Koch's corner, | 40 00 |
| Jonas Zwicker's (M. Bay) to North West street, | 40 00 |
| Casper Vienot's to Diemon's corner, | 60 00 |
| Diemon's corner to Mulloch's road, | 40 00 |
| Diemon's corner to Westhaver's corner, | 40 00 |
| Westhaver's corner to George Vienot's, | 30 00 |
| Post road to George Vienot's corner, | 30 00 |
| William Rhode's to new post road, | 40 00 |
| Henry Weinacht's to LaHave River, | 40 00 |
| Weinacht's corner to James Eichle's, | 30 00 |
| James Eichle's to George Vienot's mill, | 30 00 |
| George Vienot's to Northfield road, | 30 00 |
| David Ernst's, bound to Broom's corner, | 40 00 |
| Christian Nause's to John Ramey's, | 40 00 |
| Mahone Bay to trout hole bridge, | 40 00 |
| Trout hole bridge to Eawalt's mill road, | 80 00 |
| Eawalt's mill road to Jacob Daurey's, | 60 00 |
| Jacob Daurey's to Peter Vienot's, | 40 00 |
| Jacob Lantz's to Stony Hill, | 40 00 |
| Branch road to Wentzel's bridge to cross, on new line of road, | 50 00 |
| Wentzel's bridge to Stephen Wentzel's, and onward, | 20 00 |
| To repair bridge at Wentzel's and road, | 40 00 |
| From Diemon's corner to Daurey's lake, | 20 00 |
| LaHave road to Beck's mill, | 20 00 |
| North-west street to W. Bay road, | 20 00 |
| LaHave road, past John Berringer's, | 20 00 |
| Leonard Herman's to Peter Zink's, | 20 00 |
| Rose Bay to Samuel Moser's, | 40 00 |
| Cross roads to Casper Lohness', | 30 00 |
| Rose Bay to Leslie's, | 20 00 |
| Ritcey's cove to the Creek, | 30 00 |
| LaHave road to Fred Zinks', | 20 00 |

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| From LaHave road to Meissenger's mill, | \$20 00 |
| LaHave road through centre range, | 20 00 |
| LaHave road to Conrad Meissenger's, | 20 00 |
| Lunenburg to Rye Field, | 60 00 |
| Rye Field to Heckman's Island, | 24 00 |
| Glebe corner to Blue Rocks, | 40 00 |
| Matthew Walter's to Silver's, | 20 00 |
| Martin's River bridge to Michael Daurey, west side River, | 40 00 |
| Michael Daurey's, northwardly, | 30 00 |
| Grimms to Lallave River, Crouse road, | 20 00 |
| Henry Foster's to Dalhousie road, | 100 00 |
| Public landing and road at Tancook, | 800 00 |
| Samuel Westhaver's to M. Bay road, | 30 00 |
| James' mill to Henry Shape's, | 20 00 |
| Blue Rocks to Black Rocks, | 20 00 |
| Leonard Young's to Falkland road, | 20 00 |
| Back Harbor to John Eminat's, | 20 00 |
| Kaulback's gate to George Smith's, | 30 00 |
| Lunenburg to Kissing bridge, | 20 00 |
| Huble's corner to David Ernst's, | 20 00 |
| Northfield road to Michael Silver's, | 20 00 |
| At the disposal of the government, to be expended in township of Lunenburg, | 104 64 |
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| | \$10,198 64 |

CHESTER TOWNSHIP.

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| Halifax county line to George Rafuse's, | 200 00 |
| George Rafuse to East River, | 200 00 |
| Eastern River to Frail's bridge, | 120 00 |
| Frail's bridge to Chester, | 40 00 |
| Chester to the Basin, | 80 00 |
| Basin to Gold River, | 40 00 |
| Gold River to Barkhouse's bridge, | 40 00 |
| Barkhouse bridge to Martin's River, | 50 00 |
| Gold River bridge to Beech Hill, | 60 00 |
| Bridge and clearing channel across Chester peninsula, | 80 00 |
| Halifax road to Richardson's Settlement, | 20 00 |
| Roberson's corner to Levy's road, | 140 00 |
| Levy's road to Hants county line, | 150 00 |
| Windsor road to New Ross <i>via</i> Levy's Settlement, | 40 00 |
| Do. Swinhimer's, | 30 00 |
| Do. Grant, | 40 00 |
| Do. Canaan, | 40 00 |
| Grant to Basin, | 60 00 |
| Grant to Stoney Hill, and to pay Isaac Rafuse, \$5 65, | 100 00 |
| Stoney Hill to the Church, | 100 00 |
| Church to Rosebank, | 60 00 |
| Skerry's through Gleugary road, | 30 00 |
| New Ross Church to Dearder's, | 100 00 |
| Dearder's to King's county line, | 60 00 |
| Road to avoid hills near Henry Alder's, | 200 00 |
| Church to George Hiltz's, | 100 00 |
| George Hiltz's towards Sherbrooke bridge, | 200 00 |
| Sherbrooke bridge towards George Hiltz's, | 200 00 |
| Sherbrooke bridge to Kings county line, | 30 00 |
| Road and alteration round Corbin's Lake, | 80 00 |
| Annapolis road towards Thomas Quinlan's, | 80 00 |
| Annapolis road towards William Corkum's, | 20 00 |
| To repair Mill road at New Ross, | 40 00 |

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| Mill road to Christopher Boylan's line, | \$80 00 |
| New Ross to county line on new road to Windsor, including special grant, 1845 | 00 |
| Halifax county line to William Shatford's, | 40 00 |
| William Shatford's to Henry Verge's, | 40 00 |
| Henry Verge's to north-west cove, | 40 00 |
| North-west cove to Sandy beaches, | 100 00 |
| Sandy beaches towards Shoal cove, | 100 00 |
| Shoal cove towards Sandy beaches, | 100 00 |
| Shoal cove to Edward Whalen's, | 140 00 |
| Edward Whalen's to Thomas', east rivèr, | 120 00 |
| Mill cove to Blandford road, | 40 00 |
| To pay Charles Lordly, expended in 1863, | 67 56 |
| To pay Ebenezer Frail, do. 1863, | 10 18 |
| From Melvin Square to Wile's school-house, new road, | 200 00 |
| Wile's school-house to Sandy Brook, | 50 00 |
| Sandy Brook to Waterloo road, | 50 00 |
| Waterloo road to Baker's brook, | 80 00 |
| Baker's brook to David Selig's old farm, | 50 00 |
| David Selig's to county line, | 300 00 |
| Pleasant River road to John Smith's, Ninevah, | 100 00 |
| John Smith's to cross, Ohio, | 60 00 |
| Centerville road to David Frasel's and onward, | 60 00 |
| Pleasant River road to Vienot's, Cedarville, | 20 00 |
| Pleasant River road to Edward Crouse's, Chelsea, | 50 00 |
| Chelsea road to Butler's branch road, | 50 00 |
| Butler's branch road to Pleasant River road, | 50 00 |
| Chelsea road to John Ramey's and onward, | 30 00 |
| Chelsea road to Joseph Mailman's gate, | 250 00 |
| Pleasant River road to G. Wile's mill, Waterloo, | 40 00 |
| Wile's mill to Absolem Wile's new road, | 40 00 |
| Absolem Wile's to Buckfield county line, | 60 00 |
| Waterloo road to J. Thompson's and onward, | 40 00 |
| Lapland mills to Buckfield, via Wile's mill, | 40 00 |
| Lapland mills towards Floyd's road, | 150 00 |
| Floyd's road towards Lapland mills, | 150 00 |
| Floyd's road to Pleasant River road, | 30 00 |
| Lapland mills to Eminoes, Montreal, | 100 00 |
| Eminoe's to Croft's, Camperdown, | 40 00 |
| Croft's to Hebb's cross, new post road, to alter Camperdown hill, | 300 00 |
| Brady's cross to Krouse Town road through Italy, | 60 00 |
| Italy to New Courage, on to Bogler's road, | 20 00 |
| Krouse Town to Misener's, Petite Reviere, | 50 00 |
| Fancy's mills to Krouse Town mills, Young's road, | 40 00 |
| Hebb's crossing, Camperdown road, to G. Schnider's, | 100 00 |
| G. Schnider's to John Crosse's gate, | 100 00 |
| Crosse's gate to McKeen's corner, LaHave River, | 100 00 |
| Bridgewater to W. Oakes' wharf, | 80 00 |
| Oakes' wharf to Conqueral road, | 60 00 |
| McKeen's corner to Corkhum's school-house, | 30 00 |
| Corkhum's school-house to Doyle's road, | 30 00 |
| Doyle's corner to Getson's point or corner, | 50 00 |
| Getson's corner to Bell's corner, D. shore, | 50 00 |
| Bell's corner to Church road, | 40 00 |
| Church road to post road, Petite Reviere, | 40 00 |
| Middle post road to Cudlip Corkum's corner, | 40 00 |
| Corkum's corner to post road through Mount Pleasant, | 40 00 |
| Corkum's corner to Missenger's mills, | 40 00 |
| Missenger's mills through Cumberland to shore, | 120 00 |
| From middle post road to Church road, D. shore, | 40 00 |
| Pernett's to S. Lake, middle road, | 60 00 |

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| Repairing road at Mount Dalhousie, | \$40 05 |
| Building road from Six Mile Brook to Mount Dalhousie, | 80 05 |
| Building bridge at Boat Harbor, | 100 00 |
| Repairing road from Loch Broom to Alma, | 9 50 |
| Rebuilding bridge at Upper Settlement West River, (balance) | 14 00 |
| Building bridge on Cape John road, | 22 50 |
| <i>Grants for Cross Roads, to be expended in 1864.</i> | |
| Repairing road from James McKay's to Mount Dalhousie road, | 20 00 |
| Mark Cameron's road, | 20 00 |
| road from D. Langille's (miller) to J. McKenzie's, | 30 00 |
| Building bridge near D. Sutherland's, on Black River, | 200 00 |
| Repairing road from West Branch to D. Campbell's, | 20 00 |
| Toney River to Church at McIver's, | 40 00 |
| Repairing Glenfalloch road, | 40 00 |
| road from D. Holmes' to John Holmes', | 40 00 |
| Carriboo River to McRae's school-house, | 30 00 |
| Building new road from River John to Back Shore, | 80 00 |
| Repairing road from Thos. Munroe's to Langille's settlement | 60 00 |
| Building bridge near Dickson's mill, | 180 00 |
| Repairing road from Fraser's barns to Roddick's mill, | 30 00 |
| Dickson's mill to Gordon's road, | 30 00 |
| bridge at West Branch, | 40 00 |
| on road from West Branch to River John near Baillie's, | 40 00 |
| near Urquhart's | 40 00 |
| road from Stewart's to Toney River road, | 20 00 |
| Clark's to McQuarrie's, | 30 00 |
| Building bridge at the Salt Springs, | 600 00 |
| Covering bridge at Archibald's mill, West River, | 6 00 |
| Rebuilding bridge at Matheson's, Roger's Hill, | 20 00 |
| Building new road from Mount Thom to South Mountain, | 60 00 |
| Repairing road from Mount Thom to Hugh Cameron's, | 20 00 |
| post road to the Salt Springs, | 30 00 |
| new road from Campbell's mill to head of West River, | 60 00 |
| road from bridge on West River to main road, | 40 00 |
| Gairloch Church to Nicholas Balfour's, | 20 00 |
| Pleasant Valley to Patterson's Green Hill, | 20 00 |
| Repairing road from Loch Broom to Alma or district line, | 20 00 |
| West River to Gairloch, | 70 00 |
| Repairing bridge and road from Gairloch Lake to John Cameron's, | 50 00 |
| Pleasant Valley road, | 40 00 |
| Building bridge at Six Mile Brook, new road, | 40 00 |
| Repairing road from Six Mile Brook to Hugh McLeod's, | 20 00 |
| main road from Gairloch church to John McLeod's, | 40 00 |
| road from Roger's Hill church to Angus Sutherland's, | 100 00 |
| Saw Mill bridge to Roger's Hill church, | 60 00 |
| A. Sutherland's to West Branch, | 30 00 |
| Salt Springs to Archibald's mills, | 40 00 |
| Salt Springs to William Cameron's, | 30 00 |
| Lime Rock to Roderick McKenzie's, | 40 00 |
| West River to New Larig, | 30 00 |
| Roderick McKenzie's to West River road, | 20 00 |
| to Donald Fraser's, | 30 00 |
| Rebuilding bridge on road from West Branch to D. Campbell's, | 20 00 |
| Repairing road from Seal Creek bridge to River John, | 30 00 |
| Rebuilding bridge on road from Mount Thom to Eight Mile Brook, | 20 00 |
| Repairing road from Mount Thom to Eight Mile Brook, | 20 00 |
| Six Mile Brook to Roger's Hill, | 30 00 |
| cross roads at Cameron's to county line, | 30 00 |
| John McLeod's to county line, | 60 00 |

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| Repairing road from Larig main road to A. Gordon's, | \$20 00 |
| Building bridge at Six Mile brook, | 20 00 |
| Repairing road from Gass' to Six Mile brook, | 40 00 |
| Road from Hyde's to Kenneth Ross', | 12 00 |
| main road at John Sutherland's to Hyde's, | 12 00 |
| John Cameron's to district line, | 20 00 |
| Opening new road from West River to Mill Brook, | 80 00 |
| Road from West River to Gairloch, | 30 00 |
| Repairing road from Mount Dalhousie to West Branch, | 60 00 |
| Road from D. McKenzie's to William Ross', Esq., | 30 00 |
| Opening new road at Mill Brook, | 100 00 |
| Repairing road from Mount Thom to Dalhousie road, | 60 00 |
| Road from Six Mile Brook to South Dalhousie, | 20 00 |
| Building bridge on new road at Mill Brook, | 60 00 |
| Opening new road from Black River at McKay's to Roderick McKenzie's, | 70 00 |
| Repairing road from bridge on River John, east side upper end, | 60 00 |
| Repairing road from McDonald's, Scotch Hill, to Hardwood Hill road, | 60 00 |
| Opening new road from West River, at Cameron's, to Gairloch, | 20 00 |
| Road from E. Pattrican's to county line, | 40 00 |
| Repairing road from A. Sutherland's to the Langille Settlement, | 40 00 |
| A. McDonald's to River John road, | 30 00 |
| Toney River to Angus McDonald's, Cape John road, | 40 00 |
| A. McDonald's to River John, | 40 00 |
| Road from Dalhousie to River John, | 20 00 |
| Repairing road from McDonald's to West Branch, | 100 00 |
| Road from McRae's school house to Roddick's mills, | 20 00 |
| Bridge and road from Chisholm's to Back Shore, | 30 00 |
| Carmichael's road, | 40 00 |
| From post road to River John road, | 20 00 |
| Repairing road from Allan McLeod's to shore road, | 80 00 |
| From Leslie's to Adam Gordon's road, | 20 00 |
| Road from Kenneth Fraser's to Boar's Back, | 20 00 |
| Opening road from Point to Green Hill, new road, | 40 00 |
| Repairing road from Church to Young, | 100 00 |
| Cape John to Carriboo river road, new line, | 40 00 |
| Building bridge at Wm. McLeod's saw mill, South Mount Dalhousie, | 40 00 |
| Repairing road from Kenneth Fraser's mills to Alex. McKay's, | 20 00 |
| Interest to Nova Scotia Bank, | 62 00 |
| Repairing post road from county line to Pictou, | 44 25 |

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EASTERN DISTRICT.

Advances.

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| Adam McKenzie, post road, | \$712 00 |
| Blue Mountain, | 400 00 |
| G. W. A. Lowden, main post road, | 196 03 |
| John Henderson, Boat Harbor bridge, | 40 00 |
| Samuel Fraser, repairing road from Fish Pools to New Glasgow, | 20 00 |

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Over-expenditure.

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| Moose River road, | \$8 00 |
| Road Barney River, | 12 00 |
| Blue Mountain road, | 516 40 |
| Little Harbour road, | 10 90 |
| Bridge at Sutherland river, | 23 20 |
| Road at Moose river, | 20 00 |
| Repairing bridge, Garden, | 26 10 |
| Springville, | 50 10 |
| Albion Mines. | 89 42 |

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| Finishing bridge at Moose river, | \$33 73 |
| Covering bridge at McLellan's Brook, | 46 55 |
| Road from Piedmont to Shore, | 62 88 |
| Bridge at Barney's river, | 48 80 |
| Over-expenditure on St. Mary's road, | 16 80 |
| Road at Bailey's Brook, | 19 70 |
| Building bridge, Indian Pools, | 80 00 |
| Bridge at Marsh brook, | 41 50 |
| Road at Bailey's brook, | 16 00 |
| St. Mary's, | 21 90 |
| McLellan's brook to E. R., | 30 00 |
| Bridge at Piedmont, | 24 70 |
| French river, | 27 30 |
| Glendhu road, | 31 00 |
| Embankment Bailey's brook, | 71 63 |
| Bridge at Green Hill, | 7 38 |
| Middle river, | 28 40 |
| Bailey's brook, | 38 70 |
| Road at Kiffoch, | 28 07 |
| Marshy Hope, | 10 00 |
| Bridge on Gould's line, | 71 25 |
| Bailey's brook, | 20 85 |
| Road at French river, | 20 00 |
| Bridge at Marsh brook, | 7 10 |
| Road Black brook, St. Mary's, | 36 15 |
| Bridge at East river, | 2 40 |
| Do. do. | 14 50 |
| Merigomish, | 31 50 |
| Middle river, | 7 25 |
| Gauld's line Black brook, | 15 15 |
| Barney's river bridge, | 880 00 |
| Road New Glasgow to Robertson's mills, | 380 00 |
| Coal factory round Fraser's hill, | 400 00 |
| New road Horn brook to Albion Mines, | 80 00 |
| Road and bridges Trader's Point up east side Middle river, | 100 00 |
| Cross road from brook to main road E. R., | 20 00 |
| Road Alex. McDonald's (miller) to W. Branch, | 30 00 |
| West Branch towards Stewiacke, | 40 00 |
| Bridge at Duncan McDougall's, | 20 00 |
| Albion Mines, | 100 00 |
| Across Middle river, | 280 00 |
| At St. Paul's church, E. R., | 140 00 |
| John Ogg brook, | 260 00 |
| Road from Blanchard to McPherson's mills, | 50 00 |
| John Dunbar to D. McMillan, | 24 00 |
| Road through Island, E. R., | 40 00 |
| Bridge at Black Brook, St. Mary's, | 30 00 |
| Road from McIntosh to Gillis, Piedmont, | 30 00 |
| Repairing bridge, Middle river, | 20 00 |
| Road from East branch to West branch, | 40 00 |
| Broad Lake to Garden, | 30 00 |
| Middle river to W. branch, | 30 00 |
| From ——— to Springville, | 30 00 |
| Blair's B. R. to Blue Mountain, | 40 00 |
| Shore road B. R. to J. Robertson's, | 20 00 |
| Bridge at Bruce's to B. river, | 100 00 |
| From R. McDonald's to Marshy Hope road, | 20 00 |
| J. Robertson to A. Robinson's, | 14 00 |
| A. Robertson's to R. Bruce's, | 24 00 |
| R. Bruce's to John McKay, (brewer,) | 12 00 |

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| From John McKay's to school house at Ross, | \$20 00 |
| Adam McKenzie's to Dunn's mill, | 24 00 |
| Dunn's mill to head of settlement, | 24 00 |
| Widow Sutherland to A. Sutherland, (fiddler,) | 16 00 |
| Keffoch road, | 12 00 |
| Dunn's mills to head of settlement by Alex. McLeod's, | 12 00 |
| Old road, Irish mountain, | 24 00 |
| St. Mary's road E. R. to county line, | 60 00 |
| Road Big brook, W. B., from Wm. Fraser's (blacksmith) to school house, | 30 00 |
| From Wm. Chisholm's, E. side W. branch, to main road W. side, | 30 00 |
| Main road, | 14 00 |
| Alex. Cummings' to Blue Mountain, | 16 00 |
| John Sutherland to P. McGrath's, | 16 00 |
| Hopewell to Kirk, W. Branch, | 30 00 |
| From D. McGregor's to J. McDonald's brook, | 24 00 |
| Little Harbor to New Glasgow, | 30 00 |
| John Munro's to Wm. Ross', | 30 00 |
| Main road to Hugh Chisholm's, | 12 00 |
| Widow Chisholm to Merkle, | 40 00 |
| Thomson's to Arbuckle's, | 48 00 |
| County line to Varny's brook, back settlement, | 30 00 |
| Back Settlement road to Alex. McGee's, | 30 00 |
| Fraser's mills to Mrs. McGillvary's, | 30 00 |
| Gould's line, | 200 00 |
| Bridges on post road from Garden to St. Mary's, | 40 00 |
| From Arbuckle's to Bailey's brook, shore road, | 40 00 |
| Bailey's brook to county line, shore road, | 40 00 |
| Bailey's brook on Back Settlement road to Varny's brook, | 30 00 |
| Arbuckle's up west side Bailey's brook, | 40 00 |
| McLean's mills, B. B., to Gaul's line, | 60 00 |
| Piedmont road, east end, | 60 00 |
| From Collies lower line to township line, | 30 00 |
| Road from Middle river to main road E. side M. river, | 30 00 |
| At French river, | 9 45 |
| From Quarry Island, | 10 00 |
| From Miers' mills, Little harbour road, | 30 00 |
| Albion Mines to junction with N. E. road, | 40 00 |

COUNTY OF QUEENS.

Resolved, That the sum of seven thousand five hundred and sixty-five dollars, granted for the roads and bridges in the county of Queens—together with the sum of one hundred and twenty-six dollars of undrawn monies for last year, and the sum of four thousand dollars of an extra grant, in all eleven thousand six hundred and ninety-one dollars—be applied as follows :

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| From Lunenburg county line to Mills Village, | \$120 00 |
| Mills Village to Mack's Meadow's, | 100 00 |
| Mack's Meadows to Brooklyn bridge, | 200 00 |
| Brooklyn to Smith's, Sandy Cove, | 60 00 |
| Smith's, Sandy Cove, to Chesley's corner, | 60 00 |
| Liverpool to Thomas Payzant's, Beech Hill, | 100 00 |
| Thomas Payzant's to Smith's, second Beech Hill, | 140 00 |
| Smith's, second Beech Hill, half-way to Broad river, | 100 00 |
| Broad river half-way to second Beech Hill, | 100 00 |
| Road river to Port Mouton, including bridge, | 80 00 |
| Port Mouton to Rocky Hill, | 40 00 |
| Rocky Hill to Michael Robertson's, | 40 00 |

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| From Michael Robertson's to Robert Robertson's, | \$40 00 |
| Robert Robertson's to Neil McDonald's, | 40 00 |
| Neil McDonald's to county line, to repair road and bridges, | 200 00 |
| Cowie's Tanyard to John Randal's, | 80 00 |
| John Randal's to Milton, | 150 00 |
| Whitman Freeman's to Guzzle Mill road, | 200 00 |
| Guzzle Mill road to four miles, | 200 00 |
| Four miles to six miles, | 200 00 |
| Six miles to nine miles, | 200 00 |
| Nine miles to twelve miles, | 200 00 |
| Middlefield to Greenfield, | 50 00 |
| Liverpool road around Morton's hill, new road, Middlefield, | 800 00 |
| Milton to Indian gardens, | 200 00 |
| Milton Academy towards Randall's, | 40 00 |
| William S. Minard's to Stephen Freeman's, | 80 00 |
| Nathan Freeman's to Herring Cove Lake, | 120 00 |
| Bristol to Salmon Island bridge, | 100 00 |
| Main road to Dean Annis, | 30 00 |
| Dean Annis road towards Nickerson's road, | 20 00 |
| Main road to James Nickerson's, | 30 00 |
| Enos McLeod's to Joseph H. Dexters, | 60 00 |
| Joseph H. Dexter's to William Corkum's, | 40 00 |
| William Corkum's to Wencill's mill, | 30 00 |
| Wencill's mill to Leonard Wolf's, | 60 00 |
| Leonard Wolf's to Port Medway road, | 140 00 |
| Rinard's to Joseph H. Dexter's, Neil's road, | 30 00 |
| John Harrington's to the shore, | 16 00 |
| Beach Meadow road to the school house, | 20 00 |
| Wencill's mill towards Eagle Head, | 40 00 |
| Mouser's towards Eagle Head, on new road, | 100 00 |
| Eagle Head road towards J. Bagley's, on new road, | 100 00 |
| William Wencill's to Blue Berry beach, | 30 00 |
| Darrow's on new road to Eagle head, | 100 00 |
| John C. Wolf's to Darrow's, | 30 00 |
| Ragged Harbor, new road, | 60 00 |
| Blue Berry to Port Medway road, | 60 00 |
| Port Medway to Halfway brook, | 60 00 |
| Halfway brook to Rinard's, Mill Village road, | 60 00 |
| Port Medway road to Mill Village, | 120 00 |
| Port Medway towards the Lighthouse, | 30 00 |
| John Briggan's to Mill Village, | 40 00 |
| To Clattenburg's, | 20 00 |
| School house east side Port Medway to Indian Point, | 60 00 |
| Tumbling Down to Wentworth's brook, | 200 00 |
| To repair Bear Fall's bridge and road towards Middlefield, | 200 00 |
| From Western Head road to the Court House, | 80 00 |
| Liverpool harbor to Meadow Pond, | 30 00 |
| Waterloo street to Black Point School house, | 40 00 |
| Black Point School house to Peache's, Scott's Beach, | 40 00 |
| African chapel to Tar's, | 50 00 |
| Tar's to Western Head Church, | 50 00 |
| Peache's, Scott's Beach, to Ephraim Hutman's, | 20 00 |
| Ephraim Hutman's on beach to the church, | 80 00 |
| James Ritchie's to McAlpine's brook, | 100 00 |
| McAlpine's brook to White Point, | 100 00 |
| White Point road towards Mailman's, | 60 00 |
| Mailman's road to Broad River bridge, | 40 00 |
| Hunt's Point to White Point, | 40 00 |
| Beech Hill, | 50 00 |
| Lewis' over Stuart's creek and road, | 50 00 |

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| From Catherine's river to Port Mouton, | \$60 00 |
| Road toward's Wallace's, | 40 00 |
| Robert Robertson's towards Cameron's, | 30 00 |
| Alexander Cameron's to Catherine's river, | 40 00 |
| Post road to Allan McDonald's, | 50 00 |
| Post road to William McDonald's, Port L'Hibbert, | 100 00 |
| William McDonald's towards Stuart's, | 30 00 |
| Robert McDonald's towards William McDonald's, | 20 00 |
| Post road to Broad River Head, | 30 00 |
| White Point road to Gull Islands, | 30 00 |
| George Irvin's, | 30 00 |
| Lunenburg county line to Mill Village, | 800 00 |
| Frederick Minards on road and bridge, | 40 00 |
| Mills Village, east side, towards Salter's Falls, | 40 00 |
| Post road east side Port Medway to Camperdown, | 40 00 |
| Twelve miles to sixteen mile road, | 200 00 |
| Sixteen mile road to twenty mile mark, | 200 00 |
| Twenty mile mark to Brookfield corner, | 160 00 |
| Brookfield corner to Doctor Croker's, | 20 00 |
| Doctor Croker's to Baptist meeting house, | 20 00 |
| Baptist meeting house to Pleasant River school house, | 20 00 |
| Pleasant River school house to Lunenburg county line, | 20 00 |
| Pleasant River road to Leadbetter's, | 40 00 |
| Leadbetter's to Annapolis county line, | 100 00 |
| John McGintry's road, | 20 00 |
| Brookfield corner to James Middlemas, | 40 00 |
| James Middlemas to Caledonia corner, | 40 00 |
| Caledonia corner to Northfield road, | 100 00 |
| Northfield road to Annapolis county line, | 50 00 |
| Greenfield to Lloyd's road, | 30 00 |
| Lloyd's road to Lunenburg county line, | 30 00 |
| On Buckfield road to county line, | 30 00 |
| From Greenfield to sixteen miles, | 30 00 |
| On Lloyd's road, | 20 00 |
| On LaBelle road and bridge, | 20 00 |
| On new road from Caledonia corner to Liverpool road, first section, | 200 00 |
| On second section, | 200 00 |
| On third section, | 200 00 |
| On fourth section, | 200 00 |
| From Brookfield towards Chelsea, | 20 00 |
| On Eastfield road, | 20 00 |
| Lebia Croker's road, | 20 00 |
| Westfield road from Uriah Johnston's road to Port Medway river, | 40 00 |
| Port Medway River to Harmony, | 50 00 |
| On Rosette road and bridge, | 40 00 |
| From Rosette towards Northfield, | 40 00 |
| Pleasant River towards Chelsea, on Tory bridge, | 60 00 |
| On McKay's road, Pleasant River, | 20 00 |
| Alexander Smith's road, | 20 00 |
| From Caledonia corner to Benjamin Annis', | 60 00 |
| On Zenas Smith's Hill, Caledonia, | 160 00 |
| From Thomas Annis' to Barnabas Dowling's, | 30 00 |
| On Dennis Cläre's road, | 20 00 |
| Barnabas McGintey's road, | 17 00 |
| Patrick Jones' road, | 14 00 |
| Pleasant Valley road, | 20 00 |
| Edward Cannon's road, | 20 00 |
| From Caledonia road to Coles' on Devonshire road, | 20 00 |
| Coles' to Butler's on Devonshire road, | 20 00 |
| Butler's to Matthew Code's, | 20 00 |

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| From Butler's to Lowe's lake, | \$30 00 |
| Devonshire road to Boyle's farm, | 20 00 |
| Boyle's farm to Patrick McGintry's, | 20 00 |
| Caledonia road to R. Bryden's, on Whiteburn road, | 20 00 |
| Robert Bryden's to Thomas Boyles, | 20 00 |
| Thomas Boyle's to Corrigin's, near bridge, | 20 00 |
| Wheeler Minard's to John Junis', | 60 00 |
| John Junis to Caledonia road, | 60 00 |
| On John Kempton's road, | 20 00 |
| Mount Merrit road, | 30 00 |
| New Albany road, | 30 00 |
| Northfield road, No. 1 District, | 30 00 |
| No. 2 District, | 30 00 |
| From Kempt road to Katherine's, on Grafton road, | 30 00 |
| Kathrine's to Annapolis county line, | 20 00 |
| Grafton to Kegamakirjank Lake, | 30 00 |
| On Grafton Mill road, | 20 00 |
| From Hants to John Junis', | 20 00 |
| Pleasant River road to Brookfield road, by H. Leadbetter's, | 40 00 |
| On John McBride's road, | 20 00 |
| Thomas Annis' to John Cameron's, | 20 00 |
| William Brown's road to make alteration around hill, | 14 09 |
| For expenditure building bridge on Liverpool road, | 11 91 |
| | \$11373 00 |

ADVANCES.

| | | |
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| To balance of amount advanced by S. Morton on Brookfield road, Cameron's Hill, | \$300 00 | |
| To one year's interest on above to 1st May, 1864, | 18 00 | |
| | | 318 00 |
| | | \$11691 00 |

RICHMOND COUNTY.

Resolved, That the sum of seven thousand eight hundred and eight dollars, granted for the road and bridge service for the county of Richmond for the present year, and also one thousand dollars, special grant, and the further sum of forty-six dollars and sixty-one cents, undrawn monies for the year 1863, be appropriated as follows:—

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| To repay advances for 1863, | \$490 70 |
| Donald McLeod, over expenditure, | 46 27 |
| J. J. Robertson, do. | 19 50 |
| John McLeod, do. | 22 22 |
| Main post road from Inverness county line to Cape Breton county line, | 1000 00 |
| Balance at the disposal of the government to be hereafter appropriated, | 7286 92 |
| | \$8854 61 |

SHELBURNE COUNTY.

Resolved, That the sum of seven thousand eight hundred and eight dollars, granted for the service of roads and bridges in the county of Shelburne, and the sum of twenty-one dollars and forty cents, undrawn for the county of Shelburne, and the sum of four thousand dollars, extra grant for great roads in the county of Shelburne, be appropriated as follows :

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| From Queen's Falls to post road, | \$50 00 |
| post road to Wm. Greenwood's, and to build Geddas' bridge, | 150 00 |
| Wm. Greenwood's to Indian brook, | 20 00 |
| Indian brook to Benjamin Perry's, and to pay John Greenwood, over-expenditure, \$1 85, | 60 00 |
| Benjamin Perry's to Daniel Littlewood's, | 25 00 |
| Daniel Littlewood's to Round Bay bridge, | 35 00 |
| Alexander Greenwood's, south line, to Indian Brook, via Wm. Perry's, | 60 00 |
| Moses Perry's to main road, | 25 00 |
| Round Bay bridge to Ferry road, near E. R. Perry's, and to pay Wm. Munroe, over-expenditure, \$1 05, | 40 00 |
| To preserve Round Bay beach between road and Ferry, | 50 00 |
| From Gunning Cove to Beaver Dam, | 80 00 |
| post road to Wm. Dones, senr., | 80 00 |
| Wm. Dones, senr., to Dexter's bridge, | 60 00 |
| round Bay bridge to Benjamin Perry's, via Wilson's, | 20 00 |
| post road, near Beaver Dam, to Henry Bowers', | 30 00 |
| post road to David Harris', | 150 00 |
| David Harris' to Jessie Bowers, | 200 00 |
| Jessie Bower's to Thomas McKay's, and pay Theophilus Harris, over-expenditure, \$1 80, | 80 00 |
| David Jenkins to Ensor's road, | 90 00 |
| Eusor's road to George McKKay's, | 100 00 |
| Main road to Cobscouch mill, | 30 00 |
| Michael Davis' to main road, | 12 00 |
| Post road to Robert Bower's, | 50 00 |
| Robert Bower's to foot of Ridge, on Long Island, and to pay John Dexter, over-expenditure, \$1 25, | 60 00 |
| Foot of Ridge, on Long Island, to Robert McKay's, on new line, | 90 00 |
| New road to Colin Bower's, | 50 00 |
| John Dexter's to end of Oak Hill road, and pay Charles Bower, over-expenditure, \$2 84, | 50 00 |
| Robert McKay's to Philip Bower's, | 110 00 |
| Cobscouch Settlement to Thomas McGill's, on new road, | 60 00 |
| Post road to Samuel McQuhar's, | 15 00 |
| William McLean's to Jones Cushrou's, | 50 00 |
| William McLean's to Sandy Point, | 20 00 |
| Sandy Point to Shelburne, | 35 00 |
| Charles Thompson's to East Point, | 20 00 |
| Shelburne to Jordan Ferry, | 50 00 |
| Shelburne to Jordan Bay, and pay Wm. Swinesburg, over-expenditure, \$2 33, | 60 00 |
| Jones Cushrou's to Wm. Peterson's, | 30 00 |
| Wm. Peterson's to Jordan Ferry, | 25 00 |
| Locke's Island to main road at Jordan Bay, | 16 00 |
| James Purney's to Joseph Holden's, | 20 00 |
| James Purney's to David McKay's, | 20 00 |
| David McKay's to Jordan Church, | 20 00 |
| James Purney's to late Miss Dickie's, | 12 00 |
| Main road to James Saunders', | 12 00 |
| James Purney's to Morvan road, | 18 00 |

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| From Light House, McNutt's Island, to J. Perry's, | \$20 00 |
| Post road to John Harvy's, | 70 00 |
| John Harvy's to Spar Hill bridge, | 70 00 |
| Spar Hill bridge to Green Harbor, E. bridge, | 90 00 |
| Green Harbor, E. bridge, to Locke's Island, | 110 00 |
| Green Harbor to Richard Wall's, | 40 00 |
| Main road, near James McKenzie's, to Robert Firth's, | 25 00 |
| Locke's Island to Thomas Crowell's, | 25 00 |
| Freeman Crowell's to Locke's Island, | 25 00 |
| Richard Wall's to main road, leading to Locke's Island, | 55 00 |
| Widow Ringer's to Angus McAdam's, | 35 00 |
| Fox Rock to widow Ringer's, and pay Jas. Giffin, over-expen- diture, \$2 80, | 30 00 |
| Little Harbor to Jonathan Craig's, | 35 00 |
| Richard Wall's to Little Harbor, | 40 00 |
| Jacob Allen's, Sable River, to Wall's hill, | 80 00 |
| Wall's hill to Richard Wall's, | 50 00 |
| Tom Tidney's bridge to Wm. Chivers', | 25 00 |
| Wm. Chivers' to Floyd's Brook, | 35 00 |
| Floyd's brook to Johnson's Pond Beach, and to pay Rice Lewis, over-expenditure, \$1, | 45 00 |
| Johnson's Pond Beach to Tilly Richardson's, | 30 00 |
| Main road to Jones' Harbor, | 15 00 |
| Port LeBare to Sable River, | 60 00 |
| Craig's Ferry to main road, and to pay Wm. Craig, over-expen- diture, \$1, | 15 00 |
| Lewis Head Breakwater to main road, | 30 00 |
| Daniel Matthew's to George Wall's, | 30 00 |
| Daniel Matthew's to Andrew Decher's, | 18 00 |
| John Dall's to main road leading to Shelburne, | 30 00 |
| | <hr/> |
| | \$1556 00 |
| From West River bridge to S. J. William's, | 20 00 |
| Fox Rock to Little Harbor, | 30 00 |
| Wm. Arnold's to Henry Hemeon's, | 15 00 |
| Joseph Williams' to main road, | 15 00 |
| Charles Firth's to main road, | 15 00 |
| Post road up Jordan River to Lake John, on condition that a like sum shall be raised and expended by the inhabitants, | 325 00 |
| Head Ragged Island Bay to Green Harbor lake, on condition that a like sum shall be raised and expended by the inhabitants, | 50 00 |
| Alexander Hamilton's to Branch bridge, | 120 00 |
| Branch bridge to McGillis' lower road, | 240 00 |
| McGillis's lower road to bridge at George McKay's, | 240 00 |
| On Bridge from Geo. McKay's to the Cobscouche bridge, | \$90 00 |
| From Lower Clyde bridge by Gavin Lyle's on the Lyle road to the post road, | 110 00 |
| Fork at Lyle's road to Clam Creek, | 60 00 |
| Clam Creek to Samuel Smith's, | 50 00 |
| Samuel Smith's to Elam Thomas', | 40 00 |
| Main road to Cape Negro Island ferry at late James Perry's, | 30 00 |
| Main road to Solid Rock, Blanch, James Obid's, | 20 00 |
| Josiah Smith's to Wm. Patterson's, including bridges, | 60 00 |
| Wm. Patterson's to school-house at Green Hill, | 40 00 |
| Green Hill to Patten's corner, | 40 00 |
| Main road to Port la Tour harbor near John K. Snow's, | 40 00 |
| Z. Swain's to Light House, | 40 00 |
| John Connors' to Port la Tour road, | 50 00 |

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| From Patten's to Birch Hill, and to pay Saml. Snow advance \$6.82 | \$150 00 |
| Birch Hill to Richard Kenny's, | 50 00 |
| Richard Kenny's to Coffin's corner, | 40 00 |
| Coffin's corner to Ells's shop, | 30 00 |
| Grist mill by E. Kendrick's to post road, | 30 00 |
| Lawrence's to W. L. Crowell's, | 100 00 |
| Main road to Cape Island ferry, | 30 00 |
| On road round Brass' hill, | 600 00 |
| From Fresh Brook to H. Kenny's, | 40 00 |
| Aram Smith's up west side Bear Point, | 30 00 |
| John Stoddart's to R. Nickerson's, including Shag Harbor bridge, | 150 00 |
| Atwood's brook to Gideon Crowell's, | 70 00 |
| Main road to Forbes's ferry, | 30 00 |
| Wood's Harbor to west side Ohio and pay Reuben Brennan over expenditure \$2.10 | 50 00 |
| West side Ohio to D. Wilson's and to pay B. Shepperd adv. \$.10 | 70 00 |
| Alexander Nickerson's to head Wood's Harbor, | 40 00 |
| W. Cunningham's to Heber Nickerson's, | 30 00 |
| Heber Nickerson's to John McGray's, | 40 00 |
| John McGray's to Penny's, | 40 00 |
| Main road to Inlet by L. Penny's, | 80 00 |
| On Stony Island Beach, | 20 00 |
| From E. Penny's to Hawk road, | 25 00 |
| Main road to Hawk Inlet, | 60 00 |
| Hawk road to Meeting-house, | 120 00 |
| West Head to Mud Creek bridge, and pay to Parker Smith over- expenditure \$1.40. | 40 00 |
| Main road on Cape Island ferry, | 40 00 |
| Main post road to Great Lake settlement, | 100 00 |
| East side Woods' Harbor to county line <i>via</i> McCumiskey's, | 100 00 |
| Atwood's brook to Thomas Banks', | 30 00 |
| Head of Woods' Harbor to county line <i>via</i> Pope's, | 30 00 |
| Main road to Smith Atwood's, | 20 00 |
| up River by Wm. Watt's, | 20 00 |
| Meeting-house to West Head, | 30 00 |
| On Cape Negro Island, | 30 00 |
| From H. McKay senr's. to Alexander Hamilton's, | 40 00 |
| Post road to Law. mill west side Clyde River, | 30 00 |
| Barrington line to Alex. Nickerson's, | 30 00 |
| Bethel to Thomas Crowell's, | 30 00 |
| Thomas Crowell to Fresh Brook, | 30 00 |
| Unappropriated, | 71 40 |
| Total common road grant and undrawn money, | <u>\$7829 00</u> |

Extra Grant for Great Roads in the County of Shelburne, 1864.

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| From Queen's county line to Shelburne, | \$700 00 |
| To survey line and make alteration in road round Port LeBare hill, | 1000 00 |
| From Shelburne to Clyde river, | 486 28 |
| To make alteration in road round Eastern Birch town hill, | 1000 00 |
| From Clyde River (including Clyde bridge) to Yarmouth county line, | 700 00 |
| To pay Lothrop Freeman, expenditure, 1863, | 3 60 |
| Zenas Oihles, do. | 16 00 |
| James McKay, do. | 21 00 |
| James Boyd, do. | 42 40 |
| Alex. Watson, do. | 11 72 |
| Thomas Dunlop, | 19 00 |
| Total amount extra grant for great roads, | <u>\$4000 00</u> |

COUNTY OF VICTORIA.

Resolved, That the sum of seven thousand eight hundred and eight dollars, granted for the road and bridge service for the year 1864, with one hundred and twenty-one dollars fifty-nine cents, unappropriated in 1863, and four thousand dollars special grant, making in all eleven thousand nine hundred and twenty-nine dollars and fifty-nine cents, for the county of Victoria, be appropriated as follows :

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| To pay first instalment of borrowed money and interest, | \$472 00 |
| advances to Wm. Jones for repairing McKenzie's bridge, | 95 10 |
| G. H. Gesner, engineering Kelly's mountain in 1863, | 12 00 |
| over-expenditure over Matheson's Pond, 1859, | 99 98 |
| by McNeill and McInnes, at Grand Narrows, | 23 15 |
| Baraso bridge, No. 51, | 192 09 |
| Middle River bridge, | 68 98 |
| Mill Pond bridge, | 24 40 |
| Murdoch McDonald for repairing Long Bridge, | 11 10 |
| John Campbell, 14 rods at 85 cents, North Gut Road St. Ann's, | 11 90 |
| Donald Ross commission on road commission No. 34, | 6 00 |
| over-expenditure on bridge, Rocky Side, | 10 00 |
| Angus McLeod 35 days, at 4s. 6d., | 31 50 |
| commissions on over-expenditure, | 15 00 |
| Flemming for repairing bridge Cape Breton county line, | 24 25 |
| for building a bridge over Salmon River, Bay St. Lawrence, | 400 00 |
| To be expended in making a road from Kelly's Cove to St. Ann's, or to Big Harbor, | 2800 00 |
| To be expended towards building a bridge over Cape North River, | 800 00 |
| repair road from St. Ann's to Sandy McLeod's, foot Kelly's mountain, | 60 00 |
| Bay St. Lawrence to Cape North, | 30 00 |
| Sugar Loaf to Hellen's, | 40 00 |
| To repair Grand Ann's road, | 50 00 |
| road from Ingonish to Cape North, | 400 00 |
| Northern Bay, Ingonish, | 70 00 |
| Southern Bay, Ingonish, | 70 00 |
| from Hynd's ferry over Smokey, | 100 00 |
| Smokey to Plaster, North Shore, | 120 00 |
| English Town ferry to Plaster, | 120 00 |
| English Town to South Gut, | 70 00 |
| South Gut to McNab's, B. Bay, | 100 00 |
| McNab's to Town, | 100 00 |
| To open a new line from Cape Breton county line to near Bras d'Or Ferry, | 500 00 |
| Table road to Mill Brook bridge, | 80 00 |
| Kempt Head road, | 50 00 |
| From Boulardarie Head to Kempt Head, | 40 00 |
| Cross roads, Great Bras d'Or, to Ross's, | 90 00 |
| Cape Breton county line to Saw Mill, south side Boulardarie, | 90 00 |
| Saw Mill to Boulardarie Head, | 90 00 |
| Big Harbor Ferry to M. Morrison, Slisn Brochan, | 90 00 |
| Ferry, Great Bras d'Or, towards Cape Dolphin, | 100 00 |
| Inverness county line to McKenzie's bridge, | 240 00 |
| McKenzie's bridge to Campbell's bridge, including repairs on bridge, | 220 00 |
| Campbell's bridge to town, | 120 00 |
| town to Baddeck bridge, | 90 00 |
| Baddeck bridge to Logan's, | 60 00 |
| Logan's bridge to Sandy McRae's bridge, | 80 00 |
| Sandy McRae's bridge to McLellan's bridge, | 80 00 |
| McLellan's bridge to county line, | 80 00 |
| Donald McLellan's to McLellan's bridge, | 40 00 |
| Indian Brook road, | 40 00 |
| Garry Settlement road, | 20 00 |

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| Livingston Mountain road, | \$20 00 |
| Gairloch do. do., | 40 00 |
| Lake Easley do., | 40 00 |
| Haines' Settlement do., | 20 00 |
| From John T. Beaton's to Farquharson's bridge, | 20 00 |
| McLellan's bridge to Farquharson's bridge, west side, | 60 00 |
| Farquharson's bridge to McRae's mills, | 60 00 |
| Donald McRae's mill to McKenzie's bridge, | 60 00 |
| McKenzie's bridge to Kempbel's, | 40 00 |
| Kempbel's to main post road, | 40 00 |
| From McKenzie's bridge to Indian rear, | 40 00 |
| Meddow Settlement road, St. Ann's, | 40 00 |
| From North River bridge to Oregon, | 40 00 |
| Tarbot to North Shore, | 40 00 |
| McKenzie's to Smith's Mountain, | 30 00 |
| North River to Munro's Point, | 60 00 |
| Munro's Point to North Gut, | 60 00 |
| Church Road, St. Ann's, | 20 00 |
| From McCharles' mill to Big Hill, | 40 00 |
| Big Hill Settlement, | 40 00 |
| From Big Hill to Sandy McKay's, | 40 00 |
| Sandy McKay's to Baddeck Bay, | 40 00 |
| Peter's Brook road, | 40 00 |
| From Shaw's bridge towards Town, | 40 00 |
| to McLeod's bridge, | 40 00 |
| McLeod's bridge to D. McLeod's, Esq., | 40 00 |
| Cross road, upper bridge, Baddeck, | 20 00 |
| From upper bridge to Shaw's bridge, west side, | 50 00 |
| Shaw's bridge to Watson's bridge, | 10 00 |
| Cross roads from McAuley's mill to North branch, Baddeck, | 40 00 |
| Crowder's Mountain road, | 40 00 |
| From North Glen to Watson's, | 40 00 |
| McKay's Point to McAuley's, Wasabuck, | 60 00 |
| McAuley's to Wasabuck bridge, | 60 00 |
| Wasabuck bridge to A. McDonald's, | 60 00 |
| Wasabuck bridge to Birch Point, | 60 00 |
| Birch Point to D. McInnes' grant, | 40 00 |
| Donald McInnes to A. McDonald's, | 40 00 |
| Angus McDonald's to Little Narrows, | 60 00 |
| Little Narrows to bridge, Matheson's Pond, | 80 00 |
| To repair bridge Matheson's Pond, | 40 00 |
| From bridge to C. Campbell's, | 50 00 |
| Charles Campbell's to Donald Gillis', | 60 00 |
| Grand Narrows to Gillis', | 60 00 |
| Gillis' Point, and from Gillis' Point to Wasabuck, | 50 00 |
| Upper Wasabuck to Grand Narrows, | 40 00 |
| Wasabuck bridge to Kain mountain, | 60 00 |
| Kain mountain to W. Caskell's, | 40 00 |
| Malagawash to Rain's mountain, | 40 00 |
| Big Glen Settlement to Grand Narrows, | 40 00 |
| Plaster Settlement to Red Head, | 20 00 |
| Red Head to Plaster Settlement, | 20 00 |
| Second Range to rear Haines' Settlement, | 40 00 |
| Watson's bridge to Baddeck bridge, | 39 25 |
| To repair shipyard roads | 40 00 |
| Pay Supervisor of Highways, | 120 00 |
| Repair post road from Big Harbor Ferry to Baddeck Bay, | 150 00 |
| From main road to Little Narrows ferry, | 22 00 |
| Post road to ferry at Duffus', | 60 00 |
| To open a road from Big Intervale to Upper Wasabuck, | 40 00 |

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| From Big Glen Settlement to Plaster, Grand Narrows, | \$40 00 |
| Town to Mrs. Dennison's, old road, | 40 00 |
| Cross road Boularderie, near Turners, | 40 00 |
| Corbet's, | 40 00 |
| From main post road to ferry near B. Harbor, | 60 00 |
| on Boularderie, | 50 00 |
| Bridge, Bay St. Lawrence, to main road, | 40 00 |
| Sandy McLeod's to Kelly's Cove, mountain road, | 60 00 |
| Big Intervale road, Cape North, | 20 00 |
| Smelt brook, Cape North, | 20 00 |
| From North Gut to South Gut, | 50 00 |
| From North River bridge towards ferry, McDonald's, | 40 00 |
| to Tarbot Settlement, | 30 89 |

YARMOUTH COUNTY.

Resolved, That the sum of seven thousand eight hundred and eight dollars, granted for the road and bridge service for the present year, also the special grant of six thousand one hundred and sixty dollars, and the sum of forty-six dollars, undrawn money for the county of Yarmouth, be applied as follows:—

YARMOUTH TOWNSHIP.

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| To pay J. W. Hamilton, over-expenditure, | \$6 00 |
| advances to Nathan Crosby in 1863, old Kempt road, | 47 98 |
| over-expenditure on bridge near Gardner's mill in 1862, | 13 70 |
| P. L. Hatfield, surveys of bridges in Yarmouth county, | 26 68 |
| Lovitt's road to Matthew Stanwood's, | 70 00 |
| Causeway to sea-shore, | 60 00 |
| Post road to George Blackadar's, | 30 00 |
| Richmond road to Gallison's, | 20 00 |
| Post road past Sandy Lake to Richmond, | 75 00 |
| James Churchill's to sea-shore, | 50 00 |
| Nathan Rose's to Ohio road, | 40 00 |
| Great Lake to township line, | 50 00 |
| Kempt road to John Perry's, | 20 00 |
| Carleton to Kempt road, | 30 00 |
| Kempt road to Reynard's Lake, | 20 00 |
| Samuel Crosby's to Pleasant Valley road, up east side of Salmon River, | 50 00 |
| Salmon River to Carlton road, including repairs to bridge, | 65 00 |
| Salmon River to Wm. Andrews', | 60 00 |
| Road past Henry Sanders towards Mood's, | 25 00 |
| George Nickerson's to B. P. Crosby's, | 20 00 |
| Job Reynard's to Elias Hatfield's, | 50 00 |
| Elias Hatfield's to Tuskett bridge, | 50 00 |
| Knowles Crosby's to Lake George mill, | 50 00 |
| Samuel Sanders to Reeves' mill, | 30 00 |
| Lake George round to old Kempt road, | 25 00 |
| Ebenezer Crosby's to Lake George, | 50 00 |
| John Scott's to Thurston's, | 30 00 |
| Thurston's to Tuskett road, | 30 00 |
| Short Beach to Darling's Lake, | 30 00 |
| Boyd's to Salmon river road, | 40 00 |
| Thurston's corner to Argyle street, | 100 00 |
| Cranberry Head road, past Thos. Jenkins, to sea-shore, | 50 00 |
| Matthew Stanwood's to Chegoggin dyke, | 40 00 |
| Matthew Stanwood's to Fish Point, including road to Jeffry's, | 125 00 |
| Chegoggin dyke, past Benjamin Churchill's, to T. Jenkins' road, | 30 00 |
| Foote's to High Bank, | 20 00 |
| Joseph Durkee's to Pleasant Valley road, past Isaac White's, | 25 00 |
| Charles Tedford's to old Kempt road, | 50 00 |

| | |
|--|---------|
| William Kenney's to Pinkney's Point, | \$80 00 |
| Meeting-house to William Kenney's south line, | 20 00 |
| John Brayne's to Dyke, | 20 00 |
| John McCormack's to Cranberry Head road, | 50 00 |
| Wm. Whitehouse's to Pleasant Valley bridge, | 100 00 |
| Pleasant Valley bridge to James Killam's, | 40 00 |
| James Killam's to Wilson's, | 100 00 |
| Wilson's to county line, | 30 00 |
| Knowles Crosby's to William Whitehouse's, | 100 00 |
| Hilton's corner to new road, | 20 00 |
| Kempt road to George Gavels', | 50 00 |
| Isaac Hurlbert's road to Wilson's Falls, | 40 00 |
| On Robert Andrews' road, | 20 00 |
| Isaac Hurlbert's road to A. Kavanagh's, | 30 00 |
| Lake George road to Sedar Lake road, | 65 00 |
| Sea-shore on co. line to junction of Lake George and Cedar Lake roads, | 50 00 |
| Yarmouth line past Jacob Tedford's to James Killam's, | 30 00 |
| County line to Henry Sanders', | 50 00 |
| Carleton road to Kempt bridge, | 50 00 |
| New road past Nicholls' to Tusket road, | 20 00 |
| Acadia Factory to Salmon River bridge, and to repair road around hill to George Trefry's, | 125 00 |
| Starr's road to Purdy's, | 60 00 |
| Township line to Woods', | 30 00 |
| Wm. A. Trefry's to Plymouth, | 30 00 |
| Starr's road to Brooklyn, past Wetmore's, | 50 00 |
| Suttle's, past Thurston's, to sea-shore, | 30 00 |
| Thomas Brown's to Aaron Harris', | 20 00 |
| Forest street towards Chebogue, | 150 00 |
| Chipman's corner to round school-house, | 20 00 |
| Nathan Scovil's to Israel Bain's, | 25 00 |
| Nathan Scovil's to sea-shore, and to Chegoggin Point, | 45 00 |
| On Titus Hurlbert's road, | 15 00 |
| Kempt road to Abram Hatfield's, | 25 00 |
| McCra's to Robert's, | 20 00 |
| John Baker's to Fresh Grass beach, | 20 00 |
| On road to Scott's Island, | 25 00 |
| Meeting-house, past Cemetery, to Frederick Hilton's, | 20 00 |
| Chebogue road to river past Poor House lot, | 40 00 |
| Cranberry Head road to Breakwater, past Nickerson's, | 30 00 |
| Cranberry Head road at James Shaw's to Breakwater, | 20 00 |
| Post road to sea-shore, past George Sollow's, | 25 00 |
| Do. past Aaron Jeffery's, | 25 00 |
| Post road to Green Cove, Breakwater, | 25 00 |
| Kempt road to Samuel Gallison's, | 25 00 |
| Prasser's to Yarmouth line, past N. Churchill's, | 30 00 |
| Elisha Hatfield's to Job Reynard's, including bridge, | 45 00 |
| Hebron Corner to John K. Crosby's, | 50 00 |
| Henry Sanders, past Nelson Cann's, to Ohio, | 30 00 |
| C. Doty's to Session Hill and cross road, past Enoch Porter's, | 40 00 |
| Parade street to Haley's road, | 60 00 |
| Yarmouth line road, past Eldridge's, | 25 00 |
| Road east side of Lake George, past Alex. Crosby's, | 40 00 |
| Road from Great Lake road, past Thomas Winter's, | 20 00 |
| Dyke near Parfitt's and road thence to John Cook's, junr., | 20 00 |
| Session Hill, past Hopkirk's, to Richard Williams', | 20 00 |

 \$3849 36

Balance at the disposal of the government,

80 02

 \$3929 38

| | |
|--------------------------------------|-----------|
| Half Yarmouth county grant for 1864, | \$3904 00 |
| Undrawn money for 1863, | 34 67 |
| | <hr/> |
| | \$3938 67 |
| Less half survey of bridges, | 13 34 |
| | <hr/> |
| Balance for appropriation, | \$3925 33 |

SPECIAL GRANT.

| | |
|---|-----------|
| Alteration of road at Ellenwood's, | \$400 00 |
| Old Kempt road from Whitehouse's, | 400 00 |
| To build bridge over river at Robichau's, | 100 00 |
| Walter Cook's, over Wyman's road, to Argyle street, | 200 00 |
| Alteration around hill at Peter Marling's, | 100 00 |
| Alteration of road from Tusket Lake road to Pleasant Valley road, past Anthony Hatfield's, | 200 00 |
| From John Thurston's to Whitehouse's, | 400 00 |
| Bridge over Broad Brook, at Kelly's Cove, | 100 00 |
| Anthony Hatfield's to Pleasant Valley bridge, | 110 00 |
| To build bridge over Hurlbert's Falls, and to make new road leading thereto, | 800 00 |
| Argyle bridge, | 1200 00 |
| To repair Gavel's bridge and road, thence to Elisha Hatfield's, | 200 00 |
| New bridge over Big Meadow Brook, | \$50 00 |
| Joseph J. Porter's to Tusket Village, including Aboiteau, at Eel Brook, | 400 00 |
| To repair bridge at Forks, and road from James Doucett's, senr., to Long Lake, | 400 00 |
| To repair bridge over Lent's Cove, | 200 00 |
| To build bridge over River, at Job White's, and to improve road towards Morton's, | 400 00 |
| Carlin's to Walter Larkins', | 60 00, } |
| Walter Larkins' to Shelburne, county line \$140 00, } | 500 00 |
| | <hr/> |
| | \$6160 00 |

NAVIGATION SECURITIES.

| | |
|---|-----------|
| To remove Lobster Rocks in Yarmouth Harbour, | \$500 00 |
| Breakwater at Cranberry Head, | 200 00 |
| Breakwater at Green Cove, | 200 00 |
| To remove Fog Bell at Cape Forchu, | 100 00 |
| remove obstructions in west branch, Tusket River, | 200 00 |
| remove obstructions in Argyle River, | 60 00 |
| replace buoys in Tusket River, | 60 00 |
| place buoys in Pubnico Harbor, | 20 00 |
| | <hr/> |
| | 1340 00 |
| build Light House on Fish Island, | 1500 00 |
| | <hr/> |
| | \$9000 00 |

ARGYLE TOWNSHIP.

| | |
|---|---------|
| To pay advances on Kempt road in 1863, | \$30 00 |
| Jeremiah Harding's to Jeremiah Murphy's, and to repair bridges, | 60 00 |
| Main road to Boyd's, | 25 00 |
| Tusket Village, over Court street, to Ridge, | 50 00 |
| Ridge on Court street to Eel Lake road, | 80 00 |
| Thomas Willett's to Barrington road, | 20 00 |
| Wood's Harbour road to Barrington line, | 20 00 |

| | |
|--|---------|
| Haslin's to Pubnico Lake, | 80 00 |
| Philip D'Entremont's to Pubnico Point, | 60 00 |
| Deon's to Nehemiah Goodwin's, | 30 00 |
| Nehemiah Goodwin's to Post road, | 30 00 |
| Van Emburg's to Goodwin's, across Point, | 30 00 |
| Post road to Thomas Spinney's, | 20 00 |
| Forks road to Frost's mill, | 30 00 |
| William Nickerson's to Simon Porter's, | 60 00 |
| Forks road to Simon Kavanagh's, and to A. Kavanagh's old place, | 40 00 |
| Elisha Hatfield's to David White's, | 150 00 |
| David White's to Carlton road, | 150 00 |
| Smith Lent's to Parade, | 60 00 |
| Gavel's road to Fork's road, across Point, | 25 00 |
| Yarmouth line to William Randall's mill, | 50 00 |
| Burnett's line, past Hemeon's, to Tusket River, | 20 00 |
| Burnett's line to Crocker's, | 20 00 |
| Burnett's line to Little River, | 40 00 |
| T. R. Smith's, junr., to R. Van Horn's, senr., | 125 00 |
| R. Van Horn's, senr., to James DeVillier's, | 125 00 |
| Peter Porter's to Little River, | 100 00 |
| John Bourgue's to head of Eel Lake, | 80 00 |
| Head of Eel Lake to James Doucett's, junr., | 180 00 |
| Forks road to Wm. Kavanagh's, and to improve road around hill, | 100 00 |
| School house to William White's, | 50 00 |
| North side of Coldstream to South end Long Lake, including bridge, | 80 00 |
| Head of Eel Lake to Paul Doucett's, | 25 00 |
| Paul Doucett's to Abuptic Head, | 60 00 |
| Main road over Richard's road to Tusket River, | 20 00 |
| past Nicholas Porter's to Tusket River, | 20 00 |
| past Benjamin Jacquard's to Cesar Porter's, | 30 00 |
| On Peter Surette's road, | 20 00 |
| Frank Porter's to Wedge Point, | 50 00 |
| John White's to Cesar Porter's, | 20 00 |
| Main road to shore between Walter Larkin's and Merritt Hipson's, | 20 00 |
| Stillman Larkin's and Freeman Larkin's, | 20 00 |
| Sluice Point to Boucher's, | 60 00 |
| Main road to John B. Muse's, | 20 00 |
| Post road over bridge, Robert's Island, to Whitehouse's, | 60 00 |
| On road from bridge to Joseph Robert's, | 20 00 |
| William Mangram's old place to Josiah Forbes', | 40 00 |
| Joel Gray's to Morton's, | 60 00 |
| Forks road to A. Hurlbert's, | 40 00 |
| Reuben Killam's to Mangram's road, | 30 00 |
| Yarmouth township line, at Earle's, to Tusket Village, | 100 00 |
| Randall's bridge to Morris Forbe's, | 30 00 |
| Head of Abuptic to Forks, by Frost's mill, | \$40 00 |
| Joseph White's, east of Eel Lake, to Abuptic road, | 60 00 |
| Sluice Point road to Muse's road, | 50 00 |
| John Morton's to Solomon Mangram's, | 60 00 |
| Freeman Muse's to Rock Point, | 40 00 |
| Head of Eel Lake to Gavel road, | 40 00 |
| To repair road and bridge at Pubnico Dyke, | 80 00 |
| Louis D'Entremont's to Lobster Bay, | 20 00 |
| Four Mile bridge to Pine Hill, | 30 00 |
| Ricker's brook to old post road, | 20 00 |
| Road from Hery's, past A. Hemeon's, | 20 00 |
| Simon Kavanagh's road to Luke Keogh's, | 30 00 |
| Fork road to Mark Frontin's, | 40 00 |
| Calvin Hurlbert's to James Hurlbert's, and to build bridge, | 30 00 |
| Road over Surette's Island, | 50 00 |

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|--|-----------|
| Road to Henry Ryder's, | \$20 00 |
| Benjamin Muse's, through the Macogue, to Abram's River road, | 60 00 |
| New road near Kirby's to Court street road or Dyke, | 100 00 |
| Road to Charles Muse's, | 20 00 |
| Smith Lent's past John Gavel's, senr., to Tusket road, | 40 00 |
| Colin Grey's to Union Mills, | 20 00 |
| James M. Amirault's to Abbott's Harbour, | 20 00 |
| Cothereau's road to Moose Point, | 20 00 |
| Bourgue's road to Sluice, | 20 00 |
| Benjamin Muse's to Bourgue's road, | 25 00 |
| Post road to David White's, Abram's River, | 25 00 |
| Carlin's to Deon's, | 20 00 |
| Bridge near Joseph Johnson's, | 20 00 |
| Wedge road to Corporen's Point, | 25 00 |
| Post road to James A. Hatfield's, | 20 00 |
| On Frank Bourgue's road, | 20 00 |
| Benjamin D'Entremont's to Lobster Bay, | 20 00 |
| | <hr/> |
| | \$3870 00 |
| Balance at the disposal of the Government, | 55 33 |
| | <hr/> |
| | \$3925 33 |

APPENDIX No. 60.

FISHERIES.

REPORT FROM COMMITTEE ON THE FISHERIES.

The Committee on Fisheries beg leave to report as follows :

The committee have had before them several petitions setting forth the hardships under which the petitioners labor in the prosecution of the fisheries on the coast of Labrador, in consequence of the Government of Newfoundland claiming and exercising the right of collecting duties on the salt and other outfits used by the fishermen of this province in the prosecution of this branch of industry.

Your committee consider the exaction of such duties by the said Government of Newfoundland as unjust, and would recommend that the Government of this province be requested to place themselves in communication with the Government of Newfoundland, and represent to them the injustice of continuing such exactions; and failing to obtain a satisfactory arrangement with said Government, they be further requested to bring the matter to the notice of the Colonial Secretary.

All of which is respectfully submitted.

ISAAC LEVESCONTE, Chairman.
WILLIAM SLOCOMB,
ROBERT ROBERTSON,
WILLIAM ROSS,
THOMAS KILLAM,
HENRY BALCAM.

Committee Room, 11th April, 1864.



APPENDIX No. 61.

MILITIA.

REPORT OF THE COMMITTEE ON THE MILITIA.

Your Committee have carefully examined the accounts and vouchers relative to the expenditure made on behalf of the militia for the past year. They have also had under review the Adjutant General's report for 1863.

They would recommend that an additional Inspecting Field Officer be appointed to enable the Adjutant General to attend exclusively to the duties of his office, and that a salary of thirteen hundred dollars per annum be paid to the Adjutant General, and twelve hundred dollars to each of the four Inspecting Field Officers, and that no charge be allowed for forage or travelling expenses.

In consideration of the very efficient services rendered by Sergeant-Major Brecken in the organization and drill of the militia, your committee would recommend that his pay for the future be five hundred dollars per annum.

In order to keep the militia service in its present condition, the Committee find that it is absolutely necessary that a further grant of money should be made ; and they therefore would recommend that the sum of five thousand dollars be appropriated for this purpose.

The amount paid for printing is a very large item in the Adjutant General's account. Your Committee would recommend that hereafter, in order to reduce the expenditure, the sum for printing should be restricted to that which is absolutely necessary.

Your Committee would recommend the payment of the sum of thirty dollars, out of the amount voted for the militia service, to Captain James B. Stewart, of the Clare regiment of the county of Digby, who, as commanding officer in the year 1862, personally enrolled the whole of that regiment, which occupied him over thirty days.

With respect to the correspondence submitted to them relative to the defence of the harbor and coal mines of Sydney, Cape Breton, your Committee at this time cannot recommend for this peculiar locality any expenditure of the public funds, as the available means of the province are now applied for the due organization and drill of the militia.

Your Committee cannot but express their gratification at the universally ready and loyal response of the inhabitants of this province to the call made upon them to perform militia duty. The department and orderly behaviour of the men thus summoned to an unaccustomed work, has been an unceasing theme of praise, and shows that the military spirit of Nova Scotians is not extinct, but ready for action, should the cry of war be ever heard within our borders.

HENRY PRYOR,
W. A. HENRY,
HENRY S. JOST,
W. O. HEFFERNAN,
F. R. PARKER,
J. G. BOURINOT,
H. BLANCHARD.

Committee Room, April 29th, 1864.



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TO

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OF

NOVA-SCOTIA.

VOL. XXVIII.--1864.

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