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



From the 10th February to the 6th April 1858.

Being the Second Session of the Eighteenth General Assembly.

FREDERICTON, NEW BRUNSWICK.

JOHN SIMPSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.

1858.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Tuesday the eighteenth day of August instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to the fourth Thursday in September next.

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

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the twenty fourth day of September instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Thursday the twenty ninth day of October next.

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

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the twenty ninth day of October instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Thursday the tenth day of December next.

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

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the tenth day of December instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Thursday the fourteenth day of January next.

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

By His Excellency's Command.

S. L. TILLEY.



By His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief of the Province of New
Brunswick, &c. &c. &c.

J. H. T. MANNERS-SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the fourteenth day of January instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued accordingly to Wednesday the tenth day of February next, then to meet at Fredericton for the dispatch of business.

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

By His Excellency's Command.

S. L. TILLEY.

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

SECOND SESSION OF THE EIGHTEENTH GENERAL ASSEMBLY.

ANNO VICESIMO PRIMO VICTORIÆ REGINÆ.

His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON,
Lieutenant Governor and Commander in Chief.

At Fredericton in the Province of New Brunswick.

LEGISLATIVE COUNCIL CHAMBER, Wednesday, February 10, 1858.

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

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Seely,*

Mr. Black, President.

*Mr. Botsford,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Earle.*

PRAYERS.

At two o'clock His Excellency The Honorable John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province, came to the Council Chamber, and being seated in the Chair on the Throne, commanded the Gentleman-Usher of the Black Rod, through the Honorable the President, to let the Assembly know—"It is His Excellency's pleasure that they attend him immediately in this House."

Who being come—

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

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

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

66 I AM sure that the people of this Province have heard with feelings of sympathy and horror, undiminished by their remoteness from the scene of action,

of the tortures inflicted, without regard of sex or age, on our fellow subjects in the East; and the fortitude, gallantry and skill which have enabled handfulls of loyal men to resist and to attack with equal success hosts of Rebels, have, I know, commanded their warmest admiration.

“ A confident hope may now be entertained that the Mutiny, which at its outbreak appeared to threaten the very existence of British Authority in India, may, by the blessing of God, be the means of strengthening that authority, and of rendering it more widely beneficial than before; and you will readily unite with me in an expression of deep thankfulness to Providence for the success which has attended Her Majesty's Arms.

“ In the course of last Autumn a monetary crises occurred, which for a season paralyzed Trade and Commerce throughout the world. Our Mercantile Interests suffered severely from the unparalleled pressure to which they were subjected, but I trust that the depression will be but temporary, and I am confident that the attitude which New Brunswick maintained during the crisis, has raised the Commercial character, and still more firmly established the credit of the Province.

“ It is a subject of sincere gratitude that, although our Commerce languished during the past year, it pleased Divine Providence to bless the labours of the Husbandman with an abundant Harvest.

“ I feel satisfaction in the belief that there is a growing appreciation of the importance of the Fisheries as a source of public wealth. Information having been conveyed to me that the Act for their protection was violated in the Bay of Fundy, I immediately adopted the necessary measures to secure the enforcement of the Law.

“ The Act which regulates the Parish Schools will shortly expire: The subject of Education will necessarily occupy your attention, and it will, I doubt not, receive from you that calm and careful consideration which its importance demands.

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

“ The Estimates, both of Revenue and of Expenditure, for the current Fiscal Year, will be submitted to you, and Accounts of the Revenue and Expenditure for the past Year will be laid before you, with a Statement explanatory of the Financial condition of the Province at the end of that year.

“ The arrangement with regard to the Surplus Civil List, contemplated in the Despatches of the Secretary of State which were laid before the Assembly on the 28th February 1857, has been carried into effect, and the Surplus Civil List Fund, as well as the accruing surplus of future years, has been placed at the disposal of the Assembly.

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

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

“ I readily gave effect to the wish expressed in the Address presented to me by the House of Assembly during the last Session, that I would communicate with Her Majesty's Government and with the Governor General of Canada on the subject of the construction of an Inter-Colonial Line of Railway. Copies of the Correspondence will be laid before you.

“ The successful cultivation of the soil is an object of manifest importance to all. The Commissioners appointed to report as to any improvements which might be deemed advisable in the application of the present Grants to Agricultural Societies, have concluded their labours, and their Report will be laid before you. “ I

“I have recently received a Report from the Emigration Agent, which will be laid before you. The subject to which it relates is worthy of your consideration.

“I have appointed Commissioners to enquire into the management of certain Provincial Institutions which receive public aid. The result of their enquiries, when terminated, will be communicated to you.

“Since I last met you, considerable progress has been made in the construction of Railways. Accounts of the Provincial Expenditure incurred in these operations will be laid before you. It affords me sincere satisfaction to be able to inform you, that although the state of the Money Market during the recent crisis, impeded for a time the sale of the Provincial Debentures, the character of these Debentures remained throughout unimpaired, and the attention which they now command from British Capitalists, as a desirable and safe investment, is a gratifying proof of the confidence which is reposed in the good faith and financial integrity of New Brunswick.

“In full reliance on your zeal for the welfare of the Province, I leave you to your deliberations, and I trust that Providence will bless your endeavours to promote the public interests.”

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

The Honorable the President reported His Excellency's Speech.

The following Address in answer to His Excellency's Speech being moved and seconded, was adopted by the House:—

To His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

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

MAY IT PLEASE YOUR EXCELLENCY,

We, Her Majesty's dutiful and loyal Subjects, the Legislative Council in General Assembly, thank Your Excellency for your Speech at the opening of this Session.

In common with the loyal people of the Empire, we deeply sympathize with our fellow subjects in the East, in the sufferings they have endured, while we rejoice in the success which has attended the efforts of our gallant countrymen in their exertions to suppress the revolt.

We entertain with Your Excellency a confident hope that the Mutiny, which at the outbreak appeared to threaten the existence of British rule in India, will, under Providence, be the means of consolidating and perpetuating that authority; and we unite in the expression of thankfulness for the success which has attended Her Majesty's Arms.

It is to be hoped that the existing Commercial depression, resulting from the late severe monetary crisis, will be but temporary; and we are gratified to learn that in passing through the ordeal, the position maintained by the Province was such as to raise our Commercial character and to strengthen our credit.

We unite with Your Excellency in an expression of gratitude that, although our Trade and Commerce languished during the past year, it has pleased Divine Providence to bless the labours of the husbandman with an abundant harvest. We

We confidently trust that the importance of the Fisheries, as a source of Provincial wealth, is being appreciated by the inhabitants of the Province, and we thank Your Excellency for taking the necessary steps to enforce the Laws for their protection.

The important subject of Education shall receive our most careful consideration.

The correspondence relative to an Inter-Colonial Railway shall, when laid before us, receive that consideration which is due to a subject of so much importance.

Impressed with a sense of the great importance of Agriculture, we will give that attention to the Report of the Commissioners to which their suggestions may be entitled.

The Report of the Emigration Agent, when laid before us, shall receive that careful consideration which the importance of the subject it refers to demands.

Any recommendation made by the Commissioners appointed to enquire into the management of certain Provincial Institutions receiving public aid, shall, when laid before us, receive due attention.

We thank Your Excellency for the information that considerable progress has been made in the construction of Railways during the past season. We are glad to learn that the character of our Provincial Debentures remained unimpaired during the recent monetary crisis, and that they are receiving the attention of British Capitalists, as a desirable and safe investment.

Your Excellency may rely on our zeal for the public service, and we join in the earnest prayer that Providence may guide our deliberations, and bless our endeavours to promote the welfare of the people of the Province.

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

ORDERED, That the Honorable Messieurs Saunders and Harrison be a Committee to wait on His Excellency the Lieutenant Governor, to know when this House will be received with their Address in answer to His Excellency's Speech at the opening of the Session.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 11th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

Mr. Saunders,

Mr. Botsford,

Mr. Chandler,

Mr. Minchin,

Mr. Peters,

Mr. Hazen,

Mr. Harrison,

Mr. Odell,

Mr. Wark,

Mr. Steeves,

Mr. Hamilton,

Mr. Seely,

Mr. Earle.

PRAYERS.

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 12th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Seely,*

PRAYERS.

ORDERED, That the Honorable Mr. Earle have leave of absence.

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 13th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,*

*Mr. Botsford,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Earle.*

PRAYERS.

The Honorable Mr. Saunders, from the Committee appointed to wait on His Excellency the Lieutenant Governor to know when this House would be received with their Address in answer to His Excellency's Speech at the opening of the Session, reported that they had attended to that duty, and that His Excellency was pleased to say, he would receive the House to-day at half-past one o'clock.

At half-past one o'clock the House proceeded to the Government House with their Address in answer to His Excellency's Speech at the opening of the Session.

And being returned,

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

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

“ I offer to you my sincere thanks for this Address. Your deliberations will, I doubt not, be guided by an earnest desire to promote the general weal.”

Adjourned until Monday next at 12 o'clock.

MONDAY, 15th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Hazen,
Mr. Wark,
Mr. Hamilton,*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Steeves,
Mr. Earle.*

PRAYERS.

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

From the Chamber of Commerce of Saint John, for a Law relating to Partnerships :

From the same, for Law to repeal Usury Laws : and

From Rector, Church Wardens and Vestry of Saint Paul's Church, Chatham, for Law to sell their right in certain premises.

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

ORDERED, That the Honorable Mr. Earle have leave of absence.

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 16th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Hazen,
Mr. Harrison,
Mr. Wark,
Mr. Hamilton,*

*Mr. Botsford,
Mr. Minchin,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Earle.*

PRAYERS.

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

From the Mayor, Aldermen and Commonalty of the City of Saint John, for a Law to exempt the City of Saint John from the operation of the Law requiring Coals to be sold by weight :

From the same, for a Law to provide for Reed's Point improvements : and

From the same, for a Law to authorize the appointment of a Deputy Harbour Master.

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

ORDERED, That the Honorable Mr. Hamilton have leave of absence.

Adjourned until To-morrow at 2 o'clock.

WEDNESDAY, 17th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Wark,
Mr. Gordon.*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Steeves,*

PRAYERS.

A Message was brought from the Assembly by Mr. M'Adam, with a Bill to incorporate the Middle Bridge Company of Saint Stephen; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

ORDERED, That the Honorable Messieurs Botsford, Odell, and Steeves, be a Committee to examine and report upon all Bills relating to Corporations.

The Honorable Mr. Steeves, a Member of Her Majesty's Executive Council, by direction of His Excellency the Lieutenant Governor, laid before the House the following Papers:—

COMMERCIAL BANK OF NEW BRUNSWICK.

Abstract from the Weekly Balance Sheets, shewing the average amount of the Liabilities and Assets of the Commercial Bank of New Brunswick for the half year ending the 11th October 1856.

Liabilities of the Bank.

Capital Stock paid in,	£150,000	0	0
Bills and Notes in circulation, not bearing Interest,	116,154	15	5
Balances due to other Banks,	18,464	0	0
Net Profits,	32,067	0	5
Cash deposited with the Bank, including all sums due from the Bank not bearing Interest, (its Bills in circulation and Balances due to other Banks excepted,)	32,734	18	5
Cash deposited, bearing Interest,	26,766	12	8
	£376,187	12	0

Resources of the Bank.

Gold, Silver, and other coined Metals in the Banking House,	£6,299	12	4
Real Estate, &c. &c.	8,000	0	0
Bills of other Banks,	11,515	19	9
Balances due from other Banks,	25,319	12	3
<i>Carried forward,</i>	£51,135	4	4

<i>Brought forward,</i>	£51,135	4	4
Debts due to the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, (Balances due from other Banks excepted,)	325,052	7	8
	<u>£376,187</u>	<u>12</u>	<u>0</u>

(Errors excepted.)

*Commercial Bank of New Brunswick, 11th October 1856.*GEO. P. SANCTON, *Cashier.*WM. PARKS, *President.*

Abstract from the Weekly Balance Sheets, shewing the average amount of the Liabilities and Assets of the Commercial Bank of New Brunswick for the half year ending the 11th April 1857.

Liabilities of the Bank.

Capital Stock paid in,	£150,000	0	0
Bills and Notes in circulation, not bearing Interest,	109,717	5	9
Balances due to other Banks,	17,986	11	9
Net Profits,	34,018	11	0
Cash deposited with the Bank, including all sums due from the Bank not bearing Interest, (its Bills in circulation and Balances due to other Banks excepted,)	27,424	13	5
Cash deposited, bearing Interest,	23,366	5	9
	<u>£362,513</u>	<u>7</u>	<u>8</u>

Resources of the Bank.

Gold, Silver, and other coined Metals in the Banking House,	£9,902	4	11
Real Estate, &c. &c.	8,000	0	0
Bills of other Banks,	13,123	18	11
Balances due from other Banks,	16,118	1	4
Debts due to the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, (Balances due from other Banks excepted,)	315,369	2	6
Total Resources of the Bank,	<u>£362,513</u>	<u>7</u>	<u>8</u>

(Errors excepted.)

*Commercial Bank of New Brunswick, 11th April 1857.*GEO. P. SANCTON, *Cashier.*WM. PARKS, *President.*

Statement of Affairs of the Commercial Bank of New Brunswick, Thursday, 18th
February 1858.

Liabilities.

Capital Stock paid in,	£150,000 0 0
Notes in circulation, not bearing Interest,	53,852 12 6
Deposits not bearing Interest,	24,196 8 11
Deposits bearing Interest,	12,950 10 1
Net Profits on hand,	25,901 13 2
Balances due other Banks and Agents,	20,148 5 10
	<hr/>
	£287,049 10 6
	<hr/>

Resources.

Bills and Notes discounted,	£247,987 7 0
Bills of Exchange on hand,	4,183 17 10
Real Estate,	8,000 0 0
Notes of other Banks,	6,098 0 0
Gold and Silver, &c.	10,031 6 8
Due by other Banks and Agents,	10,748 19 0
	<hr/>
	£287,049 10 6
	<hr/>

(Signed)

GEO. P. SANCTON, *Cashier.*

(Signed)

WM. PARKS, *President.*

BANK OF NEW BRUNSWICK.

State of the Bank of New Brunswick, Monday, 4th January 1858, 10 o'clock, A. M.

Liabilities of the Bank.

Capital Stock paid,	£150,000 0 0
Bills in circulation,	62,645 5 0
Net Profits on hand,	13,061 10 6
Balance due to other Banks,	16,206 12 5
Cash deposited, including all sums due from the Bank not bearing Interest, (its Bills in circulation, Profits, and Balances due to other Banks excepted,)	27,454 18 3
Cash deposited, bearing Interest,	19,376 2 11
	<hr/>
Total Liabilities of the Bank,	£288,744 9 1
	<hr/>

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House,	£14,495 3 5
Real Estate,	4,855 1 7
Bills of other Banks incorporated in this Province,	20,470 1 9
Balance due from other Banks,	394 10 0
	<hr/>
Carried forward,	£40,214 16 9

	<i>Brought forward,</i>	£40,214 16 9
Debts due to the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, (Balances due from other Banks excepted,		248,529 12 4
	Total Resources of the Bank,	£288,744 9 1
Amount of the last Dividend, (declared 2nd October 1857,)		£6,000 0 0
Reserved Profits at the time of declaring the last Dividend,		8,909 6 9
Doubtful Debts,		0 0 0

R. WHITESIDE, *Cashier.*

I, Richard Whiteside, Cashier of the above named Bank, do solemnly swear that the above is true, according to the best of my knowledge and belief.

R. WHITESIDE.

Sworn at the City of St. John, this twenty first day of January 1858, before me,
ROBERT W. CROOKSHANK, J. P.

CENTRAL BANK OF NEW BRUNSWICK.

State of Central Bank of New Brunswick at 4 o'clock, p. m. on Monday 1st June 1857.

Liabilities of the Bank.

Capital Stock paid in,	£35,000 0 0
Bills in circulation,	79,649 15 0
Balance due to other Banks,	0 0 0
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in Circulation, Profits, and Balances due to other Banks excepted,	27,045 13 9
Amount due from the Bank, bearing Interest,	881 14 1
Profits on hand,	17,686 10 0
	£160,263 12 10

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House,	£7,554 17 9
Bills of other Banks incorporated in this Province,	145 17 6
Balance due from other Banks,	10,552 19 5
Amount of all debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks,	140,509 18 2
Real Estate,	1,500 0 0
	£160,263 12 10

Date and amount of the last Dividend, 1st December 1856, 4 per cent.	£1,400 0 0
Amount of reserved Profits at the time of declaring the last Dividend,	16,116 17 6
Debts due and not paid, and considered doubtful,	7,000 0 0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBIT.

Sworn before me this 14th day of December 1857.
ASA COY, J. P.

We, George Botsford, John Simpson, John S. Saunders, W. H. Odell, and Charles Macpherson, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEO. BOTSFORD,
JOHN SIMPSON,
JOHN S. SAUNDERS,
W. H. ODELL,
C. MACPHERSON.

Sworn before me this 14th day of December 1857.
ASA COY, J. P.

State of Central Bank of New Brunswick at 4 o'clock, P. M. on Monday 7th Dec. 1857.

Liabilities of the Bank.

Capital Stock paid in,	£35,000 0 0
Bills in circulation,	58,722 0 0
Balance due to other Banks,	2,894 18 3
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	11,866 18 4
Amount due from the Bank, bearing Interest,	9,024 15 4
Profits on hand,	14,576 18 10
	<hr/>
	£132,085 11 9

Resources of the Bank.

Gold, Silver, and other coined Metals in its Banking House,	£5,617 6 1
Bills of other Banks incorporated in this Province,	1,280 5 0
Balance due from other Banks,	2,414 12 9
Amount of all Debts due, including Notes, Bills of Exchange, and other and Funded Debts of every description, except Balances due from Banks,	118,558 10 3
Real Estate,	4,214 17 8
	<hr/>
	£132,085 11 9

Date and amount of the last Dividend, 1st June 1857, 4 per cent.	£1,400 0 0
Amount of Reserved Profits at the time of declaring the last Dividend,	16,286 10 0
Debts due and not paid, and considered doubtful,	7,000 0 0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBIT.

Sworn before me this 14th day of December 1857.
ASA COY, J. P.

We, George Botsford, John Simpson, John S. Saunders, W. H. Odell, and Charles Macpherson, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

GEO. BOTSFORD,
J. SIMPSON,
JOHN S. SAUNDERS,
W. H. ODELL,
C. MACPHERSON.

Sworn before me this 14th day of December 1857
ASA COY, J. P.

SAINT STEPHEN'S BANK.

State of the Saint Stephen's Bank on the 2nd day of July 1857, at 3 o'clock, P. M.

Due from the Bank.

Capital Stock paid in,	£50,000 0 0
Bills in circulation,	31,069 10 0
Net Profits on hand,	6,841 7 7
Balance due to other Banks,	4,164 17 3
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	6,262 3 7
Cash deposited, bearing Interest,	0 0 0
Total amount due from the Bank,	£98,337 18 5

Resources of the Bank.

Gold and Silver in its Banking House,	£4,552 10 0
Real Estate,	1,070 14 2
Bills of other Banks incorporated in this Province,	884 0 0
Bills of other Banks without the Province,	373 5 0
Balances due from other Banks,	4,745 7 6
Amount of all Debts due to Bank, including Notes, Bills of Exchange, and all Stock and Funds,	
Amount of all Debts of every description, excepting Balances due from other Banks,	86,712 1 9
Total amount of Resources from the Bank,	£98,337 18 5

Date and time of declaring the last Dividend, February 28, 1857.

Amount of last Dividend, 4 per cent.	£2,000 0 0
Amount of Reserved Profits at the time of declaring the same,	5,250 0 0
Amount of all Debts due not paid and considered doubtful,	0 0 0

D. UPTON, Cashier.

CHARLOTTE, ss.—On this seventh day of January in the year of our Lord one thousand eight hundred and fifty eight, personally appeared David Upton, Cashier of the Saint Stephen's Bank, and made oath to the truth of the statements contained in the preceding Return by him signed, according to the best of his knowledge and belief.

R. WATSON, J. P.

State of the Saint Stephen's Bank on the 4th day of January 1858, at 3 o'clock, P. M.

Due from the Bank.

Capital Stock paid in,	£50,000 0 0
Bills in circulation,	27,417 10 0
Net Profits on hand,	7,606 16 3
Balance due to other Banks,	78 7 6
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	5,995 7 0
Cash deposited, bearing Interest,	0 0 0
Total amount due from the Bank,	£91,098 0 9

Resources of the Bank.

Gold and Silver in its Banking House,	£3,445 7 8
Real Estate,	1,070 13 2
Bills of other Banks incorporated in this Province,	728 15 0
Bills of other Banks without the Province,	363 0 0
Balances due from other Banks,	9,914 18 11
Amount of all Debts due the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Balances due from other Banks,	75,575 6 0
Total amount of Resources of the Bank,	£91,098 0 9

Date and time of declaring the last Dividend, August 31, 1857.	
Amount of last Dividend, 4 per cent.	£2,000 0 0
Amount of Reserved Profits at the time of declaring the same,	5,500 0 0
Amount of all Debts due not paid and considered doubtful,	0 0 0

D. UPTON, Cashier.

CHARLOTTE, ss.—On this seventh day of January in the year of our Lord one thousand eight hundred and fifty eight, personally appeared D. Upton, Cashier of the Saint Stephen's Bank, and made oath to the truth of the statements contained in the preceding Return by him signed, according to the best of his knowledge and belief.

R. WATSON, J. P.

WESTMORLAND BANK.

State of the Westmorland Bank on Monday the 6th July 1857, at 3 o'clock, P. M.

Due from the Bank.

Capital Stock paid in,	£15,000 0 0
Bills in circulation,	31,484 10 0
Net Profits on hand,	252 10 10
Balances due to other Banks,	0 0 0
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	2,692 11 4
Cash deposited, bearing Interest,	2,003 0 0
Total amount due from the Bank,	£51,432 12 2

Resources of the Bank.

Gold, Silver, and other coined Metals in its Vaults,	£2,673 6 2
Bills of other Banks incorporated in this Province,	263 10 0
Balance due from other Banks,	5,918 12 5
Real Estate,	1,196 0 9
Amount of all Debts due, including Notes, Bills of Exchange, also all Stock and Funded Debts of every description, except the Balances due from other Banks,	43,384 2 10
Total amount of Resources of the Bank,	£53,435 12 2

Last Dividend declared 30th May last, 4 per cent.	£600 0 0
Amount of Reserved Profits on hand at time of declaring last Dividend,	2,077 11 4
Amount of Debts due not paid and considered doubtful,	0 0 0

I do certify that the above statement is just and correct according to the best of my knowledge and belief.
J. M'ALLISTER, Cashier.

Sworn before me this sixth day of August 1857,
ALEXANDER WRIGHT, J. P.

We do certify that we have full confidence in the statement now signed and attested by the Cashier of this Bank, and believe the facts as stated above to be correct, according to the best of our knowledge and belief.

O. JONES, President.
JOHN HUMPHREY, }
E. B. CHANDLER, JR. } *Directors.*

Sworn before me this sixth day of August 1857,
ALEXANDER WRIGHT, J. P.

State of the Westmorland Bank on Monday the 4th January 1858, at 3 o'clock, P. M.

Due from the Bank,

Capital Stock paid in,	£15,000 0 0
Bills in circulation,	23,795 0 0
Net Profits on hand,	253 12 10
Balances due to other Banks,	197 15 9
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks excepted,	2,972 4 7
Cash deposited, bearing Interest,	641 0 0
Total amount due from the Bank,	£42,859 13 2

Resources of the Bank.

Gold, Silver, and other coined Metals in its Vaults,	£2,075 8 9
Bills of other Banks incorporated in this Province,	229 10 0
Balance due from other Banks,	1,493 7 8
Real Estate,	1,196 0 9
Carried forward,	£4,994 7 2

<i>Brought forward,</i>	£4,994	7	2
Amount of all Debts due, including Notes, Bills of Exchange, also all Stock and Funded Debts of every description, except the Balances due from other Banks,	37,865	6	0
Total amount of Resources of the Bank,	£42,859	13	2
Last Dividend declared 7th December 1857, 4 per cent.	£600	0	0
Amount of Reserved Profits on hand at time of declaring last Dividend,	2,355	4	7
Amount of Debts due and not paid, and considered doubtful,	0	0	0

I do certify that the above statement is just and correct according to the best of my knowledge and belief.

J. M'ALLISTER, *Cashier.*

Sworn before me this 19th day of January 1858.
ALEXANDER WRIGHT, *J. P.*

We do certify that we have full confidence in the statement now signed and attested by the Cashier of this Bank, and believe the facts as stated above to be correct according to the best of our knowledge and belief.

O. JONES, *President.*

E. B. CHANDLER, Jr. } *Directors.*
JOHN HUMPHREY, }

Sworn before me this 19th day of January 1858.
ALEXANDER WRIGHT, *J. P.*

NEW BRUNSWICK MARINE ASSURANCE COMPANY.

Return of the Transactions of the New Brunswick Marine Assurance Company made up to the 30th June 1857, according to the Act of Incorporation.

Underwritten from 1st July 1856, to 30th June 1857, with	RISK.	PREMIUM.
Premiums thereon,	£453,314 0 0	£15,861 0 6
Outstanding Risk,	£69,884 0 0	£2,792 19 0
Expired Risk,	383,430 0 0	13,068 1 6
	£453,314 0 0	£15,861 0 6

Saint John, N. B. 10th July, 1857.

G. M. JACK, *Secretary.*

Return of Loss sustained by the New Brunswick Marine Assurance Company to 30th June 1857.

Loss on Policies issued prior to 1st July 1856,	£11,282	3	1
Loss on Policies issued since 1st July 1856,	£10,813	5	9
Claims on Policies issued prior to 1st July 1856, not yet paid,	£1,985	0	0
Claims on Policies issued since 1st July 1856, some not due,	£4,266	0	0
Return Premiums and Contingencies to 30th June 1857,	£1,242	18	4

Saint John, N. B. 10th July, 1857.

G. M. JACK, *Secretary.*

 Return of Assets of the New Brunswick Marine Assurance Company on 30th June 1857.

Capital Stock,	£50,000 0 0
Stockholders' Bonds,	£25,000 0 0
Mortgages,	11,400 0 0
Debentures,	2,100 0 0
Bank Stocks,	5,500 0 0
Globe Assurance Company Stock,	190 0 0
Bank Deposit on Interest,	2,548 0 0
Bills Receivable,	5,203 0 0
Advances on Claims,	1,218 0 0
Salvages,	630 0 0
	<hr/>
	£53,789 0 0

Saint John, N. B. 10th July, 1857.

G. M. JACK, Secretary.

Geo. M. Jack, Secretary to the New Brunswick Marine Assurance Company, maketh oath and saith, that the annexed Returns of the Transactions of the Company during the year ending 30th June 1857, the Loss sustained, with the Assets, are just and true statements of the affairs of the Company as they stood on the 30th June 1857, at 3 o'clock, and that there has been no Dividend declared, nor are there any surplus profits at this time.

G. M. JACK.

sworn before me at Saint John, N. B., the 20th day of August 1857,
ROBERT W. CROOKSHANK, J. P.

The undersigned Directors of the New Brunswick Marine Assurance Company do hereby certify, that the annexed Returns of the affairs of the Company, namely, a General Statement of the business transacted during the year ending 30th June 1857, a Statement of the Losses, and of the Assets of the Company, as made up and attested by the Secretary, are substantially correct, that the Books of the Company indicate the state of things set forth, and that we have entire confidence in the fidelity of the said Returns.

JOHN WARD,
G. W. WORRALL,
JOHN V. THURGAR,
GEO. CARVILL,
EDWARD SEARS,
D. J. M'LAUGHLIN,
JOSEPH FAIRWEATHER,
WM. PARKS.

 Return of the Affairs of the New Brunswick Marine Assurance Company for the six months ending 31st December 1857, according to the Act of Incorporation.

	RISK.	PREMIUM.
Underwritten,	£185,750 0 0	£6,334 15 9
Outstanding Risk,	£67,482 0 0	£3,147 15 6
Expired Risk,	118,268 0 0	3,187 0 3
	<hr/>	<hr/>
	£185,750 0 0	£6,334 15 9

Saint John, N. B. 19th January, 1858.

G. M. JACK, Secretary.

Return of the Assets of the New Brunswick Marine Assurance Company on the
31st December 1857.

The Capital Stock,				£50,000	0	0
Stockholders' Bond,						
Mortgages,			£25,000	0	0	
Debentures,			11,400	0	0	
Bank Stocks,			2,100	0	0	
Globe Assurance Company Stock,			5,500	0	0	
Bank deposit,			200	0	0	
Bills Receivable,			871	0	0	
			5,731	0	0	
				£50,802	0	0

Saint John, N. B. 19th January, 1858.

G. M. JACK, *Secretary.*

Return of Loss sustained by the New Brunswick Marine Assurance Company
at 31st December 1857.

Loss paid on Policies issued prior to 1st July 1757,			£6,782	19	5
Loss paid on Policies issued since July 1857,			£9	19	0
Claims on Policies issued prior to 1st July 1857, not yet paid,			£3,288	0	0
Claims on Policies issued since 1st July 1857,			£0	0	0
Return Premium from 1st July 1857,			£401	0	0

Saint John, N. B. 19th January, 1858.

Return of the Stockholders 31st December 1857.

Allison, C. F.	Sackville,	20	Heans, Thos.	Saint John,	3
Anderson, J. H.	Halifax,	20	Jarvis, Wm. (Estate,)	"	50
Almon, M. B.	"	80	Irish, J. W. M.	"	10
Adams, W. H.	Saint John,	28	Jack, Wm.	"	75
Bond, G. (Estate,)	"	5	Inglis, Eliza	Halifax,	10
Boyd, John (Estate,)	"	15	Kenney, Edward	"	20
Bedell, George	"	3	Keator, Jas.	Norton,	40
Black, Wm. A.	Halifax,	20	Kaye, J. J.	Saint John,	6
Bazalgette, John	"	40	Leavitt, Daniel	"	10
Collins, Enos	"	80	Leavitt, Frank	"	10
Chubb, H. (Estate,)	Saint John,	20	Moran, Jas.	Saint Martins,	10
Crookshank, R. W., Jr.	"	30	Murdoch, Wm.	Halifax,	38
Commercial Bank,	"	130	Merkell, J. W.	"	5
Carvill, Geo.	"	20	M'Laughlin, D. J.	Saint John,	40
Caldwell, D.	"	15	M'Lean, Allan	"	8
Crane, Wm.	Sackville,	20	M'Lean, Alex.	Scotland,	25
Duncan, John	Saint John,	22	Nesbit, Thos. (Estate,)	Saint John,	4
Fairweather, Joseph	"	60	Nowlan, Geo. V.	"	30
Hazen, R. L.	"	16	Pettingell, T. (Estate,)	"	15
Hosterman, Thos.	Halifax,	62	Parks, Wm.	"	30
Hosterman, J. E.	"	20	Parks, Samuel	"	15

Peters, T. H.	Miramichi,	50	Sutherland, G. (Estate),	Saint John,	17
Rodger, John	Saint Andrews,	5	Smith, Wm.	"	25
Ross, John	"	5	Simonds, Charles	"	20
Ruddock, Wm.	Saint John,	20	Scovil, S. C.	"	39
Robertson, Duncan	"	20	Thurgar, J. V.	"	20
Ritchie, Wm. J.	"	27	Twining, Chas.	Halifax,	5
Robertson, Robert	"	15	Tremain, Scott	"	12
Starr, Joseph	Halifax,	35	Uniacke, A. M.	"	30
Starr, Daniel	"	30	Wainwright, J. T.	"	10
Starr, Geo. H.	"	50	Wallace, E. H. (Estate),	"	10
Saltus, Wm.	"	10	Ward, John	Saint John,	20
Sievwright, Miss	Norton,	4	Wiggins, Stephen	"	35
Seeds, Samuel	Saint John,	5	Wiggins, F. A.	"	35
Smith, W. F.	"	20	Wilson, Jacob	"	5
Starr, M. (Trustees,)	"	20	Wishart, John	"	70
Sears, Edward	"	105	Wright, Wm.	"	6
Sears, E. (Trustee,)	"	10	Worrall, G. W.	"	20
Smith, T. W.	"	10			

Total, 2000 Shares, 77 Shareholders.

Saint John, N. B. 19th January, 1858.

G. M. JACK, Secretary.

George M. Jack, Secretary to the New Brunswick Marine Assurance Company, maketh oath and saith, that the annexed Returns of the Transactions of the Company during the six months ending 31st December 1857, the Assets, the Loss sustained, with the Names of the Stockholders, are just and true statements of the Affairs of the Company as they stood on the 31st December 1857, and that there has been no Dividend declared, nor are there any Surplus Profits at this time. G. M. JACK.

Sworn before me, at Saint John, N. B., this 21st day of January, 1858.

CHARLES SIMONDS, J. P.

The undersigned Directors of the New Brunswick Marine Assurance Company do hereby certify, that the annexed Returns of the Affairs of the Company, namely, a general statement of the Business transacted during the past six months, ending 31st December 1857, a statement of the Assets and of the Losses of the Company, with a List of the Stockholders, as made up and attested by the Secretary, are substantially correct, that the Books of the Company indicate the state of things set forth, and that we have entire confidence in the fidelity of the said Returns.

JOHN WARD,
JOHN V. THURGAR,
EDWARD SEARS,
D. J. M'LAUGHLIN,
WM. PARKS,
GEO. CARVILL,
JOSEPH FAIRWEATHER.

SAINT JOHN FIRE INSURANCE COMPANY.

Statement of the Affairs of the Saint John Fire Insurance Company on Thursday the 7th January 1858, at 3 o'clock, p. m., pursuant to Act 17 Vict. cap. 63, sec. 27.

Aggregate amount of Risks,	£135,890 11 3
Losses during the preceding year,	£1,403 18 10
Capital actually subscribed and secured,	£26,000 0 0

Capital actually paid in,	£5,200 0 0
Invested and secured as follows, viz :—	
In Mortgages on Real Estate,	£3,000 0 0
Stocks of Public Companies,	1,745 18 8
Deposit on Interest,	400 0 0
Cash in hand,	54 1 4
	<hr/>
	£5,200 0 0
Residue of Capital secured by Bond of each Stockholder with two approved sureties.	
Dividends for preceding year, none. Real Estate owned by the Company, none.	
Cash in hand,	£130 6 11
Interest due on Investments,	98 10 0
	<hr/>
	£228 16 11

List of Stockholders, with number of Shares owned by each.

Armstrong, Robert	6	Merritt, Charles	20
Allan, Thomas	4	Magee, T. S.	10
Allan, B. J.	4	M'Lauchlan, Charles	4
Allan, R. B.	4	M'Givern, R. P.	4
Almon, Lewis J.	19	M'Sweeny, John	8
Adams, W. H.	16	M'Coskery, John	8
Brown, Charles	20	M'Laughlin, D. J.	5
Bayard, William	20	M'Laughlin, John	5
Bayard, Robertson	20	M'Lean, Allan	30
Botsford, A. E.	20	Nowlin, George V.	20
Chandler, Hon. E. B.	40	Owen, John	20
Carvill, George	10	Polley, Robert	4
Chubb, H. Estate of	20	Ritchie, Hon. W. J.	40
Crosby, H. B.	5	Reed, James	20
Duncan, John	20	Robertson, Robert	30
Davidson, William	10	Reading, Joel	20
Daniel, T. W.	4	Ring, Z.	2
Duff, Charles,	10	Roop, John	8
Doherty & Co., James	4	Raymond, T. F.	40
Estabrooks, C. H.	2	Reed, Robert	20
Flewelling, John	20	Seeley, Hon. A. M'L.	20
Fairweather, Edwin	10	Stanton, John P.	40
Hazen, Hon. R. L.	20	Stevens, D. B.	4
Hanford, Thomas	4	Smith, T. M.	8
Hastings, Andrew	4	Scovil, Rev. Wm.	10
Harris, James	4	Stackhouse, Robert	5
Hastings, John	4	Small, Otis	5
Howard, Stephen	20	Stubbs, Robert	1
Jarvis, William	40	Stephenson, Joseph	20
Kirk, John	10	Tilton, B.	10
Lee, W. T.	6	Thomas, George	4
Longmaid, R. M.	10	Thorne, E. L.	6
Laphorne, Samuel	20	Tisdale, T. E. G.	10
Millidge, T. E.	10	Travis, James	4

Tucker, John	20	Walker, John	20
Todd, Hon. Wm.	15	Weldon, Charles W.	20
Vaughan, Thomas	20	Wishart, John	10
Vaughan, Henry	20	Wiggins, F. A.	10

I, Oscar Davison Wetmore, Secretary to the Saint John Fire Insurance Company, do solemnly swear that the preceding statement and List of Stockholders are just and true, to the best of my knowledge and belief.

(Signed)

O. D. WETMORE, *Secretary.*

Sworn before me this 12th day of January, A. D. 1858.
(Signed) R. JARDINE, J. P.

We, Joel Reading, John T. Stanton, Henry Vaughan, and James Reed, Directors in the Saint John Fire Insurance Company, do solemnly swear that the Books of the said Company indicate the correctness of the statement of Affairs and List of Stockholders hereinbefore made and sworn to by the Secretary thereof, and that we have full confidence in the truth of the statements so made by him.

JOEL READING,
JOHN T. STANTON,
HENRY VAUGHAN,
JAMES REED.

Sworn before me this 12th day of January, A. D. 1858.
(Signed) R. JARDINE, J. P.

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, copies of Correspondence relative to the construction of an Inter-Colonial Line of Railway.

I. Correspondence with the Secretary of State, viz:—

1. Despatch from His Excellency the Lieutenant Governor to Right Honorable H. Labouchere, M. P., dated August 10th, 1857, No. 13:
2. Despatch from His Excellency the Lieutenant Governor to Right Honorable H. Labouchere, M. P., dated August 15th, 1857, No. 14:
3. Despatch from Right Honorable H. Labouchere, M. P., to His Excellency the Lieutenant Governor, dated 4th September 1857, No. 47:
4. Despatch from His Excellency the Lieutenant Governor to Right Honorable H. Labouchere, M. P., dated 23rd December 1857, No. 30:
5. Despatch from Right Honorable H. Labouchere, M. P., to His Excellency the Lieutenant Governor, dated 15th January 1858, No. 1.

II. Correspondence with the Government of Canada, viz:—

1. Despatch from His Excellency Lieutenant General Sir W. Eyre, K. C. B., to His Excellency the Lieutenant Governor, dated July 22nd, 1857:
2. Despatch from His Excellency the Lieutenant Governor to His Excellency Lieutenant General Sir W. Eyre, K. C. B., dated 30th July 1857:
3. Despatch from His Excellency the Lieutenant Governor to His Excellency Lieutenant General Sir W. Eyre, K. C. B., dated August 10th, 1857:

4. Despatch from His Excellency Lieutenant General Sir W. Eyre, K. C. B., to His Excellency the Lieutenant Governor, dated 18th August 1857 :
5. Despatch from His Excellency the Lieutenant Governor to Right Honorable Sir E. Head, Bart., dated December 10th, 1857 :
6. Despatch from Right Honorable Sir E. Head, Bart., to His Excellency the Lieutenant Governor, dated December 19th, 1857 :
7. Despatch from His Excellency the Lieutenant Governor to Right Honorable Sir E. Head, Bart., dated December 26th, 1857 :
8. Despatch from Right Honorable Sir E. Head, Bart., to His Excellency the Lieutenant Governor, dated January 7th, 1858.

III. Correspondence with the Government of Nova Scotia, viz :—

1. Despatch from His Excellency the Lieutenant Governor to His Excellency Major General Sir G. LeMarchant, dated August 10th, 1857 :
2. Despatch from His Excellency Major General Sir G. LeMarchant to His Excellency the Lieutenant Governor, dated August 15th, 1857 :
3. Despatch from the Provincial Secretary of Nova Scotia to the Provincial Secretary of New Brunswick, dated November 23rd, 1857 :
4. Despatch from the Provincial Secretary of New Brunswick to the Provincial Secretary of Nova Scotia, dated December 12th, 1857 :
5. Despatch from the Provincial Secretary of Nova Scotia to the Provincial Secretary of New Brunswick, dated December 21st, 1857 :
6. Despatch from the Provincial Secretary of New Brunswick to the Provincial Secretary of Nova Scotia, dated December 26th, 1857.

February 17th, 1858.

J. H. T. M-S.

I. CORRESPONDENCE WITH THE SECRETARY OF STATE.

(Copy)—No. 13.

Government House, Fredericton, N. B. August 10th, 1857.

SIR,—I have the honor to transmit to you the copy of a Memorandum which has this day been laid before me by my Council, respecting the construction of an Inter-Colonial Line of Railway.

A copy also of the Dispatch from Lieutenant General Sir W. Eyre, (the Administrator of the Government of Canada), to which this Memorandum refers, is enclosed for your information.

The subject which, at the recommendation of my Council, I have the honor to bring before you, is one which has for many years past excited a lively interest in the people of this Province. It has also on former occasions been brought under the consideration and engaged the attention of Her Majesty's Government. I shall of course be prepared, if called upon so to do, to lay before you any additional information respecting it which I may be able to afford ; but I do not know that it is necessary for me on this occasion to do more than to express my concurrence in the opinion expressed by my Council, that the construction of a Railway, on British Territory, connecting Canada, New Brunswick, and Nova Scotia, would be productive of great and lasting benefits to each of the Colonies, and to British North America in general.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

Right Honorable H. Labouchere, M. P., Colonial Office.

(Enclosure No. 1.—Copy.)

To His Excellency The Honorable J. H. T. Manners-Sutton, Lieutenant Governor, &c. &c. &c.

The Committee of Council respectfully report to Your Excellency, that they have had under their consideration the Dispatch of Lieutenant General Eyre, Administrator of the Government of Canada, on the subject of a Railway from the Riviere du Loup to Halifax.

The Legislature and People of New Brunswick have always evinced a lively interest in the proposed Railway, and uniformly manifested a disposition to aid such an undertaking to the full extent of the resources of the Province.

The Committee of Council advise Your Excellency to assure Her Majesty's Government, and the Administrator of the Government of Canada, of the interest they feel in the proposed Railway; of its importance to the Colonies and the Parent State. They believe that the perpetuation of British power in America depends upon the consolidation of the Colonial Empire, which the proposed undertaking would greatly promote.

When the question in 1852 was the subject of negotiation between the Province and the Imperial Government, New Brunswick agreed to contribute a fair proportion towards the construction of the Railway. His Excellency Sir Edmund Head, the present Governor General of Canada, having taken an active part in these arrangements, is fully cognizant of the views of the people of this Province, and of their deep interest in the question.

To the three Provinces such a Railway would be of the highest importance as a means of developing their resources, promoting their material interests, and strengthening that mutual sympathy and unity of interest and feeling so essential to secure for them that Commercial and Political position to which they are entitled from their situation and resources.

The Committee of Council are confident that if Her Majesty's Government could be sufficiently impressed with the great importance of the proposed Railway to the Empire, in a national point of view, and that Imperial interests absolutely require it, they would not hesitate to take such measures as would secure its construction.

New Brunswick, with her large domain, could provide a vast field for future colonization, which, with her other resources, would afford a present security and future means to defray what might be considered her reasonable portion of the expenditure.

The Legislature of New Brunswick during its recent Session expressed the opinion that Your Excellency should ascertain whether the Government of Canada would undertake the construction of a Railroad from St. John to Canada jointly with the Government of New Brunswick, upon such terms as should be consistent with the interests and means of the respective Provinces, with the aid of the Imperial Government.

The Committee of Council are so fully impressed with the great importance of the matter, that they would have advised Your Excellency to send a delegation to England to press the subject upon Her Majesty's Government, did it not appear to them that, from the lateness of the period Your Excellency received the intelligence, such delegation could not arrive in London in time to give that weight to their representations which would be the primary object of any such mission.

The Committee of Council advise Your Excellency to communicate this Minute to Her Majesty's Government, to His Excellency the Administrator of the Government of Canada, and to His Excellency Sir Gaspard Le Marchant, the Lieutenant Governor of Nova Scotia.

<i>August 10th, 1857.</i>	(Signed)	CHARLES FISHER, S. L. TILLEY, JAMES BROWN,	CHARLES WATTERS, W. H. STEEVES, DAVID WARK.
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(Enclosure No. 2.—Copy of Despatch from His Excellency Sir W. Eyre to His Excellency the Lieutenant Governor of New Brunswick, dated July 22nd, 1857.)

(Copy)—No. 14.

St. John, New Brunswick, August 15th, 1857.

SIR,—With reference to my Dispatch of the 10th inst., No. 13, I should state that previously to my receiving from the Lt. General administering the Government of Canada, the letter of which a copy

was enclosed in that Dispatch, the House of Assembly of this Province had presented to me an Address,* of which a copy is enclosed, wherein they requested me to apply to Her Majesty's Government, and to the Government of Canada, to aid in the construction of an Inter-Colonial line of Railway to connect Canada and Saint John.

2. I informed the House of Assembly that I would consult my Council on the subject; I accordingly laid a copy of the Address before the Executive Council for their consideration, and for such advice as they might think it right to offer to me respecting it; and you will observe that reference to this Address is made in the Memorandum of the Executive Council in Committee, of the 10th inst. I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

Right Honorable H. Labouchere, M. P., Colonial Office.

* Vide Journals of House of Assembly, June 30th, 1857,—page 32.

(Copy)—No. 47.

Downing Street, 14th September, 1857.

SIR,—I have to acknowledge the receipt of your Dispatch, No. 13, of the 10th August, enclosing a copy of a Report of the Committee of Council on the construction of an Inter-Colonial line of Railway, and I have to assure you that Her Majesty's Government will give their serious consideration to this important subject. I have, &c.

(Signed)

H. LABOUCHERE.

His Excellency The Lieutenant Governor, New Brunswick.

(Copy)—No. 30.

Government House, Fredericton, N. B. December 23rd, 1857.

SIR,—With reference to the subject matter of my Dispatch of 10th August, No. 13, I have the honor to forward to you for your information, a copy of a Letter addressed by the Provincial Secretary of Nova Scotia to the Provincial Secretary of this Province, respecting the construction of an Inter-Colonial line of Railway, and a copy of a Memorandum of the Executive Council in Committee, approved by me, on the same subject.

A copy of this Memorandum has been transmitted to the Provincial Secretary of Nova Scotia, in reply to his Letter, and I have also forwarded a copy of it to the Governor General of Canada.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

Right Honorable H. Labouchere, M. P., Colonial Office.

(Enclosure No. 1.—Copy of Letter from the Honorable the Provincial Secretary of Nova Scotia to the Honorable the Provincial Secretary of New Brunswick, dated November 23rd, 1857.)

(Enclosure No. 2.—Copy.)

To His Excellency The Honorable J. H. T. Manners-Sutton, Lieutenant Governor, &c. &c. &c.

The Committee of the Executive Council respectfully report to Your Excellency, that they have had under their consideration the Letter of the Provincial Secretary of Nova Scotia on the subject of an Inter-Colonial Railroad, with the Enclosures, the copy of a Letter addressed to the Right Honorable the Secretary of State for the Colonies by the Attorney General of Nova Scotia and the Honorable A. G. Archibald, and the copy of a Letter addressed to the Provincial Secretary of Canada by the Provincial Secretary of Nova Scotia.

The Government of New Brunswick have always evinced a deep interest in the proposed Railroad, and believing it to be an object of great national importance, have at all times manifested their readiness to unite in pressing the subject on the Imperial Government.

On the tenth of August last we advised Your Excellency to assure Her Majesty's Government, and the respective Governments of Canada and Nova Scotia, that we were fully alive to the subject, and would have been prepared to have sent a Delegation to England, to unite with the Delegates from Canada and Nova Scotia, in bringing the question under the notice of the Home Government, had we received timely intimation that the Government of Nova Scotia was moving in the matter.

The

The Dispatch of Lieutenant General Eyre, Administrator of the Government of Canada, informing Your Excellency of the action of the Government of Nova Scotia, and inviting the co-operation of this Province in securing "the construction or rather extension of the line of Railway from Riviere de Loup to Halifax," dated at Toronto on the twenty-second day of July, 1857, was received by Your Excellency late in the evening of the twenty-ninth day of that month. The Members of the Executive Council were immediately summoned to Fredericton to advise Your Excellency.

It appeared evident that, however important a Delegation might have been, it was then too late to secure its arrival in London in time to unite with the Delegates from Canada and Nova Scotia in pressing the subject upon the Home Government. We submitted our views to Your Excellency in writing, which were approved of, and transmitted to the Principal Secretary of State for the Colonies by the first mail.

It now appears that we advised the only course that was open at that late period, and the statement in our Minute, "That the Delegation could not arrive in London in time to give that weight to their representations which would be the primary object of any such Mission," is admitted in the Letter from the Provincial Secretary of Nova Scotia to the Provincial Secretary of Canada, to be correct.

The Legislature and People of New Brunswick have at all times expressed a readiness to aid in the construction of an Inter-Colonial Railroad in proportion to the means of the Province, and its interest in the work. During the last Session of the Legislature the House of Assembly passed an Address to Your Excellency, praying that Your Excellency would correspond with the Governor General of Canada, to ascertain whether Canada would unite with New Brunswick in the construction of a Railroad from Saint John to Quebec, on joint account, with the aid of the Imperial Government.

The desirableness of a Railroad uniting the Colonies has always been felt, and is daily assuming a greater degree of importance.

We believe that the three Provinces are interested in the work, that New Brunswick would assume a fair share of the responsibility, if Imperial aid could be obtained, but the Provinces of Canada and Nova Scotia have each an interest beyond their respective boundaries, the Road through New Brunswick being absolutely necessary to the success of their respective lines.

New Brunswick is now constructing Railroads which would form part of any general system.

We feel that by our unaided resources our operations must necessarily be limited. If the joint action of the other Provinces could be secured, and the aid of the Imperial Government obtained, the great work of constructing an Inter Colonial Railroad could be accomplished, and each Province also enabled to construct such local lines as trade and travel might require, with greater facility and less risk than the lines now in progress.

We advise Your Excellency to assure the Government of Nova Scotia that we are prepared, in concert with the other Provinces, to enter upon the consideration of the mode by which this great measure may be accomplished; and if any plan can be devised to secure it, and the guarantee of the Imperial Government obtained, we believe the Legislature of New Brunswick would render such facilities as the means of the Province would justify, and proportioned to its interest in the work.

(Signed)

CHARLES FISHER,
J. M. JOHNSON,
S. L. TILLEY.

JAMES BROWN,
W. H. STEEVES,

December 10th, 1857.

(Copy)—No. 1.

Downing Street, 15th January, 1858.

SIR,—Her Majesty's Government have had under their consideration during the recess of Parliament, the subject of your Dispatches, Nos. 13 and 14, of August 10th and 15th last, and of the Memorandum of your Council enclosed in the former; namely, the proposal that assistance should be furnished from the Imperial Treasury, in the form of a guarantee of interest, towards the construction of an Inter-Colonial line of Railway from Halifax to Quebec.

The same proposal in principle has been advocated by the Governments of Canada and of Nova Scotia, through the intervention of gentlemen deputed by those Governments to communicate personally with myself. And I have further to acknowledge your Dispatch, No. 30, of the 23rd ult., transmitting copies of documents which have recently passed between the Governments of Nova Scotia and New Brunswick on the same subject.

Although

Although participating with the members of the several local Governments, and with their own predecessors in office, in a strong sense of the importance of this object, Her Majesty's advisers cannot feel themselves justified in applying to Parliament for the required guarantee. Their reasons for declining to take this step are solely of a Financial description. They feel that the heavy expenditure to which this country has been subjected of late years, and the continued calls on the resources of the Empire for pressing emergencies, do not leave them at liberty, for the present at least, to pledge its revenue to so considerable an extent for the purpose of assisting in the construction of public works of this description, however in themselves desirable.

Under these circumstances I forbear to make any observations on some questions of detail in the proposed scheme, to which I should otherwise have adverted. I have, &c.

(Signed)

H. LABOUCHERE.

His Excellency The Lieutenant Governor, &c. &c., New Brunswick.

II. CORRESPONDENCE WITH THE GOVERNMENT OF CANADA.

(Copy)

Government House, Toronto, July 22nd, 1857.

SIR,—The project of constructing an Inter-Colonial Line of Railway between Halifax and Quebec, having been brought under my consideration by a Dispatch from the Provincial Secretary of Nova Scotia, dated Halifax, June 24th 1857, and concurring entirely with the Executive Government of Nova Scotia in the advantages that must accrue to the Mother Country and to the Colonies, on the completion of so great an undertaking, I have the honor to state that I have without delay brought the subject to the notice of my Council, and I hasten to apprise Your Excellency of the action of the Government of Canada, in the confident hope that the Provinces of New Brunswick and Nova Scotia will co-operate to the utmost of their ability in effecting what must contribute much to the material prosperity of these Colonies.

I enclose a copy of a Minute of my Council, pursuant to whose suggestions the Honorable J. A. McDonald, Attorney General, Canada West, has already started for England on this mission.

I have, &c.

(Signed)

WM. EYRE,

Lieut. General, Administering the Government.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 9th July 1857 approved by His Excellency the Administrator of the Government in Council on the 18-20th of the same month.

The Committee of Council beg respectfully to Report to Your Excellency, that the Committee have had under consideration the important advantages which Canada and the Provinces of New Brunswick and Nova Scotia would derive from the construction or rather the extension of the line of Railway from Riviere du Loup to Halifax.

The Committee are so deeply impressed with the importance of this Inter-Colonial undertaking, that they have deemed it advisable to suggest that a Member of Your Excellency's Council should proceed to England and place himself in communication with the Secretary of State for the Colonies, with the view of urging upon Her Majesty's Government the reasons which should induce and impel the Imperial Government to aid the Provincial Government to carry to completion this great and necessary national work.

The Committee of Council have no doubt that the Governments of the Eastern Provinces will cheerfully co-operate with Your Excellency in pressing the subject upon the attention of the Imperial Authorities, and with this view the Committee suggest that Your Excellency communicate to the Lieutenant Governors of New Brunswick and Nova Scotia the action of Your Excellency's Government.

The Committee of Council have much pleasure in stating that the Honorable the Attorney General for Upper Canada has consented to undertake the mission, and the Committee beg further to suggest that the Attorney General have authority to call to his aid the services of any Gentlemen whom he may deem necessary to the success of the negotiations.

Certified.

26

(Signed)

WM. H. LEE, C. E. C.

(Copy)

Saint John, New Brunswick, July 30th, 1857.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Dispatch of the 22nd instant, and of the copy of a Minute of Council, therein enclosed, respecting the construction of an Inter-Colonial Line of Railway between Halifax and Quebec.

I have without delay called the attention of my Council to this important subject.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency Lieutenant General Sir W. Eyre, K. C. B., Toronto.

Saint John, New Brunswick, August 10th, 1857.

SIR,—With reference to my Dispatch of the 30th ult., I have now the honor to transmit to you, herein enclosed, the copy of a Memorandum laid before me by my Council, respecting the construction of an Inter-Colonial Line of Railway. I have further the honor to inform you, that I have forwarded a copy of this Memorandum to the Secretary of State.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency Lt. General Sir W. Eyre, K. C. B., Toronto.

(Enclosure.—Copy of Memorandum of the Executive Council in Committee, dated August 10th, 1857.)

(Copy)

Government House, Toronto, 18th August, 1857.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of the 10th instant, enclosing a copy of a Memorandum of your Council, respecting the construction of an Inter-Colonial Line of Railway,

I have, &c.

(Signed)

W. EYRE,

Lieutenant General, Administering the Government.

His Excellency the Lieut. Governor, &c. &c. New Brunswick.

(Copy)

Government House, Fredericton, N. B. December 10th, 1857.

SIR,—I have the honor to forward to you, herein enclosed, a copy of a Memorandum of the Executive Council of this Province in Committee, (which Memorandum has been approved by me,) on the subject of the construction of an Inter-Colonial Line of Railway. This Memorandum was (as appears on the face of it) drawn up by the Executive Council in Committee, as a reply to a Communication addressed to the Provincial Secretary of this Province by the Provincial Secretary of Nova Scotia, to whom a copy of the Memorandum has been transmitted.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

Rt. Hon. Sir E. Head, Bart., &c. &c. Toronto.

(Enclosure.—Copy of a Memorandum of the Executive Council in Committee, dated Dec. 10th, 1857.)

(Copy)

Government House, Toronto, December 19th, 1857.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of the 10th instant, with its enclosure, on the subject of an Inter-Colonial Line of Railway, which I shall immediately bring under the consideration of the Executive Council.

I have, &c.

(Signed)

EDMUND HEAD.

His Excellency the Lieut. Governor, &c. &c. New Brunswick.

(Copy)

(Copy) *Government House, Fredericton, N. B. December 26th, 1857.*

SIR,—With reference to my Letter of the 10th instant, I have the honor to forward to Your Excellency a copy of the Communication from the Provincial Secretary of Nova Scotia, (on the subject of the construction of an Inter-Colonial Line of Railway,) referred to in that Letter.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

Rt. Hon. Sir E. Head, Bart., &c. &c. Toronto.

(Enclosure.—Copy of Letter from the Provincial Secretary of Nova Scotia to Provincial Secretary of New Brunswick, dated November 23rd, 1857.)

(Copy) *Canada, Government House, Toronto, January 7th, 1858.*

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of the 26th ultimo, enclosing copy of a Communication from the Provincial Secretary of Nova Scotia, on the subject of the construction of an Inter-Colonial Line of Railway.

I have, &c.

(Signed)

EDMUND HEAD.

His Excellency the Lieut. Governor, &c. &c. New Brunswick.

III. CORRESPONDENCE WITH THE GOVERNMENT OF NOVA SCOTIA.

(Copy) *Saint John, New Brunswick, August 10, 1857.*

SIR,—I have the honor to transmit to you, herein inclosed, the copy of a Memorandum which has been laid before me by my Council, respecting the construction of an Inter-Colonial Line of Railway.

I have further the honor to inform you, that I have forwarded a copy of this Memorandum to the Secretary of State.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency Major General Sir G. LeMarchant, &c. &c., Halifax.

(Enclosure.—Copy of Memorandum of the Executive Council in Committee, dated Aug. 10th, 1857.)

(Copy) *Government House, Halifax, Nova Scotia,
15th August, 1857.*

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of 10th inst., enclosing for my information copy of a Memorandum submitted by your Council, on the construction of an Inter-Colonial Line of Railway.

I have, &c.

(Signed)

J. GASPARD LEMARCHANT.

His Excellency the Lieutenant Governor, New Brunswick.

(Copy) *Provincial Secretary's Office, Halifax, November 23, 1857.*

SIR,—I have it in command from His Excellency Sir Gaspard LeMarchant to forward for the information of His Excellency the Lieutenant Governor of New Brunswick the enclosed copy of the Communication of Messrs. Johnston and Archibald to the British Government on behalf of Nova Scotia, with reference to an Inter-Colonial Railway, and also a copy of a Letter addressed this day to the Government of Canada upon the same subject.

It is much to be regretted that New Brunswick was not represented by a Delegate when this question was recently pressed upon the Home Government.

His Excellency the Lieutenant Governor of this Province considers it highly desirable that no time should be lost in ascertaining the views of the three Provinces, on a subject fraught with such deep consequences to all of them, and trusts that some means will be adopted by which the views of each may be understood, and if possible a basis of co-operation be devised.

New Brunswick and Nova Scotia are alike engaged in the construction of Railways, which are as yet sectional, and not calculated to be of material advantage to each other.

Previous

Previous to the meeting of our Legislature in February, His Excellency would be glad to learn the intention of the Government of New Brunswick with reference to connecting these two Provinces at all events.

It has been the avowed policy of Nova Scotia to carry a Trunk Line of Railway to the Borders of New Brunswick, provided that Province would agree to meet us there, but if not to continue our Road to Pictou.

Our Railway is now under contract to Truro, and we must decide whether it shall be extended towards the New Brunswick border or Pictou.

It remains then for the Government of New Brunswick to indicate whether we shall be united by a common line stretching from Windsor to Halifax, thence to Shediac and Saint John, by the arrangements now in progress, and it is to be hoped at no distant day, to be extended to Quebec, (either by the northern route or a connection with the line from Saint Andrews to that place,) or, disjointed and apart, expend our resources upon local and isolated Railways, without a common interest or object.

I am further commanded to solicit the consideration of this subject, and a communication thereupon, at as early a period as convenient.

I have the honor to be, Sir,

Your most obedient servant,

(Signed)

CHARLES TUPPER.

The Hon. the Prov. Secretary, New Brunswick.

Enclosure.—(Copy)

Provincial Secretary's Office, Halifax, November 23rd, 1857.

SIR,—By command of His Excellency the Lieutenant Governor of Nova Scotia, I have the honor again to invite the attention of the Government of Canada to the important project of completing an Inter-Colonial line of Railway between Quebec and Halifax.

I enclose, for the information of His Excellency the Governor General, a copy of the communication of the Delegates from this Province, when urging upon the British Government, in conjunction with the Honorable Mr. McDonald, the Delegate from Canada, the reconsideration of this great enterprise, during the past Summer.

The embarrassment caused by the difficulties in India rendered the time unpropitious, and the absence of any Delegate from New Brunswick probably prevented more than a warm expression on the part of the Colonial Secretary of the deep interest felt upon the subject by the British Government.

The Dispatch forwarded by the Government of New Brunswick, although too late to subserve the views of the Delegates, evinces the anxiety entertained by that Province in this undertaking, and shews that that Colony was not represented in the Delegation, owing to the late period at which the Dispatch of Lieutenant-General Sir William Eyre reached Fredericton.

His Excellency Sir Gaspard LeMarchant thinks it very desirable that a mutual understanding on this subject should be had at an early period between the three Provinces so deeply interested, and I am commanded to invite the communication of the sentiments of the Governments of Canada and New Brunswick respectively, and to solicit their suggestions as to the mode most acceptable to them by which such an interchange of opinions may be obtained.

The Legislature of this Province will meet in the early part of February.

We have now under contract all that portion of the Railway which is common to the Trunk Line, and the branch to Pictou, and it is very important that we should know whether there is a probability of an Inter-Colonial line being arranged before we expend the means at our command, in carrying the road to Pictou.

Should the improbability of the Trunk Line being carried through compel us to accept the latter policy, by which we open communication with the Gulf of St. Lawrence, we see no reasonable prospect of our being able to construct a Railway to the New Brunswick border for many years.

A copy of this Letter, as also the enclosed, will be sent to the Governor of New Brunswick, and their co-operation invited.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

CHARLES TUPPER.

The Honorable the Provincial Secretary of Canada.

Enclosure.—(Copy)

2 Suffolk Place, Pall Mall, 20th August, 1857.

SIR,—In preparing, agreeably to your desire at our late interview, a statement of the considerations on which we solicit, on behalf of Nova Scotia, subject to the approval of the Legislature, Imperial assistance towards the construction of a Railroad from Halifax to Quebec, through British Territory, we beg to recall the fact that the application is not now made for the first time.

2. The policy of connecting the Provinces of British North America by a line of Railways, extending from the Sea shore of Nova Scotia into the interior of Canada, was first suggested by a British Statesman of great sagacity and political foresight. Lord Durham saw the immense advantages of this great work, not only to the Provinces, but to the Empire.

The idea, once suggested, was not lost sight of. Earl Grey, when Colonial Minister, felt the importance of the question; and in a Dispatch to Lord Elgin, dated the 31st December 1846, he referred to a Convention, to be composed of Delegates from the Governments of the different British Colonies, the consideration of "the mode in which the Provinces should co-operate with each other and with Her Majesty's Government in promoting the construction of the proposed Railway.*

3. The Provinces thus invited by Her Majesty's Ministers to the consideration of a question of deep interest, entered eagerly upon it, and from that period to the present have done everything in their power to promote this great work.

Up to 1850, various modes of carrying it out were suggested from time to time, and the different Colonial Legislatures readily gave to each scheme that was brought forward, such offers of assistance as their resources enabled them to afford. In the summer of that year, however,† their hopes of success were frustrated by a Despatch from the Colonial Secretary, informing the Government of Nova Scotia that the British Ministry, receding from their original position, would afford no assistance to carry out a project too great for unassisted Colonial resources.

4. Disappointed in her original hopes, Nova Scotia turned her attention to the construction of such local Railways as were required for the development of her own commerce and industry, and shortly afterwards sent to England a delegate charged to endeavour to interest the British Government in the question, so as to procure such a guarantee of the Provincial Bonds as would enable her to borrow the money she required upon favourable terms.

The delegate, upon submitting his propositions, was informed that the Government could not undertake to furnish any aid to projects of merely Provincial importance, but he was invited to a renewal of the Inter-Colonial scheme. This was again deliberately considered by Her Majesty's Government, and Earl Grey communicated through Mr. Hawes, in a Despatch dated 10th March 1851, a formal decision on the part of himself and his colleagues, to afford a guarantee, or advance the money from the Imperial Treasury, upon the express condition of provision being made by the three Provinces for opening a complete line of communication from Halifax to Quebec or Montreal, through British Territory; and in a communication to Lord Elgin, then Governor of British America, written four days afterwards, he put forth, as the ground of the guarantee, the importance of the work to the interests of the Empire.

We refer to the correspondence on that occasion, and to the engagements given on the part of the Government, as expressed in Earl Gray's Despatches to the Governor General and to Mr. Howe, through Mr. Hawes, before alluded to.

The principles upon which our present application is made, are stated with so much significance in these documents, that we beg permission to quote a few passages.

In Mr. Hawes' Letter the delegate of Nova Scotia is told—

"You are already aware, from the repeated conversations which you have had with Lord Grey, of the strong sense entertained by his Lordship and colleagues, of the extreme importance, not only to the Colonies directly interested, but to the Empire at large, of providing for the construction of a Railway, by which a line of communication may be established on British Territory, between the Provinces of Nova Scotia, New Brunswick, and Canada; and the various plans which have been suggested for the accomplishment of this object, have undergone the most attentive consideration."

Mr. Hawes is directed to state in very distinct terms, the conditions and considerations on which the aid was granted. His language is—

* See Journal of 1848, page 75 of Appendix, No. 12.

† See Earl Grey's Despatches of 19th June, 1850.

“ As Her Majesty’s Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole, and they do not consider that the projected Railway would answer this description, unless it should establish a line of communication between the three British Provinces, it must be distinctly understood that the work is not to be commenced, nor is any part of the loan, for the interest on which the British Treasury is to be responsible, to be raised, until arrangements are made with the Provinces of Canada and New Brunswick, by which the construction of a line of Railway, passing wholly through British Territory, from Halifax to Quebec or Montreal, shall be provided for to the satisfaction of Her Majesty’s Government.”

The language of the Colonial Secretary is not less emphatic. He says—

“ From the correspondence which I have already had with your Lordship on the subject of the projected Railroad from Halifax to Quebec, you are well aware that, although Her Majesty’s Government have not hitherto been enabled to take any steps towards the execution of that work, it is an undertaking which they have long earnestly desired to see accomplished, as they believe it to be one calculated very greatly to advance the commercial and political interests both of the British Provinces in North America and of the Mother Country. It is therefore with great satisfaction that I have now to acquaint your Lordship that I have reason to hope that the time is at length come, when this great national enterprise may be undertaken with advantage, if there still exists, as I am assured there does, as strong a desire to promote it on the part of the inhabitants of Canada and New Brunswick, as they formerly expressed, and as the people of Nova Scotia have recently manifested.”

The three Provinces accepted the proffered assistance on the conditions announced to them; and agreed upon a line of Railroad along the northern shore of New Brunswick, acceptable to the British Government. The contemplated enterprise was only abandoned in consequence of a misunderstanding as to the extent of the guarantee proposed by Earl Grey, which, on the one hand, was supposed to include a Railroad through New Brunswick, along the Bay of Fundy, towards the boundary of the United States; while, on the other hand, it was held to be confined to the direct line to Canada.

Subsequently this obstacle was attempted to be removed by an arrangement among the Governments of the three Provinces, that the line through New Brunswick to Canada should be transferred from the northern shore to the valley of the Saint John. Her Majesty’s Government declined to accept the latter line, on the ground that it defeated a material consideration on their part, by bringing the line of communication through the British Provinces in too close proximity to the American frontier.

The positive pledge of the British Government thus deliberately given, has never been withdrawn; the conditions upon which that pledge was given, Nova Scotia has faithfully complied with; and her people, whose policy to a large extent has been moulded by that pledge, feel that they have a strong claim upon the consideration of Her Majesty’s Government.

On the failure of the Inter-Colonial scheme, Nova Scotia has resorted to her former policy, but despairing of Imperial assistance, has borrowed money on the credit of her own Bonds, and is pushing forward her local Railways as rapidly as her resources allow. Already she has put 100 miles under contract, one fourth of the whole is in operation, and the remainder approaches completion.

Of these lines, the only part available for the Inter-Colonial Railway, is the section between Halifax and Truro. From Truro to the New Brunswick border, the Inter-Colonial line presents less prospect of remunerative return, and would not be undertaken by the Province without aid, and unless to connect with Inter-Colonial Railways. Still Nova Scotia is not insensible to the position she occupies on the foreground of British America. For Inter-Colonial and Imperial purposes, she is willing to make sacrifices which commercial considerations alone would not justify. She will construct a Road which, but for these considerations, she would not venture upon, if Great Britain will enable her to do so; she asks no contribution, though she believes the Imperial Government might well give it. What she does ask is, that her bonds for the expenditure from Halifax to the New Brunswick border, shall be guaranteed by the British Government, and the Province be thus enabled to borrow upon the most favourable conditions, the amount she requires; and she will engage to construct and to maintain, and work the Road throughout that distance, on the account and at the risk of the Province.

The guarantee asked for involves no risk. The Province of Nova Scotia is advancing in material prosperity at a rate which will compare favourably with any part of the Western World. Her taxes, the lowest in the world,—her revenue has always been equal to her requirements, and is rapidly increasing.

increasing From 1849 to 1854, with no material alteration in imposts, the revenue doubled in amount. The population increases at a rate nearly equal to that of the whole United States, and much greater than that of the States immediately contiguous to our border.

Insular in its position, Nova Scotia largely engages in maritime enterprises. Her coasts, skirted by fisheries, the best in the world; her bosom filled with enormous deposits of coal and other minerals not to be found on the sea-board of the United States, the natural habits of a maritime population have in these sources, unlimited scope for enterprise; while in the interior of the country, large tracts of the best land for farming purposes, reward the labour of an agricultural population not inferior in enterprise to any similar class in any part of the world.

Nova Scotians may, with some pride, refer to the various sources from which the prosperity of their country springs, and we allude to it now, and dwell upon it, because we wish the British Government to understand that we will incur no debt that we are not able as well as willing to pay, and to shew them that what we now solicit may be safely granted; to us the boon will be large, but they may confer it without loss and without risk.

The course of events since 1851, has not weakened the claims of the Colonies, or diminished the obligations or interest of the Imperial Government to extend assistance towards the object in view. Within that period, all the three Colonies, and especially Canada, by embarking largely their own resources in Railroad enterprise, have earned a right to seek assistance which they did not possess before; while by this absorption of their own resources, they have diminished their ability to accomplish this great work.

Under no circumstances would they enter without assistance upon the construction of an Inter-Colonial Railroad from Halifax to Quebec. Neither of them, if possessed of the means, have a sufficiently large inducement, or separate interest in the undertaking, to justify encountering its hazards and burthens, and, were it otherwise, a work so large, and of so little remunerative promise, is beyond the compass of their own largely taxed resources. Hence it may be truly assumed that, if the British Government do not afford essential aid, this great "national undertaking, calculated very greatly to advance the commercial and political interests, both of the British Provinces in North America and of the Mother Country,"—to use the language of the British Cabinet in 1851,—will never be accomplished.

It will not, however, fail, because Her Majesty's North American subjects are too short sighted to comprehend its important national bearings, or too indifferent to the general welfare to care for its accomplishment, or too much occupied with their own more immediate concerns, to be willing to contribute towards it. It is because of the higher and larger influences of the work, as much as in consideration of local benefits, that we urge the undertaking on Her Majesty's Government.

In case of hostilities with the United States, the facility which a Railroad from Halifax through British Territory would afford for the transport of troops and munitions of war, would be of incalculable advantage; and in a mere financial point of view would, probably, in a few months, repay all that the Government might have contributed. In connexion with large Steamers on the ocean, enabling the Government to transport in a few weeks, on any threatened emergency, an Army to any point of Her Majesty's North American possessions, it would render unnecessary the constant maintenance of a large Military force within them.

Nor is it the least of the advantages that would result from this facility, that the knowledge of its existence would tend to avert hostilities that otherwise might grow out of a sense of comparative impunity, attendant on aggressive movements. Not less than seventeen lines of American Railroads lead through the United States to the borders of Canada, and give the means of rapid hostile approach. Not a single line of British Railroad connects the Provinces together, or affords communication from the Atlantic shore through national territory. Of the three routes by which Canada is reached, viz. by the Saint Lawrence, by lines of Railroad that traverse the United States, and through the wilderness, the latter would alone be available for the transport of troops or munitions of war, in the case of hostilities commenced or threatened at the beginning of Winter.

On such an event the spectacle might be presented of a large and prominent Colonial possession of the Empire, assailed by a superior force, and cut off, except at great exposure, expense, and delay, from effectual aid, not only from the Parent State, but from the adjoining Colonies.

None more than the inhabitants of Nova Scotia appreciate the advantages of peaceful relations with the United States. They, however, who are placed in closer proximity, are less credulous than others may be, as to the impossibilities of hostilities between the two powers, and yet it is apparent to all that the Foreign relations of no Government are so subject, as those of the United States, to the influence of popular impulse or of party interests. This consideration, illustrated as it recently was by the enlistment dispute, sufficiently indicated that a policy, founded on the assumed impossibility, or high improbability, of hostilities with that people, must be deficient in the forecast that seeks, by timely and suitable preparation, to prevent aggressions or successfully to repel it.

The great work we advocate is as necessary to enable Her Majesty's North American Colonies to promote their mutual progress in peace, as it is requisite for their common defence in war. It is almost impossible for those at a distance to comprehend how much New Brunswick and Nova Scotia are unallied to Canada by those bonds of mutual intercourse that might be expected to subsist between Colonies of the same Empire, placed together under circumstances that make a close union their common interest and security. With the United States, Canada has unlimited means of communication, by Lakes, Rivers, Canals, and Railroads: and extensive and intimate intercourse is the result. The Capital of New Brunswick connected with the United States by a short and easy navigation, maintains relations as close. Nova Scotia, almost an Island, sends vessels from every part of her shores to the neighbouring ports of the Union, and carries on a trade so extensive that, of the annual tonnage that enters the port of Boston, more than half is from Nova Scotia.

The means of communication between Canada and the lower Provinces is utterly insignificant in the contrast.

By land, for practical purposes, none exists. An uncultivated and hilly country opposes an effectual barrier. Colonel Robinson's valuable Report of his Surveys in 1848, gives unquestionable information on this head. By water, the comparatively distant and circuitous navigation of the Saint Lawrence, offers the only route—one little used while open, and closed through a large part of the year. The result is ignorance and indifference as regards each other, with little concern or ability for mutual benefit. An Inter-Colonial Railroad would give the means of communication at present wanting. It would open to Canada an Atlantic sea board on British soil, from which she is now cut off; and it would offer to the lower Provinces a ready access to the vast field of enterprise and progress occupied by their fellow subjects in the interior. It would prove a benefit of incalculable value should it be the precursor of, as it is an absolute necessity towards a Legislative union of Her Majesty's North American Provinces. A measure essential to the full development of the power which their situation and character are calculated to confer, and without which they never can attain the high position to which their united energies and advantages would lead them.

When the important objects to be accomplished by this work are considered, and the difficulties of carrying it out, owing to the large extent of uncultivated country through which it must pass in New Brunswick, and Canada, with the consequent drawbacks upon its remunerative character, it seems not unreasonable to expect, in addition to the Imperial guarantee for the loan contracted by the Provinces, some more direct and substantial aid, as a contribution from the national funds, for national advantage.

Confining ourselves, however, to Nova Scotia, the aid we solicit is, we think, moderate, and such as would entail neither inconvenience nor loss on the British Government.

In pressing upon your urgent consideration the obligations which, in our opinion, impose upon Her Majesty's Government the duty of extensively aiding the construction of an Inter-Colonial Railroad, we are not insensible to the feeble influence excited by the representation of dangers distant and problematical, when the attention is already occupied by objects of present and urgent interest.

Much that we have suggested is, however, neither distant nor hypothetical, but is of actual existence and daily operation. For, while Canada remains cut off from communication with the lower Provinces and with the Atlantic shore on British territory, the tendencies to alienation between her and the Sister Provinces, and to the approximation of all the Colonies to the United States, must strengthen and mature.

That portion of our observations, founded on the exigency of war with the United States, deals indeed with the future; but if the history of nations and the experience of the past may be relied on, it can hardly be treated as hypothetical, in the sense which should preclude it from present consideration,
for

for the undertaking which we urge must be accomplished while the danger that prompts it is distant and contingent, otherwise it will come too late to avert the evils it is designed to counteract.

That the time will come when the evils resulting from the want of such a communication between the North American Provinces will be felt, should the measure be delayed, and that the question will arise—where rests the responsibility for the neglect? we cannot doubt.

Her Majesty's Colonial subjects will not be found chargeable. As early as the year 1848, at the instance of the Legislature of Nova Scotia, and at the expense of the three Colonies, the survey of Colonel Robinson was made, and his Report, full of the most useful information, exists to shew the necessity, the difficulties, and the practicability of the undertaking. Since that time, repeated and strenuous efforts have been made by those Colonies towards promoting the object.

Now without mutual concert, and each acting on its own apprehension of the importance of the measure, the Governments of Canada and Nova Scotia have severally commissioned delegates to press the subject on the attention of Her Majesty's Government.

We have the honor to be, Sir, your most obedient humble servants,

(Signed)

J. W. JOHNSTON,
A. G. ARCHIBALD.

The Right Hon. Henry Labouchere, H. M. P. Secretary of State for the Colonies.

(Copy)

Secretary's Office, Fredericton, 12th December, 1857.

SIR,—By direction of His Excellency the Lieutenant Governor, I transmit to you herewith, a Minute of Council (approved by His Excellency on the 10th instant) on the subject of Inter-Colonial Railroads; and I have to request that you will be pleased to lay the same before His Excellency the Lieutenant Governor of Nova Scotia, for the information of your Government.

I have the honor to be, &c.

(Signed)

S. L. TILLEY.

The Hon. Charles Tupper, Provincial Secretary, Nova Scotia.

(Enclosure.—Copy of Memorandum of the Executive Council in Committee, dated Dec. 15th, 1857.)

(Copy)

Provincial Secretary's Office, Halifax, December 21st, 1857.

SIR,—I have the honor to acknowledge the receipt of your letter of the 12th instant, enclosing a Minute of Council on Inter-Colonial Railroads, which has been duly submitted to the Government here.

Not having received any official notification of the reception of a letter dated June 4th 1857, forwarded to you with a copy of my communication to Canada enclosed therein, I beg to enquire whether it was received, as I infer from the Minute of Council that it must have miscarried.

Inclosed are copies of the Letter referred to, and its enclosures.

I have, &c.

(Signed)

CHARLES TUPPER.

The Honorable the Provincial Secretary, New Brunswick.

(Copy)

Secretary's Office, Fredericton, 26th December, 1857.

SIR,—I beg to acknowledge your communication of the 21st instant, enclosing copy of a Letter dated 4th June last, supposed to have been sent to this Office about that date, and to inform you that no such Letter ever came to hand.

The first written information received here of such a scheme being contemplated was communicated to the Lieutenant Governor of this Province by the Administrator of the Canadian Government.

I have the honor, &c.

(Signed)

S. L. TILLEY.

The Hon. Charles Tupper, Provincial Secretary, Nova Scotia.

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 18th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Wark,
Mr. Gordon.*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Steeves,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to incorporate the Middle Bridge Company at Saint Stephen, was read a second time.

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

A Message was brought from the Assembly by Mr. Williston, with a Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, Chatham, in the County of Northumberland, to sell and dispose of certain Ferries in, upon and over the River Miramichi, and to reinvest the proceeds thereof for the use of the Rector or Minister of the said Corporation for the time being; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Cudlip, with a Bill to enable the Corporation of the City of Saint John to meet their liabilities incurred in erecting Wharves at or near Reed's Point, in the City of Saint John; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. End, with a Bill further to amend an Act intituled "An Act for establishing a Tender in all payments to be made in this Province, and for consolidating and amending the Laws relating to the Currency therein;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, a copy of the Report of the Commissioners appointed to report as to any improvements that may be deemed advisable in the application of the present Grants to Agricultural Societies.

J. H. T. M-S.

February 16th, 1858.

[See Appendix.]

The

The Honorable Mr. Wark, by leave, presented a Petition from Jonas Cutler and others, for a Law the better to secure the wages of Mechanics and Labourers.

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

Adjourned until To-morrow at 12 o'clock.

FRIDAY, 19th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Steeves,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Wark,
Mr. Gordon.*

PRAYERS.

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

A Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, Chatham, in the County of Northumberland, to sell and dispose of certain Ferries in, upon and over the River Miramichi, and to reinvest the proceeds thereof for the use of the Rector or Minister of the said Corporation for the time being :

A Bill to enable the Corporation of the City of Saint John to meet their liabilities incurred in erecting Wharves at or near Reed's Point, in the City of Saint John : and

A Bill further to amend an Act intituled "An Act for establishing a Tender in all payments to be made in this Province, and for consolidating and amending the Laws relating to the Currency therein."

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

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

A Bill to amend the Act for incorporation of certain Bodies connected with the Wesleyan Methodist Church in New Brunswick : and

A Bill to amend the Act to incorporate the Narkawicac Boom Company.

The said Bills were severally read a first time.

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

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, a copy of a Report from the Immigration Agent, of his proceedings in the United Kingdom in the year 1857.

J. H. T. M-S.

February 19th, 1858.

[See Appendix.]

The

The Honorable Mr. Steeves, a Member of Her Majesty's Executive Council, by direction of His Excellency the Lieutenant Governor, laid before the House the following Document:—

Abstract of Revenue of the Province of New Brunswick for Fiscal Year ending Oct. 31, 1857.

	Railway Imposts.	Import Duties.	Export Duties.	Cas. & Ter. Revenue.	Sup. Court Fees.	Auction Duty.	Emigrant Duty	Light House Duties.	S. and D. Seamen's Duties.	Totals.
Saint John,	220,086 5 4	82,849 11 8	11,832 1 3	4,500 0 0	717 4 0	148 0 8	72 0 0	3,181 8 3	1,002 9 0	124,380 0 2
Campbellton,	230 16 9	931 11 9	0 5 3	..	..	..	..	4 13 4	2 14 11	1,170 2 0
Dalhousie,	287 8 6	1,395 8 0	632 15 0	..	..	..	..	58 15 10	55 9 11	2,429 17 3
Bathurst,	410 9 3	1,466 7 3	279 13 9	..	..	..	..	83 7 4	34 9 7	2,274 6 7
Caracquet,	120 19 1	362 5 5	4 8 5	..	..	..	..	6 16 2	3 4 8	497 13 7
Shippagan,	124 1 0	441 16 8	3 7 2	..	..	..	..	9 11 10	3 10 6	582 7 2
Newcastle,	776 11 3	2,886 17 8	1,832 12 9	..	..	..	..	350 13 2	180 5 10	6,027 0 8
Chatham,	1,020 12 9	4,745 18 6	588 5 9	..	..	..	..	135 15 7	64 13 2	6,558 11 0
Richibucto,	695 11 8	2,106 11 2	1,030 9 3	..	3 6 1	..	..	202 5 6	197 0 4	4,331 17 11
Buctouche,	43 10 10	109 2 1	419 17 0	..	..	..	..	105 15 0	109 14 7	787 19 6
Shediac,	31 16 2	222 2 7	573 7 0	..	..	..	..	111 14 0	51 9 7	969 9 4
Bay Verte,	1 19 5	7 16 8	0 0 0	..	..	..	..	..	..	9 16 1
Sackville,	123 4 3	560 16 9	1 0 0	..	..	..	..	9 8 0	1 16 0	696 5 0
North Joggins,	5 3 7	25 0 0	0 0 0	..	..	..	..	11 10 0	1 18 11	43 12 6
Dorchester,	48 5 4	223 12 0	15 3 4	..	..	..	..	26 1 0	7 13 6	320 15 2
Moncton,	178 1 10	1,144 2 11	6 4 6	..	..	..	..	10 8 9	1 13 6	1,340 11 6
Hillaborough,	24 8 10	97 8 9	36 8 10	..	..	..	..	82 0 0	25 6 7	365 13 0
Harvey,	43 10 0	175 0 4	15 15 4	..	..	..	..	41 4 3	9 15 11	285 5 10
Fredericton,	645 14 2	4,789 0 11	0 0 0	..	..	..	..	..	..	5,431 15 1
Woodstock,	99 7 3	654 4 5	0 0 0	..	..	..	..	..	..	733 11 6
Edmundton,	8 2 11	72 1 7	0 0 0	..	..	..	..	..	..	80 4 6
Tobique,	7 12 4	40 10 0	0 0 0	..	..	..	..	..	..	48 2 4
Saint Andrews,	585 1 7	1,894 1 10	130 8 8	..	..	0 18 3	..	80 12 0	32 4 0	2,723 6 4
Saint Stephen,	297 11 7	1,469 4 4	1,363 12 4	..	..	0 3 3	..	410 3 6	137 2 3	3,697 17 3
Saint George,	42 0 8	322 14 10	500 10 0	..	..	..	..	253 11 2	93 7 11	1,912 4 7
Campo Bello,	27 0 8	132 6 0	0 0 0	..	..	..	..	42 15 3	11 10 1	213 12 0
Total	£25,965 7 0	109,125 14 1	19,265 4 10	4,500 0 0	717 4 0	148 0 8	72 0 0	5,218 9 11	2,047 10 9	167,063 18 10

COMPARATIVE STATEMENT.

	1856.	1857.	Increase.	Decrease.
Railway Imposts, ..	£17,631 8 10	£25,965 7 0	£8,333 18 2	..
Import Duty, ..	96,464 11 4	109,125 14 1	12,661 2 9	..
Export Duty, ..	18,931 2 6	19,265 4 10	334 2 4	..
Casual and Territorial Revenue, ..	7,780 0 0	4,500 0 0	..	£3,280 0 0
Supreme Court Fees, ..	510 10 0	717 4 0	206 14 0	..
Auction Duties, ..	56 13 9	152 8 3	95 14 6	..
Emigrant Duties, ..	88 10 0	72 0 0	..	16 10 0
Light House Duties, ..	5,417 9 8	5,218 9 11	..	198 19 9
Sick and Disabled Seamen's Duties, ..	2,998 1 5	2,047 10 9	..	350 10 8
Total	£149,248 7 6	£167,063 18 10	£21,631 11 9	£3,816 0 5

Treasury, Saint John, 1st November 1857.

B. ROBINSON, P. T.

The Honorable Mr. Kinnear, by leave, presented a Petition from the General Sessions of the Peace for the City and County of Saint John, for an Act to sell Quaco Lands.

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

Adjourned until To-morrow at 12 o'clock.

SATURDAY, 20th February, 1858.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Gordon.*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Hamilton,
Mr. Steeves,*

PRAYERS.

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

A Bill to amend the Act for the incorporation of certain Bodies connected with the Wesleyan Methodist Church in New Brunswick : and

A Bill to amend the Act to incorporate the Narkawicac Boom Company.

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

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Resolution :—

“ House of Assembly, 19th February, 1858.

“ Resolved, unanimously, That an humble Address be presented to Her Most Gracious Majesty, congratulating Her Majesty upon the Marriage of the Princess Royal ; and further

“ Resolved, That the Honorable the Legislative Council be requested to join this House in such Address.

“ CHAS. P. WETMORE, Clerk.”

On motion made and seconded—

RESOLVED, unanimously, That this House do agree to join the House of Assembly in the said proposed Joint Address.

ORDERED, That Mr. Dibblee do go down to the Assembly and communicate this Resolution.

A Message was brought from the Assembly by Mr. M'Clelan, with a Bill to amend the Act relating to Intestate Estates ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Resolution :—

“ House of Assembly, 20th February, 1858.

“ Resolved, That a Committee be appointed on the part of this House, to join such Committee as may be appointed by the Legislative Council to prepare an Address to Her Most Gracious Majesty, in reference to the Marriage of the Princess Royal.

“ Ordered, That the Honorable Mr. Fisher, Mr. Gray, Mr. End, and Mr. Chandler, do compose the said Committee.

“ CHAS. P. WETMORE, Clerk.”

On motion made and seconded—

RESOLVED, That the Honorable Messieurs Botsford and Steeves be a Committee on the part of this House, to join the Committee of the Assembly in preparing the Joint Address to Her Majesty on the subject of the Marriage of the Princess Royal.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

The Honorable Mr. Botsford, from the Committee on the part of this House to prepare a Joint Address to Her Majesty on the subject of the Marriage of the Princess Royal, presented an Address, which he read.

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

To the Queen's Most Excellent Majesty.

The Humble and Dutiful Address of the Legislative Council and House of Assembly of the Province of New Brunswick.

MAY IT PLEASE YOUR MAJESTY,

We, Your Majesty's faithful and loyal Subjects, beg permission to approach the Throne with the expression of our heartfelt congratulations upon the recent happy event in Your Majesty's family.

We regard this auspicious Marriage as an additional source of that domestic happiness with which Divine Providence has already so signally blest Your Majesty.

The union of the Princess Royal of England with a Prince of the illustrious House of Prussia, we trust will render indissoluble that national amity which has so long existed, and doubt not will be hailed with unmingled joy by the subjects of that ancient Kingdom as well as by Your Majesty's faithful people in every part of the British Empire.

WILLIAM BLACK,
Pres. of Leg. Council.

JAMES A. HARDING,
Speaker.

Whereupon the same was agreed to by the House.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council had agreed to the proposed Joint Address.

A Message was brought from the Assembly by the Honorable the Attorney General, that the Assembly had agreed to the proposed Joint Address to Her Majesty on the subject of the Marriage of the Princess Royal.

A Message was brought from the Assembly by the Honorable the Attorney General, with the following communication, viz :—

“ House of Assembly, 20th February, 1858.

“ Ordered, That the Honorable Mr. Fisher, Mr. Chandler, Mr. End, and Mr. Des-Brisay, be a Committee on the part of this House, to join such Committee as may be appointed by the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Most Gracious Majesty, congratulating Her Majesty upon the Marriage of the Princess Royal, and request that he will be pleased to transmit the same, to be laid at the Foot of the Throne.

“ CHAS. P. WETMORE, Clerk.”

ORDERED, That the Honorable Messieurs Botsford and Steeves be a Committee to wait upon His Excellency with the Joint Address to Her Majesty on the subject of the Marriage of the Princess Royal.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House thereof.

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

From the Municipality of the County of Carleton, for a Law to erect a Court for collection of certain sums :

From the same, for the amendment of the Law establishing the Municipality : and

From the same, for increase in Representation in the Legislature.

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

The Honorable Mr. Kinnear, by leave, presented a Petition from the Common Council of the City of Saint John, against any Act interfering with the revenues of the Corporation.

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

Adjourned until Monday next at 12 o'clock.

MONDAY, 22nd February, 1858.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Seely.*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Gordon,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to amend the Act relating to Intestate Estates, was read a second time.

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

Pursuant

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Act to incorporate the Narkawicac Boom Company.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, Chatham, in the County of Northumberland, to sell and dispose of certain Ferries in, upon and over the River Miramichi, and to reinvest the proceeds thereof for the use of the Rector or Minister of the said Corporation for the time being.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Botsford, from the Committee appointed on the part of this House to wait upon His Excellency the Lieutenant Governor with the Joint Address of both Houses to Her Majesty, on the subject of the Marriage of the Princess Royal, reported that they had attended to that duty, and that His Excellency was pleased to say, that he would have great pleasure in transmitting the same to the Secretary of State for presentation to Her Majesty.

The Honorable Mr. Seely, by leave, presented a Petition from George D. Street and others, praying for an Act to incorporate the Saint Andrews Mechanics' Institute.

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

The Honorable Mr. Chandler, by leave, presented a Petition from the Trustees of Mount Allison Wesleyan Academy, for a Law to enable the said Academy to establish a College.

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

Adjourned until To-morrow at 12 o'clock.

TUESDAY, 23rd February, 1858.

PRESENT :

THE HON.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Davidson,*

Mr. Black, President.

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,*

Mr.

Mr. Wark,
Mr. Gordon,
Mr. Rice.

Mr. Steeves,
Mr. Seely,

PRAYERS.

Pursuant to the Order of the Day, the Bill to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, Chatham, in the County of Northumberland, to sell and dispose of certain Ferries in, upon and over the River Miramichi, and to reinvest the proceeds thereof for the use of the Rector or Minister of the said Corporation for the time being; was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

ORDERED, That a Committee of three Members be appointed to investigate and report upon the Contingencies of this House incurred during the short Session in June last, and those of the present Session; and that the Honorable Messieurs Botsford, Odell, and Steeves, do compose the Committee.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to Intestate Estates.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Act for the incorporation of certain Bodies connected with the Wesleyan Methodist Church, New Brunswick.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, a copy of the Report of the Chief Commissioner of Public Works for the year 1857.

February 16th, 1858.

J. H. T. M-S.

[*See Appendix.*]

The Honorable Mr. Steeves, also by direction of His Excellency the Lieutenant Governor, laid before the House—

The Report of the Auditor General on the Provincial Treasurer's Accounts.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 24th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Todd,
Mr. Rice,*

*Mr. Chandler,
Mr. Minchin,
Mr. Hill,
Mr. Davidson,
Mr. Wark,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

PRAYERS:

Pursuant to the Order of the Day, the Bill to amend the Act relating to Intestate Estates, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Act to incorporate the Narkawicac Boom Company.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion made and seconded—

ORDERED, That the Bill to amend the Act to incorporate the Narkawicac Boom Company be referred to the Select Committee appointed to examine and report upon all Bills relating to Corporations.

A Message was brought from the Assembly by Mr. M'Adam, with a Bill to compel the attendance of Witnesses under Commissions from other Countries; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

From James Stewart, for Return Duty :

From Richard Hutchinson, with a like prayer :

From Messieurs Gillmor, Rankin and Company, with a similar prayer :

From the same, with a similar prayer : and

From the same, with a similar prayer.

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

The Honorable Mr. Todd, by leave, presented a Petition from the Reverend James Quinn, praying that any School Act that may be passed, may be upon the basis of Denominational Schools.

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

The Honorable Mr. Seely, by leave, presented a Petition from the Arestook Boom Company, for continuance of their Act of Incorporation.

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

Adjourned until To-morrow at 12 o'clock.

THURSDAY, 25th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Hill,
Mr. Davidson,
Mr. Steeves,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to compel the attendance of Witnesses under Commissions from other Countries, was read a second time.

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

On motion—

The House was put into Committee of the whole, to take into further consideration the Bill to amend the Act for the incorporation of certain Bodies connected with the Wesleyan Methodist Church, New Brunswick.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. C. Perley, with a Bill to continue the several Acts relating to the Arestook Boom Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Seely, by leave, presented a Petition from Robert Stubs and others, for an Act to authorize the opening of a Street at Crouchville, in the Parish of Simonds.

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

A

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

A Bill to incorporate the Saint Stephen Water Company of Milltown :

A Bill to incorporate the Milltown Lower Dam Company in the Parish of Saint Stephen : and

A Bill to authorize the Justices of the Peace for the County of Charlotte to assess the Parish of Saint Stephen, in the said County, for the erection of an Alms House there, and to procure a site for the same, and for making rules and regulations for the management thereof.

The said Bills were severally read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the two first entered Bills, and that they be read a second time presently.

The said Bills were severally read a second time.

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

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

The Honorable Mr. Davidson, by leave, presented a Petition from the Miramichi Fishery Society, for an Act to regulate the Inspection of Pickled and Smoked Fish.

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

The Honorable Mr. Robinson, by leave, presented a Petition from Ebenezer Gatskill, for relief in regard to the Packet to Grand Manan.

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

A Message was brought from the Assembly by Mr. Cudlip, with a Bill to provide for the appointment of a Deputy Harbour Master for the Port and Harbour of Saint John ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 26th February, 1858.

PRESENT :

THE HON.

Mr. Black, President.

Mr. Saunders,

Mr. Chandler,

Mr. Minchin,

Mr. Hill,

Mr. Davidson,

Mr. Wark,

Mr. Gordon,

Mr. Seely,

Mr. Robinson,

Mr. Botsford,

Mr. Kinnear,

Mr. Peters,

Mr. Harrison,

Mr. Odell,

Mr. Steeves,

Mr. Todd,

Mr. Rice,

Mr. Earle.

PRAYERS.

PRAYERS.

Pursuant to the Order of the Day, the Bill to amend the Act for the incorporation of certain Bodies connected with the Wesleyan Methodist Church in New Brunswick, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

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

A Bill to continue the several Acts relating to the Arestook Boom Company :

A Bill to authorize the Justices of the Peace for the County of Charlotte to assess the Parish of Saint Stephen, in the said County, for the erection of an Alms House therein, and to provide a site for the same, and for making rules and regulations for the management thereof: and

A Bill to provide for the appointment of a Deputy Harbour Master for the Port and Harbour of Saint John.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to compel the attendance of Witnesses under Commissions from other Countries.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

Add to the Bill new Sections, as follows:—

“ 4. All Acts of State of any Foreign State, or British Colony, mentioned in the fifth Section of the Act of Assembly passed in the nineteenth year of the Reign of Her present Majesty, intituled ‘An Act in further amendment of the Law,’ shall be held to extend to all Acts or Statutes of any Legislature or other governing body of such Foreign State or British Colony, and to all written Enactments or Laws of the same; and all the provisions of the said fifth Section of the said Act shall be applicable to this Section, as fully as if the same were hereby re-enacted.

“ 5. Whenever it may be necessary to authenticate any act done by any Mayor or Chief Magistrate of a City under the Corporate Seal of such City, whether to be used as evidence in any Court, or for the purpose of Registry in any Registry of Deeds in this Province, or otherwise, the Seal of the Mayor of the said City, or Chief Magistrate, shall be a sufficient authentication of such act, unless the act done be a Corporate act.

“ 6. On the trial of any cause, the testimony of any witness given on a former trial thereof, may be given in evidence between the same parties from the Judge’s notes, if the Judge on the subsequent trial shall be satisfied that the witness is dead, or out of the Province, or from sickness or infirmity is unable to attend, subject to all legal

exceptions; whenever such notes shall be required on any trial, notice thereof shall be given to the Judge who took the same, and the said Judge may produce and read the same in Court, or transmit them to the presiding Judge, to be read by him on such subsequent trial.

"7. A copy of any record, document, writing, or any part thereof, filed or deposited in any public office in this Province, certified by the Officer having charge thereof, or his deputy, to have been carefully compared with the original, and to be a true copy, shall, without proof of his official character or hand writing, be evidence in any Court of Law in lieu of the original, or an exemplification, or an examined copy of the same."

The said amendments being read a second time, and the question of concurrence put thereon, they were agreed to by the House.

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

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

A Bill to enable the Trustees of the Mount Allison Wesleyan Academy to establish a College :

A Bill to explain Chapter 69, of Title x, of the Revised Statutes, Of the Commissioners of Sewers for the Parish of Sackville : and

A Bill to extend the provisions of Section 21 of Chapter 67, Title x, of the Revised Statutes, "Of Sewers," to the Parish of Westmorland, in the County of Westmorland.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by Mr. Ferris, with a Bill appointing a Polling place in Queen's County; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion made and seconded—

ORDERED, That the House be put into Committee of the whole on Monday next to take into consideration the Message of His Excellency the Lieutenant Governor delivered to this House on the 17th instant, in reference to Railways.

A Message was brought from the Assembly by the Honorable the Provincial Secretary, with a Bill authorizing the Commissioners under an Act to provide for an improved system of Water supply and Sewerage for the City of Saint John and Parish of Portland, to increase the amount of issue of Debentures, and making other provisions for the better carrying out the objects of that Act; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, beg to report, that they have examined "A Bill to incorporate the Middle Bridge Company at Saint Stephen;" also, "A Bill to incorporate the Milltown Lower Dam Company in the Parish of Saint Stephen;" also, "A Bill to incorporate the Saint Stephen Water Company of Milltown;" and recommend the said Bills to the adoption of the House without amendment.

Respectfully submitted.

Committee Room, 26th February, 1858.

A. E. BOTSFORD, Chairman.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to enable the Corporation of the City of Saint John to meet their liabilities incurred in erecting Wharves at or near Reed's Point, in the City of Saint John.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Seely, by leave, presented a Petition from W. R. Burtis and others, for alteration of 19 Victoria, Chapter 17, with respect to damages for Railway purposes.

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

The Honorable Mr. Hill, by leave, presented a Petition from the Reverend Matthew Richey and another, on behalf of Methodist Conference.

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

The Honorable Mr. Todd, by leave, presented a Petition from F. H. Todd and others, against any Act for re-opening the Burial Grounds in Saint Stephen.

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

ORDERED, That the Honorable Mr. Peters have leave of absence.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 27th February, 1858.

PRESENT :

THE HON.

Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,

Mr. Black, President.

Mr. Botsford,
Mr. Kinnear,
Mr. Hill,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.

PRAYERS.

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

A Bill to compel the attendance of Witnesses under Commissions from other Countries :

A Bill to enable the Corporation of the City of Saint John to meet their liabilities incurred in erecting Wharves at or near Reed's Point, in the City of Saint John : and

A Bill authorizing the Commissioners under an Act to provide for an improved system of Water Supply and Sewerage of the City of Saint John and Parish of Portland, to increase the amount of issue of Debentures, and making other provisions for the better carrying out the objects of that Act.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the two last entered Bills without any amendment.

And that they have agreed to the first entered Bill with certain amendments, to which they desire the concurrence of the Assembly.

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

A Bill appointing a Polling place in Queen's County :

A Bill to explain Chapter 68, of Title x, of the Revised Statutes, Of the Commissioners of Sewers for the Parish of Sackville :

A Bill to extend the provisions of Section 21 of Chapter 67, Title x, of the Revised Statutes, "Of Sewers," to the Parish of Westmorland, in the County of Westmorland : and

A Bill to enable the Trustees of the Mount Allison Wesleyan Academy to establish a College.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to continue the several Acts relating to the Ares-took Boom Company.

The

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Middle Bridge Company at Saint Stephen, together with the Report of the Select Committee thereon.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Milltown Lower Dam Company in the Parish of Saint Stephen, together with the Report of the Select Committee thereon.

The Honorable Mr. Todd took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Saint Stephen Water Company of Milltown, together with the Report of the Select Committee thereon.

The Honorable Mr. Hill took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the Justices of the Peace for the County of Charlotte to assess the Parish of Saint Stephen, in the said County, for the erection of an Alms House therein, and to provide a site for the same, and for making rules and regulations for the management thereof.

The Honorable Mr. Hill took the Chair.

After some time the House resumed.

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

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

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, beg to report that they have examined "A Bill to amend the Act to incorporate the Narkawickac Boom Company;" and have prepared certain amendments to the same, which they recommend to the favourable consideration of the House.

Respectfully submitted.

Committee Room, 27th February, 1858.

A. E. BOTSFORD, *Chairman.*

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

A Message was brought from the Assembly by Mr. M'Clelan, with a Bill to prevent the use of Poisons in the destruction of Foxes and other animals; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Robinson presented to the House a Bill intituled "An Act for the more effectual preservation of the peace within the boundaries of the New Brunswick and Canada Railway and Land Company."

The said Bill was read a first time.

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

The Honorable Mr. Seely, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of Saint John, for Act to negotiate Loan of Money.

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

The Honorable Mr. Earle, by leave, presented a Petition from the Honorable Harry Peters and others, for an Act to annex part of Upper Musquash Island to the Parish of Cambridge, in Queen's County.

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

The Honorable Mr. Steeves, by leave, presented a Petition from Henry B. Nichols, against any Law to amend Act relating to Canterbury Street, in Saint John.

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

The Honorable Mr. Saunders, by leave, presented a Petition from Francis M'Manus and others, against any Bill to provide for a Stipendiary Magistrate in Fredericton.

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

A Message was brought from the Assembly by Mr. Gilmor, with a Bill to alter the time of holding the Courts in the County of Charlotte; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Chandler, with a Bill to incorporate the Saint Andrews Mechanics' Institute; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. M'Adam, with a Bill to provide for the incorporation of the Synod of the Presbyterian Church of New Brunswick; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty-ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

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

Adjourned until Monday next at 11 o'clock.

MONDAY, 1st March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

*Mr. Botsford,
Mr. Kinnear,
Mr. Hill,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

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

A Bill to authorize the Justices of the Peace for the County of Charlotte to assess the Parish of Saint Stephen, in the said County, for the erection of an Alms House there, and to provide a site for the same, and for making rules and regulations for the management thereof :

A Bill to incorporate the Milltown Lower Dam Company in the Parish of Saint Stephen :

A Bill to incorporate the Saint Stephen Water Company of Milltown :

A Bill to continue the several Acts relating to the Arestook Boom Company : and

A Bill to incorporate the Middle Bridge Company at Saint Stephen.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

Pursuant

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

A Bill to incorporate the Saint Andrews Mechanics' Institute :

A Bill to alter the time of holding the Circuit Courts in the County of Charlotte :

A Bill to prevent the use of Poisons in the destruction of Foxes and other animals :
and

A Bill intituled " An Act for the more effectual preservation of the peace within the boundaries of the New Brunswick and Canada Railway and Land Company."

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

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

A Message was brought from the Assembly by Mr. Cudlip, with a Bill in amendment of an Act relating to the Public Debt of the City of Saint John ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Gilbert, with a Bill to annex part of Upper Musquash Island, in Queen's County, to the Parish of Cambridge ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend the Act to incorporate the Narkawicac Boom Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

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

From Inhabitants of West Isles, County of Charlotte, relative to Statute Labour : and
From the President and Directors of the Grammar School, Saint Andrews, for Act to authorize sale of Lands.

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

The Honorable Mr. Steeves, by leave, presented a Petition from James Rogers and others, for an Act to prevent the distribution of Poison for destruction of Foxes, &c.

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

The Honorable Mr. Seely, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of Saint John, against any Law passing which may interfere with the revenues of the City.

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

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 2nd March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Hill,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

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

A Bill in amendment of an Act relating to the Public Debt of the City of Saint John : and

A Bill to annex part of Upper Musquash Island, in Queen's County, to the Parish of Cambridge.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act for the more effectual preservation of the Peace within the boundaries of the New Brunswick and Canada Railway and Land Company."

The Honorable Mr. Robinson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill appointing a Polling place in Queen's County.

The Honorable Mr. Earle took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to extend the provisions of Section 21 of Chapter 67, Title x, of the Revised Statutes, "Of Sewers," to the Parish of Westmorland, in the County of Westmorland.

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to explain Chapter 69, of Title x, of the Revised Statutes, Of the Commissioners of Sewers for the Parish of Sackville.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for the appointment of a Deputy Harbour Master for the Port and Harbour of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Cudlip, with a Bill in addition to and amendment of an Act intituled "An Act to authorize that part of the City of Saint John called Carleton, to obtain Water from Spruce and other Lakes, and the Mayor, Aldermen and Commonalty of the said City to issue Scrip to defray the expenses of so doing;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Acts to incorporate the Narkawicac Boom Company, together with the Report of the Select Committee thereon.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

At A, Section 1, expunge the words "Narkawicac Boom," and insert the words—"owners of timber and logs running into the Narkawicac Boom, shall have permission to raft the same, and in such case the."

At

At B, Section 3, insert the words "being notified of."

At C expunge the word "has," and insert the words "or in case the said timber, logs, masts, spars and other lumber have."

At D insert the words "within three days after."

At E, Section 4, expunge the word "eighteenth," and insert the word "sixteenth."

The said amendments being read a second time, and the question of concurrence put thereon, they were agreed to by the House.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter the time of holding the Circuit Courts in the County of Charlotte.

The Honorable Mr. Hill took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to prevent the use of Poisons in the destruction of Foxes and other animals.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Todd, by leave, presented a Petition from the Nashwaak Boom Company, for an increase in the rate of Boomage.

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

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 3rd March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Hill,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

PRAYERS.

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

A Bill to provide for the appointment of a Deputy Harbour Master for the Port and Harbour of Saint John:

A Bill to explain Chapter 69, of Title x, of the Revised Statutes, Of the Commissioners of Sewers for the Parish of Sackville:

A Bill appointing a Polling place in Queen's County:

A Bill to prevent the use of Poisons in the destruction of Foxes and other animals:

A Bill to extend the provisions of Section 21 of Chapter 67, Title x, of the Revised Statutes, "Of Sewers," to the Parish of Westmorland, in the County of Westmorland: and

A Bill to amend the Act to incorporate the Narkawicac Boom Company.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the five first entered Bills without any amendment.

And that they have agreed to the last entered Bill with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the Bill in addition to and amendment of an Act intituled "An Act to authorize that part of the City of Saint John called Carleton, to obtain Water from Spruce and other Lakes, and the Mayor, Aldermen and Commonalty of the said City to issue Scrip to defray the expenses of so doing," was read a second time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to annex part of Upper Musquash Island, in Queen's County, to the Parish of Cambridge.

The Honorable Mr. Harrison took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to enable the Trustees of the Mount Allison Wesleyan Academy to establish a College.

The Honorable Mr. Hill took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion—

The House was put into Committee of the whole to take into consideration the Bill in amendment of an Act relating to the Public Debt of the City of Saint John.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Steeves, a Member of Her Majesty's Executive Council, by direction of His Excellency the Lieutenant Governor, laid before the House—

The Blue Book for 1856: and

Report of Lunatic Asylum Commissioners.

[See Appendix.]

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 4th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

Mr. Botsford,

Mr. Kinnear,

Mr. Hill,

Mr. Davidson,

Mr. Wark,

Mr. Ryan,

Mr. Todd,

Mr. Rice,

Mr. Earle.

Mr. Chandler,

Mr. Minchin,

Mr. Harrison,

Mr. Odell,

Mr. Steeves,

Mr. Gordon,

Mr. Seely,

Mr. Robinson,

PRAYERS.

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, beg to report that they have examined "A Bill to incorporate the Saint Andrews Mechanics' Institute," and recommend the said Bill to the favourable consideration of the House.

Respectfully submitted.

Committee Room, 4th March, 1858.

A. E. BOTSFORD, *Chairman.*

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill in addition to and amendment of an Act intituled "An Act to authorize that part of the City of Saint John called Carleton, to obtain Water from Spruce and other Lakes, and the Mayor, Aldermen and Commonalty of the said City to issue Scrip to defray the expenses of so doing."

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Cudlip, with a Bill relating to Co-Partnerships; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Macpherson, that the Assembly had agreed to the amendments sent down from this House to the Bill to amend the Act to incorporate the Narkawicac Boom Company; also with

A Bill to alter the time for holding the Circuit Courts in the Counties of Westmorland and Albert; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. M'Adam, that the Assembly had agreed to the amendments sent down from this House to the Bill to compel the attendance of Witnesses under Commissions from other Countries; also with a further amendment to the Title of the said Bill, to which they desire the concurrence of this House.

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

Title amended, by adding at A the words “and in further amendment of the Law of Evidence.”

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

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said additional amendment.

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

ORDERED, That the Report be received.

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

The Committee to whom were referred all Bills relating to Corporations, report that they have examined “A Bill to provide for the Incorporation of the Synod of the Presbyterian Church of New Brunswick,” and beg to refer the said Bill to the consideration of the whole House.

Respectfully submitted.

Committee Room, 4th March, 1858.

A. E. BOTSFORD, *Chairman.*

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

His Honor the President being absent from indisposition;

The Honorable Mr. Botsford, the senior Member present, took the Chair.

The

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

From Benjamin Goodspeed and others, that the Law may be altered in regard to the apportionment of the expense of the administration of Justice in the County of York:

From Lewis Fisher and others, with a similar prayer:

From William R. Bustin and others, with a similar prayer:

From Samuel Nason and others, with a similar prayer: and

From John M. Taylor, for remuneration for an invention for lowering Boats from Ships at Sea.

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

The Honorable Mr. Gordon, by leave, presented a Petition from the Reverend Doctor Brooke, Moderator of Presbytery of Saint John, against the Bill for the Incorporation of the Presbyterian Church of New Brunswick.

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

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 5th March, 1858.

PRESENT:

THE HON.

*Mr. Botsford,
Mr. Kinnear,
Mr. Hazen,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

*Mr. Chandler,
Mr. Minchin,
Mr. Hill,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,*

PRAYERS.

The Honorable the President being absent from temporary indisposition; The Honorable Mr. Botsford, senior Member present, took the Chair.

Pursuant to the Order of the Day, the Bill in addition to and amendment of an Act intituled "An Act to authorize that part of the City of Saint John called Carleton, to obtain Water from Spruce and other Lakes, and the Mayor, Aldermen and Commonalty of the said City to issue Scrip to defray the expenses of so doing," was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

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

A Bill relating to Co-Partnerships: and

A Bill to alter the time for holding the Circuit Courts in the Counties of Westmorland and Albert.

ORDERED,

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Saint Andrews Mechanics' Institute, together with the Report of the Select Committee thereon.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to alter the time of holding the Circuit Courts in the County of Charlotte.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed until the next Session of the Legislature.

ORDERED, That the Report be received; whereupon

RESOLVED, That the further consideration of the said Bill be postponed until the next Session of the Legislature.

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, a copy of a Despatch, dated 22nd February 1858, which he has received from the Governor General on the subject of the proposed Inter-Colonial Railway between Halifax and Quebec.

J. H. T. M-S.

March 4th, 1858.

(Copy)

Government House, Toronto, 22nd February, 1858.

SIR,—I have the honor to transmit herewith, a copy of a Minute of the Executive Council of this Province, of which I have approved, relative to the joint action to be adopted by the Provinces of Canada, Nova Scotia, and New Brunswick, for bringing before the Imperial Government the subject of the proposed Inter-Colonial Railway between Halifax and Quebec.

I have, &c.

(Signed)

EDMUND HEAD.

His Excellency the Lieut. Governor, New Brunswick.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 18th February 1858, approved by His Excellency the Governor General.

The Committee have had under consideration a communication, dated 23rd November 1857, from the Provincial Secretary of Nova Scotia, enclosing copy of a Letter from the Delegates of

of that Province to the Right Honorable the Secretary of State for the Colonies, when urging upon the British Government, in conjunction with the Honorable Mr. Macdonald, the Delegate from Canada, the consideration of the important project of completing an Inter-Colonial Line of Railway between Halifax and Quebec, and stating that His Excellency Sir Gaspard Le Marchant thinks it very desirable that a mutual understanding on this subject should be had between the three Provinces so deeply interested, and has instructed him to invite the communication of the sentiments of the Governments of Canada and New Brunswick respectively, and solicit their suggestions as to the mode most acceptable to them, by which such an interchange of opinions may be obtained.

They have also had before them two Despatches, dated respectively the 10th and 26th December 1857, with their Enclosures, from the Lieutenant Governor of New Brunswick, having reference to the same subject.

The Honorable the Attorney General for Upper Canada recommends that assurances be conveyed to the respective Governments of Nova Scotia and New Brunswick, of the undiminished interest of this Province in the construction of an Inter-Colonial Railway, connecting the three Provinces, and suggests that this interest should be manifested by an Address to Her Majesty on the subject from the Canadian Legislature at its next Session. That if similar Addresses were presented by the two other Colonial Legislatures, such joint action would bring the subject strongly before the Imperial Government. That this might be followed by a meeting of Delegates from each Colonial Government at Fredericton or elsewhere, and at some convenient period, for the purpose of organizing some united mode of action in the matter.

The Committee concur in the views expressed by the Honorable the Attorney General, and recommend his suggestions for Your Excellency's approval.

Certified.

(Signed)

W. H. LEE, C. E. C.

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, a copy of the Report of the Postmaster General for the Year 1857.

March 5th, 1858.

J. H. T. M-S.

[*Report in Appendix.*]

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor lays before the Legislative Council, a copy of the Report of the Commissioners appointed to enquire into the management of certain Provincial Institutions which receive public aid.

March 5th, 1858.

J. H. T. M-S.

[*Report in Appendix.*]

The Honorable Mr. Hazen, by leave, presented a Petition from Francis Ferguson and others, to enable the Society of Underwriters in Saint John to sue and be sued in the name of their Secretary.

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

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 6th March, 1858.

PRESENT :

<p>THE HON. <i>Mr. Botsford,</i> <i>Mr. Kinnear,</i> <i>Mr. Hazen,</i> <i>Mr. Harrison,</i> <i>Mr. Odell,</i> <i>Mr. Steeves,</i> <i>Mr. Gordon,</i> <i>Mr. Seely,</i> <i>Mr. Robinson.</i></p>	<p><i>Mr. Chandler,</i> <i>Mr. Minchin,</i> <i>Mr. Hill,</i> <i>Mr. Davidson,</i> <i>Mr. Wark,</i> <i>Mr. Ryan,</i> <i>Mr. Todd,</i> <i>Mr. Rice,</i></p>
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PRAYERS.

The Honorable the President being absent from indisposition ;
The Honorable Mr. Botsford, senior Member present, took the Chair.

Pursuant to the Order of the Day, the Bill to incorporate the Saint Andrews Mechanics' Institute, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

The Honorable Mr. Chandler presented to the House a Bill intituled "An Act to amend the Act to incorporate the Albert Freestone Company."

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter the time for holding the Circuit Courts in the Counties of Westmorland and Albert.

The Honorable Mr. Hazen took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill in amendment of an Act relating to the Public Debt of the City of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The

The said amendments were then read by the Clerk, as follows :—

At A, Section 2, expunge the words “as secured by or arising out of debts or liabilities provided for in the Trust Deed in substitution thereof,” and insert the words, “amounting to the sum of one hundred and fifteen thousand three hundred and sixty six pounds, as established and declared by the Act made and passed in the ninth year of Her Majesty’s Reign, intituled ‘An Act relating to the public debt of the Corporation of the City of Saint John,’ and also such further sum as the arrears of interest due thereon may amount to.”

At B, Section 4, add the following words, “and arrears of interest as aforesaid.”

The said amendments being read a second time, and the question of concurrence put thereon, they were agreed to by the House.

ORDERED, That they be engrossed, and the Bill, as amended, read a third time on Monday next.

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

A Bill relating to certain public Lands in the Parish of Saint Martins, in the County of Saint John : and —

A Bill to regulate the Public Slip near Portland Point.

The said Bills were severally read a first time.

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

The Honorable Mr. Hazen, by leave, presented a Petition from the Mayor, Aldermen and Commonalty of Saint John, for an Act relating to the public Debt of the City of Saint John.

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

Adjourned until Monday next at 11 o'clock.

MONDAY, 8th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Todd,
Mr. Rice.*

PRAYERS.

Pursuant to the Order of the Day, the Bill in amendment of an Act relating to the Public Debt of Saint John, as amended, was read a third time and passed.

ORDERED

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the Bill to alter the time for holding the Circuit Courts in the Counties of Westmorland and Albert, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

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

A Bill relating to certain Public Lands in the Parish of Saint Martins, in the County of Saint John : and

A Bill to regulate the Public Slip near Portland Point.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act to amend the Act to incorporate the Albert Freestone Company."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That the Title be—

An Act to amend the Act to incorporate the Albert Freestone Company.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to Co-Partnerships.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Williston, with a Bill to authorize the Justices of the Peace for the County of Northumberland to assess the said County for the erection of Market Houses in the Towns of Newcastle and Chatham ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Steeves, a Member of Her Majesty's Executive Council, by direction of His Excellency the Lieutenant Governor, laid before the House—

A further Report of the Auditor General on the Public Accounts.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 9th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill relating to Co-Partnerships, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill to authorize the Justices of the Peace for the County of Northumberland to assess the said County for the erection of Market Houses in the Towns of Newcastle and Chatham, was read a second time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to certain Public Lands in the Parish of Saint Martins, in the County of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill further to amend an Act intituled "An Act for establishing a Tender in all payments to be made in this Province, and for consolidating and amending the Laws relating to the Currency therein."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received; whereupon

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to regulate the Public Slip near Portland Point.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

On motion made and seconded—

RESOLVED, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that He will be pleased to direct to be laid before this House, a copy of the reply of His Government to the Despatch from the Right Honorable the Governor General, on the subject of an Inter-Colonial Railway between Halifax and Quebec, communicated to this House by Message on the 5th instant.

ORDERED, That the Honorable Messieurs Botsford and Odell be a Committee to wait upon His Excellency with the said Address.

A Message was brought from the Assembly by Mr. Cudlip, that the Assembly had concurred in the amendments sent down from this House to the Bill in amendment of an Act relating to the Public Debt of the City of Saint John.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to provide for the Incorporation of the Synod of the Presbyterian Church of New Brunswick.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

At A, Section 1, insert the words "not in connexion with the Church of Scotland."

A B in the Preamble of the Bill, insert the words "not in connexion with the Church of Scotland."

At C in the Title of the Bill, add the words "not in connexion with the Church of Scotland."

The said amendments being read a second time, and the question of concurrence put thereon, they were agreed to by the House.

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

The Honorable Mr. Botsford, from the Committee appointed to wait upon His Excellency the Lieutenant Governor with the Address of this House on the subject of the Inter-Colonial Railway between Quebec and Halifax, reported that they had attended to that duty, and that His Excellency was pleased to say that he would comply with the wishes of the Legislative Council.

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

From the Reverend William Donald and others, for an Act to pass in reference to Marriage Licences: and

From James Lawton and others, for an Act to pass securing a Lien for Mechanics on Ships, &c.

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

A Message was brought from the Assembly by the Honorable Provincial Secretary, with a Bill to enable the Corporation of the City of Saint John to effect certain improvements in the Streets of the said City; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 10th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson.*

PRAYERS.

Pursuant to the Order of the Day, the Bill relating to certain Public Lands in the Parish of Saint Martins, in the County of Saint John, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill to enable the Corporation of the City of Saint John to effect certain improvements on the Streets in the said City, was read a second time.

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

A Message was brought from the Assembly by Mr. Mitchell, with a Bill to enable the Members of the Society of Underwriters of the City of Saint John to sue and be sued in the name of their Secretary for the time being; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

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

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 11th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to provide for the Incorporation of the Synod of the Presbyterian Church of New Brunswick, as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to enable the Members of the Society of Underwriters of the City of Saint John to sue and be sued in the name of their Secretary for the time being.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Justices of the Peace for the County of Northumberland to assess the

the said County for the erection of Market Houses in the Towns of Newcastle and Chatham.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to enable the Corporation of the City of Saint John to effect certain improvements on the Streets in the said City.

The Honorable Mr. Hazen took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to annex part of Upper Musquash Island, in Queen's County, to the Parish of Cambridge.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received; whereupon

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

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

A Bill to provide for defraying certain expenses of the Civil Government of the Province:

A Bill to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services: and

A Bill to continue certain Acts for the support of the Police of the City of Saint John, and for other purposes.

The said Bills were severally read a first time.

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

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the two first entered Bills, and that they be read a second time presently.

The said Bills were severally read a second time.

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

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

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

J. H. T. MANNERS-SUTTON.

His Excellency the Lieutenant Governor, with reference to the Address of the Legislative Council of the 9th instant, lays before the Legislative Council, copies of the following Documents, viz :—

1st. Despatch from His Excellency the Lieutenant Governor to His Excellency Right Honorable Sir E. Head, Bart., dated March 5th, 1858 :

2nd. Despatch from His Excellency the Lieutenant Governor to His Excellency Right Honorable Sir E. Head, Bart., dated March 10th, 1858 :

3rd. Despatch from His Excellency the Lieutenant Governor to His Excellency Right Honorable the Earl of Mulgrave, dated March 10th, 1858.

March 11th, 1858.

J. H. T. M-S.

(Copy)

Government House, Fredericton, N. B. March 5th, 1858.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's Despatch of the 22nd February, and of the copy (therein enclosed) of a Memorandum of the Executive Council in Canada, approved by you, relating to the joint action to be adopted by the Provinces of Canada, Nova Scotia, and New Brunswick, for bringing before the Imperial Government the subject of the proposed Inter-Colonial Railway between Halifax and Quebec.

Upon the recommendation of my Council, I have laid copies of these Documents before the Legislative Council and the House of Assembly, who are now in Session.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Hon. Sir E. Head, Bart. &c. &c. Toronto.

(Copy)

Government House, Fredericton, March 10th, 1858.

SIR,—With reference to the subject matter of Your Excellency's Despatch of the 22nd February, I have now the honor to transmit to Your Excellency, herewith enclosed, the copy of a Memorandum of the Executive Council in Committee, of which I have approved.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency the Right Hon. Sir E. Head, Bart. &c. &c., Toronto.

To His Excellency The Honorable J. H. T. Manners-Sutton, Lieutenant Governor, &c. &c.

The Executive Council in Committee having had under their consideration the Despatch of the Governor General of Canada of the 22nd February last, relating to the proposed Inter-Colonial Railroad, advise Your Excellency to assure the Governor General that their interest in this important subject continues unabated, and they are prepared to unite in any practicable scheme for its accomplishment.

During the present Session they will move the Legislative Council and Assembly to address Her Majesty upon the subject, and are confident that both Branches of the Legislature will concur in the propriety of pressing upon the Imperial Government the advantage and great importance of a Railroad connecting the three Provinces.

They advise Your Excellency to express to the Governor General their readiness to meet a Delegation from Canada and Nova Scotia at Fredericton or elsewhere, at an early day to be
named

named by the Governor General, for the purpose of considering the best mode to be adopted to secure united and vigorous action in this matter.

(Signed)

CHARLES FISHER,
W. H. STEEVES,
DAVID WARK,

J. M. JOHNSON,
A. J. SMITH,
CHARLES WATTERS,
S. L. TILLEY.

March 10th, 1858.

(Copy)

Government House, Fredericton, March 10th, 1858.

MY LORD,—I have the honor to transmit to your Lordship, for your Lordship's information, the copy of a Memorandum of the Executive Council of this Province, in Committee, approved by me, together with a copy of the Despatch from the Governor General, (with its Enclosure) referred to in that Memorandum.

I have, &c.

(Signed)

J. H. T. MANNERS-SUTTON.

His Excellency The Right Honorable The Earl of Mulgrave, &c. &c. Halifax.

The Honorable Mr. Steeves, a Member of Her Majesty's Executive Council, by direction of His Excellency the Lieutenant Governor, laid before the House the following Returns:—

CHARLOTTE COUNTY BANK.

State of the Charlotte County Bank on Monday the 6th day of April, A. D. 1857,
at 3 o'clock, P. M.

		DR.			
To Notes in circulation,	-	-	-	-	£13,219 15 0
Reserved undivided Profits,	-	-	-	-	964 19 6
Due to other Banks,	-	-	-	-	217 18 6
Due from this Bank otherwise,	-	-	-	-	18,761 6 1
					£33,163 19 1
		CR.			
By Specie in the Bank,	-	-	-	-	£2,872 9 11
Specie and Notes of other Banks in St. John Agent's hands,	-	-	-	-	2,390 19 6
Notes of other Banks,	-	-	-	-	4 12 6
Amounts due by other Banks,	-	-	-	-	2,104 4 11
Amount due to this Bank otherwise than above,	-	-	-	-	25,701 12 3
					£33,163 19 1

Last Dividend of 3 per cent. declared 14th October 1854.

I, Charles W. Wardlaw, Cashier of the Charlotte County Bank, do swear, according to the best of my knowledge and belief, that the above is a true and faithful statement of the affairs of the said Bank at 3 o'clock P. M. of Monday the 6th day of April, A. D. 1857.

C. W. WARDLAW, Cashier.

Sworn before me the 6th March 1858.
WILLIAM KER, J. P.

We, whose names are hereunto subscribed, Directors of the Charlotte County Bank, do severally state that the Books of the said Bank indicate the above statement of the affairs thereof, and that we have full confidence of the truth thereof.

GEO. D. STREET, *President.*
H. H. HATCH,
JAS. W. STREET,
S. T. GOVE.

State of the Charlotte County Bank on Monday the 5th day of October, A. D. 1857,
at 3 o'clock, P. M.

DR.		
To Notes in circulation,	- - - - -	£19,115 5 0
Reserved undivided Profits,	- - - - -	1,576 16 0
Due to other Banks,	- - - - -	212 17 0
Due from this Bank otherwise,	- - - - -	25,536 9 8
		£46,441 7 8

CR.		
By Specie in the Bank,	- - - - -	£3,073 10 4
Specie and other Assets in Saint John Agent's hands,	- - - - -	2,055 11 10
Notes of other Banks,	- - - - -	127 5 0
Amount due by other Banks,	- - - - -	6,513 10 1
Amount due this Bank otherwise than as above,	- - - - -	34,671 10 5
		£46,441 7 8

Last Dividend of 3 per cent. declared 14th October 1854.

I, Charles W. Wardlaw, Cashier of the Charlotte County Bank, do swear, according to the best of my knowledge and belief, that the above is a true and faithful statement of the affairs of the said Bank at 3 o'clock, P. M. of Monday the 5th day of October, A. D. 1857.

C. W. WARDLAW, *Cashier.*

Sworn before me this 6th March, 1858.
WILLIAM KER, J. P.

We, whose names are hereunto subscribed, Directors of the Charlotte County Bank, do severally state that the Books of the said Bank indicate the above statement of the affairs thereof, and that we have full confidence in the truth thereof.

GEO. D. STREET, *President.*
H. H. HATCH,
JAS. W. STREET,
S. T. GOVE.

CENTRAL FIRE INSURANCE COMPANY.

Return and State of the Central Fire Insurance Company of New Brunswick, on
Tuesday, 2nd March, 1858.

DR.	STOCK ACCOUNT.						
1836.	To Amount of Capital paid in,	-	-	-	£10,000	0	0
	To Amount of Capital not paid in, to be secured by Bonds with two Sureties,	-	-	-	40,000	0	0
					<u>£50,000</u>	<u>0</u>	<u>0</u>
	CR.						
1858.	By Amount Capital paid in, invested in Bank Stock, Real Estate, Mortgages on Real Estate, and Promissory Notes at 12 months, with two Indorsers,	-	-	-	£10,000	0	0
	By Amount due by Shareholders on Capital not paid in, the greater proportion of which is secured by Bonds, with two Sureties,	-	-	-	40,000	0	0
					<u>£50,000</u>	<u>0</u>	<u>0</u>

General State of Company on Tuesday, 2nd March, 1858.

		DR.					
	Paid by the Company since Return last year for Losses, Dividends, and Contingent Expenses, &c.	-	-	-	£2,792	18	9
	Due by the Company for Dividends declared for Losses, &c.	-	-	-	737	7	10
	Balance in favor of the Company, carried down,	-	-	-	10,020	10	1
					<u>£13,550</u>	<u>16</u>	<u>8</u>
		CR.					
	By Balance in favor of the Company, as shewn by last year's Statement, to 3rd March 1857,	-	-	-	£9,134	1	8
	Due by the Company, per said Statement, for Dividends, Losses, &c.	-	-	-	747	17	2
	Amount received by the Company during past year in Premiums, Interests, Dividends, and from all other resources,	-	-	-	3,668	17	10
					<u>£13,550</u>	<u>16</u>	<u>8</u>
March 2.	By Balances in favor of the Company this date over and above Capital paid in,	-	-	-	£10,020	0	0
	Total amount Risks taken, by the Company's Agents, and General Office, during the past year,	-	-	-	159,758	0	0
	Real Estate owned by the Company,	-	-	-	1,162	0	0
	Total amount of Losses sustained, &c. by the Company during past year,	-	-	-	1,243	16	0
	Two Dividends declared the past year by the Company on Amount of Capital paid in, of six per cent. each, amounting to	-	-	-	1,200	0	0

C. MACPHERSON,
THOS. STEWART,
JOHN S. COY, } *Directors.*

YORK, ss.—William M. Beath, Secretary to the Central Fire Insurance Company of New Brunswick, maketh oath and saith, that the foregoing Statements are correct and true to the best of his knowledge and belief.

WM. M. BEATH, Secretary.

Sworn to at Fredericton, this 9th day of March 1858, before me,
ASA COY, J. P.

CENTRAL BANK OF NEW BRUNSWICK.

State of the Central Bank of New Brunswick on Monday the 1st March 1858.

<i>Liabilities of the Bank.</i>		
Capital Stock paid in,	- - - - -	£35,000 0 0
Bills in circulation, -	- - - - -	49,875 0 0
Balance due to other Banks,	- - - - -	734 12 4
Cash deposited, including all sums whatever due from the Bank not bearing Interest, its Bills in circulation, Profits, and Balances due to other Banks, excepted,	- - - - -	15,287 2 8
Amount due from the Bank bearing Interest,	- - - - -	20,615 5 8
Profits on hand,	- - - - -	15,390 9 2
		£136,902 9 10
<i>Resources of the Bank.</i>		
Gold, Silver, and other Coined Metals in its Banking House,	- - - - -	£5,928 10 6
Bills of other Banks incorporated in this Province,	- - - - -	2,044 10 0
Balance due from other Banks,	- - - - -	837 0 5
Amount of all Debts due, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, except Balances due from other Banks,	- - - - -	123,586 15 0
Real Estate,	- - - - -	4,505 13 11
		£136,902 9 10
Date and amount of the last Dividend, 1st June, 1857, four per cent.		£1,400 0 0
Amount of reserved Profits at the time of declaring the last Dividend,		16,286 10 0
Debts due and not paid, and considered doubtful,		7,000 0 0

I, Samuel W. Babbit, Cashier of the Central Bank of New Brunswick, do make oath and say, that the foregoing Return is correct and true to the best of my knowledge and belief.

SAM. W. BABBIT, Cashier.

Sworn before me, this 1st day of March, 1858.
ASA COY, J. P.

We, George Botsford, William H. Odell, George J. Dibblee, Charles Macpherson, and John Simpson, being a majority of the Directors of the Central Bank of New Brunswick, do certify and make oath that the Books of the said Bank indicate the state of facts stated in the foregoing Return, and that we have full confidence in the truth of the said Return so made by the Cashier of the said Bank.

**G. BOTSFORD,
W. H. ODELL,
GEO. J. DIBBLEE,
C. MACPHERSON,
J. SIMPSON.**

Sworn before me, this 1st day of March, 1858.
ASA COY, J. P.

A Message was brought from the Assembly by Mr. Gray, with a Bill to authorize investigation in cases of Fires in the City of Saint John and Parish of Portland in the County of Saint John ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by the Honorable Mr. Johnson, with a Bill to amend Chapter 40, of Title iv, of the Revised Statutes, " Of the Post Office ;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Botsford, by leave, presented a Petition from H. B. Allison and others, for an Act to compel Vessels to carry Lights.

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

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 12th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

*Mr. Chandler,
Mr. Minchin,
Mr. Hazen,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

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

A Bill to enable the Members of the Society of Underwriters of the City of Saint John to sue and be sued in the name of their Secretary for the time being :

A Bill to authorize the Justices of the Peace for the County of Northumberland to assess the said County for the erection of Market Houses in the Towns of Newcastle and Chatham : and

A Bill to enable the Corporation of the City of Saint John to effect certain improvements in the Streets of the said City.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

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

A

A Bill to authorize investigation in cases of Fire in the City of Saint John and Parish of Portland in the County of Saint John:

A Bill to continue certain Acts for the support of the Police of the City of Saint John, and for other purposes: and

A Bill to amend Chapter 40, of Title iv, of the Revised Statutes, "Of the Post Office."

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

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the first entered Bill, and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to provide for defraying certain expenses of the Civil Government of the Province.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to enable the Trustees of the Mount Allison Wesleyan Academy to establish a College.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Hanington, that the Assembly had agreed to the Bill sent down from this House, intituled "An Act to amend the Act to incorporate the Albert Freestone Company."

A Message was brought from the Assembly by Mr. W. E. Perley, with a Bill to encourage the destruction of Wolves in this Province; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Connell, with a Bill to suspend the Grant to King's College; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

The Honorable Mr. Rice, by leave, presented a Petition from the Reverend E. Dumphy and others, that certain provisions may be inserted in the School Bill.

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

At half-past three o'clock His Excellency the Lieutenant Governor came to the Council Chamber, and being seated on the Throne, commanded the Gentleman Usher of the Black Rod, through the Honorable the President, to let the Assembly know—"It is His Excellency's pleasure that they attend him immediately in this House."

The House attended accordingly.

His Excellency then gave his assent to the following Bills, intituled—

An Act for defraying certain expenses of the Civil Government of the Province :

An Act to provide for the repair and improvement of Roads and Bridges, and other Public Works and Services :

An Act to compel the attendance of Witnesses under Commissions from other Countries, and in further amendment of the Law of Evidence :

An Act in amendment of an Act relating to the Public Debt of the City of Saint John :

An Act to enable the Corporation of the City of Saint John to meet their liabilities incurred in erecting Wharves at or near Reed's Point in the City of Saint John :

An Act in addition to and amendment of an Act intituled "An Act to authorize that part of the City of Saint John called Carleton, to obtain Water from Spruce and other Lakes, and the Mayor, Aldermen and Commonalty of the said City to issue Scrip to defray the expenses of so doing :"

An Act authorizing the Commissioners under an Act to provide for an improved system of Water Supply and Sewerage of the City of Saint John and Parish of Portland, to increase the amount of issue of Debentures, and making other provisions for the better carrying out the objects of that Act: and

An Act to amend the Act for the incorporation of certain Bodies connected with the Wesleyan Methodist Church in New Brunswick.

The Assembly then withdrew, and His Excellency was pleased to retire.

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 13th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Botsford,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Chandler,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

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

A Bill to authorize investigation in cases of Fire in the City of Saint John and Parish of Portland in the County of Saint John: and

A Bill to regulate the Public Slip near Portland Point.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

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

A Bill to encourage the destruction of Wolves in this Province: and

A Bill to suspend the Grant to King's College.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to continue certain Acts for the support of the Police of the City of Saint John, and for other purposes.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to amend Chapter 40, of Title iv, of the Revised Statutes, "Of the Post Office."

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

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

The

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

From the Very Reverend J. Sweeny and others, praying that certain provisions be inserted in the School Bill : and

From the Reverend Henry Doinne and others, with a similar prayer.

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

Adjourned until Monday next at 11 o'clock.

MONDAY, 15th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

Mr. Botsford,

Mr. Minchin,

Mr. Davidson,

Mr. Wark,

Mr. Ryan,

Mr. Todd,

Mr. Rice,

Mr. Earle.

Mr. Chandler,

Mr. Harrison,

Mr. Odell,

Mr. Steeves,

Mr. Gordon,

Mr. Seely,

Mr. Robinson,

PRAYERS.

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

A Bill to amend Chapter 40, of Title iv, of the Revised Statutes, "Of the Post Office : " and

A Bill to continue certain Acts for the support of the Police of the City of Saint John, and for other purposes.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

The Honorable Mr. Rice, by leave, presented a Petition from L. P. Fisher and others, in reference to imprisonment for debt.

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

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

From the Reverend Edward Doyle and others, in favour of denominational Schools :

From the Reverend Richard Verëker and others, with a similar prayer : and

From the Reverend Joseph Peltier and others, with a similar prayer.

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

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 16th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chundler,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

*Mr. Botsford,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

On motion—

The Bill to enable the Trustees of the Mount Allison Wesleyan Academy to establish a College, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

A Message was brought from the Assembly by Mr. Williston, with a Bill to disqualify persons holding certain Offices under Government from being elected or capable to hold Seats in the Assembly ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Message of His Excellency the Lieutenant Governor, laid before this House on the 17th February last, in reference to Railways.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the following Resolution was moved and seconded :—

Whereas it appears by the Correspondence laid before this House by command of His Excellency the Lieutenant Governor, on the subject of Inter-Colonial Railways, that the Government of Nova Scotia has made a distinct proposal to continue the line of Railway now under Contract from Halifax to Truro, to the borders of New Brunswick, provided this Province would agree to meet them at that point: And whereas the adoption of that proposition, requiring only the construction by this Province of about twenty two miles of Railway over a level tract of country, presenting no engineering difficulties, would secure to the European and North American Railway, now being built, a continuous line of Railway through Nova Scotia of 175 miles, would tend materially to increase the traffic upon the same, and open a direct communication from Saint John and the Northern Counties of this Province with the Cunard Steamers at Halifax: And whereas further delay in accepting this advantageous offer on the part of Nova Scotia would compel its Government to connect their Railways with the trade of the Gulf of Saint Lawrence at Pictou, instead of at the Harbour of Shediac, thereby

thereby indefinitely postponing the great National object of connecting by Railway these two Provinces, and keeping the Railway operations of the respective Governments disjointed and isolated ; therefore

RESOLVED, as the opinion of this Committee, That the proposal made to this Province by the Government of Nova Scotia, should at once be accepted ; and in the event that the proposed joint action to be adopted by Canada and these two Provinces, relative to an Inter-Colonial Railway between Halifax and Quebec, should fail to receive the sanction of the Imperial Government, then the necessary arrangements should be made by the Government of this Province for extending the European and North American Railroad to the Boundary Line, as soon as the Nova Scotia Railroad shall have been extended from Halifax to the same distance from the Boundary as the New Brunswick Railway is now completed.

Whereupon the following amendment was moved and seconded :—

RESOLVED, That this Committee fully recognize the importance of connecting the Railway Communication of this Province with that, not only of Nova Scotia, but also of Canada, and it is therefore desirable that the Government of New Brunswick should continue the negotiations with those Colonies, with a view of accomplishing that object, having due regard to the interests of this Province.

And upon the question being taken upon the said amendment, the Committee divided as follows :—

CONTENT.

The Hon. Mr. Saunders,
Mr. Peters,
Mr. Harrison,
Mr. Davidson,
Mr. Odell,
Mr. Wark,
Mr. Steeves,
Mr. Ryan,
Mr. Gordon,
Mr. Todd,
Mr. Seely,
Mr. Rice.

NON-CONTENT.

The Hon. The President,
Mr. Botsford,
Mr. Chandler,
Mr. Minchin,
Mr. Robinson,
Mr. Earle.

And so it passed in the affirmative.

ORDERED, That the Report be received.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to encourage the destruction of Wolves in this Province.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Minchin, by leave, presented a Petition from the Reverend J. M'Devitt and others, that a School Bill may pass based on the principle of separate and denominational Schools.

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

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

From Land-owners in King's County, respecting Railway damages: and
From James Keator and others, with the like prayer.

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

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 17th March, 1858.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to encourage the destruction of Wolves in this Province, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill to disqualify persons holding certain Offices under Government from being elected or capable to hold Seats in the Assembly, was read a second time.

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

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 18th March, 1858.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,*

Mr.

Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.

Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to disqualify persons holding certain Offices under Government from being elected or capable to hold Seats in the Assembly.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

A Bill to authorize and provide for the opening of Mount Pleasant Street at Crouchville, in the Parish of Simonds, in the County of Saint John: and

A Bill to further amend an Act intituled "An Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John."

The said Bills were severally read a first time.

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

The Honorable the President submitted and read the following Letter from the Clerk of this House:—

Fredericton, 18th March, 1858.

SIR,—Business requiring my presence elsewhere, I hope your Honors will grant me leave of absence from Saturday next. Should this be accorded to me, I shall make all necessary arrangements by which Mr. Gregory will be enabled to complete the business of the Session to your Honors' satisfaction.

I have the honor to be
Your most obedient servant,

GEO. BOTSFORD.

To His Honor the President of the Legislative Council, &c. &c.

Whereupon it was

RESOLVED, That the request of the Clerk be complied with.

A Message was brought from the Assembly by Mr. Allen, with a Bill to further amend the Act to incorporate the Nashwaak Boom Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 19th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

*Mr. Botsford,
Mr. Minchin,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to disqualify persons holding certain Offices under Government from being elected or capable to hold Seats in the Assembly, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

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

A Bill to authorize and provide for the opening of Mount Pleasant Street at Crouchville, in the Parish of Simonds, in the County of Saint John :

A Bill to further amend an Act intituled "An Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John :—" and

A Bill further to amend the Act to incorporate the Nashwaak Boom Company.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to suspend the Grant to King's College.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

The Honorable Mr. Botsford, by leave, presented a Petition from Mary Garrison, praying that no Act may pass relating to the opening of Canterbury Street, in the City of Saint John, by which her property may be affected.

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

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 20th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to suspend the Grant to King's College.

The Honorable Mr. Davidson took the Chair.

After some time the House resumed.

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

The Chairman also reported, that in the Committee it was moved and seconded to be **RESOLVED**, That the further consideration of this Bill be postponed until the next meeting of the Legislature.

Whereupon the Committee divided as follows:—

CONTENT.

The Hon. The President,
Mr. Saunders,
Mr. Botsford,
Mr. Minchin,
Mr. Peters,
Mr. Odell,
Mr. Robinson.

NON-CONTENT.

The Hon. Mr. Chandler,
Mr. Harrison,
Mr. Davidson,
Mr. Wark,
Mr. Steeves,
Mr. Ryan,
Mr. Gordon,
Mr. Todd,
Mr. Seely,
Mr. Rice,
Mr. Earle.

And so it passed in the negative.

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

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

From the Reverend Joseph Pelletier and one hundred and eighty five others, of Palmerston and Carleton, Kent County, that freedom of Religious culture may be secured in the Parish Schools: and

From

From James Burns, Michael-Fitzgerald, and one hundred and seventy five others, of Weldford, Kent County, with a similar prayer.

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

The Honorable Mr. Botsford, by leave, presented a Petition from the Rector, Church Wardens and Vestry of Saint George's Church, Parish of Carleton, praying that no Act may pass for dividing the said Parish.

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

The Honorable Mr. Odell, by leave, presented a Petition from the City Council of Fredericton, against Legislative interference in reference to the administration of Justice.

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

Adjourned until Monday next at 11 o'clock.

MONDAY, 22nd March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to suspend the Grant to King's College, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

On motion—

The House was put into Committee of the whole to take into consideration the Bill further to amend the Act to incorporate the Nashwaak Boom Company.

The Honorable Mr. Harrison took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Scovil, with a Bill to alter and amend an Act intituled "An Act relating to Highways;" to which they desire the concurrence of this House.

The

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Vail, with a Bill to authorize the division of the Parish of Upham into two Parishes; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Gray, with a Bill in amendment of Act 18th Victoria, Chapter 37, intituled "An Act to regulate the election of Members to serve in the General Assembly;" to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize and provide for the opening of Mount Pleasant Street, at Crouchville, in the Parish of Simonds, in the County of Saint John.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A, Section 1, insert the words, "provided always, that at such meeting there shall be present a sufficient number of such owners and proprietors as in the whole to represent at least one hundred and twenty of the lots in said tract."

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to further amend an Act intituled "An Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John."

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Seely, by leave, presented a Petition from the Reverend I. W. D. Gray and eight hundred and nine others, inhabitants of the City of Saint John, praying

praying that any School Bill passed by the Legislature may be preserved from all sectarian and exclusive provisions.

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

On motion—

ORDERED, That the Honorable Messieurs Davidson and Todd have leave of absence.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 23rd March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Seely,
Mr. Robinson,*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the Bill to authorize and provide for the opening of Mount Pleasant Street, at Crouchville, in the Parish of Simonds, in the County of Saint John, as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have agreed to the same with an amendment, to which they desire the concurrence of the Assembly.

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

A Bill to further amend an Act intituled "An Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John : " and

A Bill further to amend the Nashwaak Boom Company.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

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

A Bill to alter and amend an Act intituled "An Act relating to Highways : " "

A Bill to authorize the division of the Parish of Upham into two Parishes : and

A Bill in amendment of Act 18th Victoria, Chapter 37, intituled "An Act to regulate the election of Members to serve in the General Assembly."

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

The

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

From the Reverend I. W. D. Gray and eight hundred and seven others, inhabitants of Saint John, praying that no Bill for the regulation of Parish Schools may pass that does not require the authorized Version of the Holy Scriptures to be used in the Schools, provided that no Children shall be compelled to read the same whose Parents object : and

From the Trustees of the Bank for Savings in the City of Saint John, praying that an Act may pass authorizing the purchase of Land and the erection of a Building.

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

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 24th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the division of the Parish of Upham into two Parishes.

The Honorable Mr. Ryan took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in amendment of Act 18th Victoria, Chapter 37, intituled "An Act to regulate the election of Members to serve in the General Assembly."

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to alter and amend an Act intituled "An Act relating to Highways."

The

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

At A, Section 9, expunge the Section, and insert as follows :—“That any assessment for statute labour on the property of females and minors may be paid for in labour by substitutes.”

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

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

The Honorable Mr. Seely, by leave, presented a Petition from William Olive and seventy nine others, for an Act to divide the Parish of Carleton, in the City of Saint John, into two Parishes, for Ecclesiastical purposes.

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

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 25th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Chandler,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Rice,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill to alter and amend an Act intituled “An Act relating to Highways,” as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have agreed to the same with an amendment, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the Bill in amendment of Act 18th Victoria, Chapter 37, intituled “An Act to regulate the election of Members to serve in the General Assembly,” was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

On

On motion—

The House was put into Committee of the whole to take into further consideration the Bill to authorize the division of the Parish of Upham into two Parishes.

The Honorable Mr. Ryan took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Wilmot, with a Bill to divide the Parish of Carleton, in the City of Saint John, and to erect a separate Parish for Ecclesiastical purposes; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Chandler, with a Bill for the more effectual preservation of the Peace within the boundaries of the New Brunswick and Canada Railway and Land Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. End, with a Bill to abolish the Judges' Fees in the Supreme Court; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Bills; to which they desire the concurrence of this House:—

A Bill for the regulation of Railways: and

A Bill relating to Parish Schools.

The said Bills were severally read a first time.

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

A Message was brought from the Assembly by Mr. Cudlip, that the Assembly had agreed to the amendment made by this House to the Bill to authorize and provide for the opening of Mount Pleasant Street, at Crouchville, in the Parish of Simonds, in the County of Saint John.

Adjourned until To-morrow at 11 o'clock.

FRIDAY, 26th March, 1858.

PRESENT:

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,*

Mr.

Mr. Harrison,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,

Mr. Davidson,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.

PRAYERS.

A Message was brought from the Assembly by Mr. Lewis, with a Bill to increase the jurisdiction of Justices of the Peace in Civil Suits; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Pursuant to the Order of the Day, the Bill to authorize the division of the Parish of Upham into two Parishes, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

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

A Bill to divide the Parish of Carleton, in the City of Saint John, and to erect a separate Parish for Ecclesiastical purposes :

A Bill to abolish Judges' Fees in the Supreme Court :

A Bill for the regulation of Railways :

A Bill relating to Parish Schools : and

A Bill for the more effectual preservation of the Peace within the boundaries of the New Brunswick and Canada Railway and Land Company.

ORDERED, That the House be put into Committee of the whole to-morrow, to take the four first entered Bills severally into consideration; and that the twenty ninth Rule of this House be dispensed with, as regards the last entered Bill, and that the House be put into Committee of the whole presently to take the said last entered Bill into consideration.

The House was put into Committee of the whole accordingly.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

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

The Honorable Mr. Kinnear presented to the House a Bill, intituled "An Act to declare the Law relating to Sales of Lands under Executions."

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

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

Adjourned until To-morrow at 11 o'clock.

SATURDAY, 27th March, 1858.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Chandler,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

Mr. Black, President.

*Mr. Botsford,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

PRAYERS.

Pursuant to the Order of the Day, the Bill for the more effectual preservation of the Peace within the boundaries of the New Brunswick and Canada Railway and Land Company, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill to increase the jurisdiction of Justices of the Peace in Civil Suits, was read a second time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to divide the Parish of Carleton, in the City of Saint John, and to erect a separate Parish for Ecclesiastical purposes.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill for the regulation of Railways.

The Honorable Mr. Robinson took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill intituled "An Act to declare the Law relating to Sales of Lands under executions."

The Honorable Mr. Chandler took the Chair.

After some time the House resumed.

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to Parish Schools.

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. M'Leod, with a Bill to divide the Parish of Studholm into two separate and distinct Parishes; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

A Message was brought from the Assembly by Mr. Ferris, with a Bill to authorize the establishment of a Great Road leading from the Mouth of the Gaspereaux River, in Queen's County, to the South West Bridge on the Miramichi; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

Adjourned until Monday next at 11 o'clock.

MONDAY, 29th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Kinneer,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Gordon,
Mr. Seely,
Mr. Robinson,*

*Mr. Botsford,
Mr. Menchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Todd,
Mr. Rice,
Mr. Earle.*

PRAYERS.

Pursuant to the Order of the Day, the Bill intituled "An Act to declare the Law relating to Sales of Lands under Executions," as engrossed, was read a third time and passed.

ORDERED, That the Title be—

An Act to declare the Law relating to Sales of Lands under Executions.

ORDERED

ORDERED, That Mr. Dibblee do carry the said Bill down to the Assembly, and acquaint that House that the Legislative Council have passed the same, and desire the concurrence of the Assembly thereto.

Pursuant to the Order of the Day, the Bill relating to Parish Schools, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

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

A Bill to divide the Parish of Studholm into two separate and distinct Parishes : and
A Bill to authorize the establishment of a Great Road leading from the Mouth of the Gaspereaux River, in Queen's County, to the South West Bridge on the River Miramichi.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to increase the jurisdiction of Justices of the Peace in Civil Suits.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received ; whereupon

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

A Message was brought from the Assembly by Mr. Chandler, with a Bill to amend the practice of the Law ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

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

A Bill to continue and amend an Act relating to Steam Navigation in this Province : and

A Bill to authorize the General Sessions of the Peace for the County of Westmorland to convey the Public Wharf at the Bend, in the Town of Moncton, to Her Majesty the Queen for Railway purposes.

The said Bills were severally read a first time.

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

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 30th March, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,
Mr. Todd,
Mr. Earle.*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Ryan,
Mr. Seely,*

PRAYERS.

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

A Bill to amend the practice of the Law :

A Bill to continue and amend an Act relating to Steam Navigation in this Province :
and

A Bill to authorize the General Sessions of the Peace for the County of Westmorland to convey the Public Wharf at the Bend, in the Town of Moncton, to Her Majesty the Queen, for Railway purposes.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to divide the Parish of Studholm into two separate and distinct Parishes.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to divide the Parish of Carleton, in the City of Saint John, and to erect a separate Parish for Ecclesiastical purposes.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. M'Clelan, with a Bill to authorize the Rector, Church Wardens and Vestry of Saint Ann's Church, in Sackville, to sell or lease a site on Grindstone Island for Light House purposes ; to which they desire the concurrence of this House.

The said Bill was read a first time.

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

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill for the regulation of Railways.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

A Message was brought from the Assembly by Mr. Wilmot, with the following Resolution:—

“ House of Assembly, 30th March, 1858.

“ Whereas by the existing Tariff of Great Britain, Sawed Lumber and Deals manufactured in British North America, when shipped to the United Kingdom are subject to duty, but when exported to Australia or other British Possessions and Ports abroad, are not entitled to drawback, while Foreign Deals so exported are; and whereas the Duty so imposed is equal to seven shillings and six pence per Saint Petersburg Standard, or equivalent to ten per cent. on the present value of the article at the Port of shipment, thus giving to Sawed Lumber manufactured in the Baltic Ports, which can be shipped to Great Britain at a far less cost of freight than from North America, a decided advantage over the Colonial article;

“ *Resolved*, That an humble Address be presented to Her Majesty on this important subject; and further

“ *Resolved*, That the Honorable the Legislative Council be requested to join this House in such Address.

CHAS. P. WETMORE, *Clerk.*”

On motion made and seconded—

RESOLVED, That this House doth agree to the proposed Joint Address to Her Majesty, in reference to the drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin.

ORDERED, That Mr. Dibblee do go down to the Assembly and communicate this Resolution.

ORDERED, That the Honorable Messieurs Rice and Ryan have leave of absence.

Adjourned until To-morrow at 11 o'clock.

WEDNESDAY, 31st March, 1858.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,*

Mr. Black, President.

*Mr. Botsford,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,*

Mr.

Mr. Ryan,
Mr. Seely,
Mr. Earle.

Mr. Todd,
Mr. Robinson,

PRAYERS.

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

A Bill to divide the Parish of Carleton, in the City of Saint John, and to erect a separate Parish for Ecclesiastical purposes: and

A Bill to divide the Parish of Studholm into two separate and distinct Parishes.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

Pursuant to the Order of the Day, the Bill to authorize the Rector, Church Wardens and Vestry of Saint Ann's Church, in Sackville, to sell or lease a site on Grindstone Island, for Light House purposes, was read a second time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The House went into Committee accordingly.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Wilmot, with the following Resolution:—

"House of Assembly, 30th March, 1858.

"Resolved, That Mr. Wilmot, Mr. Cudlip, and Mr. DesBrisay, be a Committee on the part of this House, to join such Committee as may be appointed by the Honorable the Legislative Council, to prepare the proposed Joint Address to Her Majesty, in reference to the drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin.

CHAS. P. WETMORE, Clerk."

RESOLVED, That the Honorable Messieurs Botsford and Seely be a Committee on the part of this House, to join the Committee appointed by the Assembly, to prepare the proposed Joint Address to Her Majesty in reference to the drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British origin.

ORDERED, That Mr. Dibblee do go down to the Assembly and communicate the appointment.

The Honorable Mr. Seely, by leave, presented a Petition from John Jones, Samuel Belyea, and thirty seven others, of Fort Neck, Carleton, against the extension of King Street in Carleton.

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

A Message was brought from the Assembly by Mr. Chandler, with a Bill to amend the Law for the relief of Insolvent Debtors; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the General Sessions of the Peace for the County of Westmorland to convey the Public Wharf at the Bend, in the Town of Moncton, to Her Majesty the Queen, for Railway purposes.

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

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

The Chairman further reported, that on the question whether the first Section should pass, the Committee divided as follows:—

CONTENT.

The Hon. The President,
Mr. Botsford,
Mr. Kinnear,
Mr. Minchin,
Mr. Peters,
Mr. Odell,
Mr. Wark,
Mr. Steeves,
Mr. Ryan,
Mr. Todd,
Mr. Seely,
Mr. Robinson.

NON-CONTENT.

The Hon. Mr. Saunders,
Mr. Hazen,
Mr. Harrison,
Mr. Earle.

And so it passed in the affirmative.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the establishment of a Great Road leading from the Mouth of the Gaspeaux River in Queen's County, to the South West Bridge on the River Miramichi.

The Honorable Mr. Earle took the Chair.

—After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Scovil, that the Assembly had agreed to the amendments sent down from this House to the Bill to alter and amend an Act intituled "An Act relating to Highways."

On motion—

The House was put into Committee of the whole to take into further consideration the Bill for the regulation of Railways.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows :—

At A, Section 1, expunge the words "any person acting under the authority of the Railway," and insert the words "the Commissioners for the management and construction of Railways under Act 19th Victoria, Chapter 15, or any Engineer, Officer, or person acting under authority from the said."

At B, Section 2, expunge the words "Officer, Servant, or Agent of the," and insert the words "Engineer, Officer, or person acting with authority from the said."

At C, Section 5, insert the words "to desist."

At D, at the end of the Bill, add as follows :—

" 17. Whereas it is desirable that all the Sections of this Act applicable to the New Brunswick and Canada Railway and Land Company shall be in full force; and whereas in this Act the words following, that is to say, 'the Commissioners for the management and construction of Railways under Act 19th Victoria, Chapter 15, or any Engineer, Officer, or person, acting under authority from the said Commissioners,' are used; be it therefore enacted as follows—The term, 'Commissioner, Manager, Engineer, or any Officer, or person acting under their authority,' shall have the same meaning and effect as respects the 'New Brunswick and Canada Railway and Land Company,' as the term hereinbefore mentioned has with respect to the European and North American Railway Company; and offences committed under this Act along the line of the New Brunswick and Canada Railway and Land Company, may be tried, in the absence of a Police Magistrate, by any Justice of the Peace in any County where any such offence may be committed; and all the provisions of the Sections of this Act from one to ten inclusive, and also the thirteenth and sixteenth Sections, shall be and hereby are extended to the said New Brunswick and Canada Railway and Land Company as fully as if the same were enacted in the Act or Acts passed relating thereto."

The said amendments being read a second time, and the question of concurrence put thereon, they were agreed to by the House.

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

Adjourned until To-morrow at 11 o'clock.

THURSDAY, 1st April, 1858.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Kinnear,
Mr. Peters,
Mr. Harrison,
Mr. Wark,
Mr. Todd,
Mr. Robinson,*

Mr. Black, President.

*Mr. Botsford,
Mr. Minchin,
Mr. Hazen,
Mr. Odell,
Mr. Steeves,
Mr. Seely,
Mr. Earle.*

PRAYERS.

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

A Bill to authorize the establishment of a Great Road leading from the Mouth of the Gaspereaux River in Queen's County, to the South West Bridge on the River Miramichi :

A Bill to authorize the General Sessions of the Peace for the County of Westmorland to convey the Public Wharf at the Bend, in the Town of Moncton, to Her Majesty the Queen, for Railway purposes : and

A Bill to authorize the Rector, Church Wardens and Vestry of Saint Ann's Church, in Sackville, to sell or lease a site on Grindstone Island, for Light House purposes.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

Pursuant to the Order of the Day, the Bill for the regulation of Railways, as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with certain amendments, to which they desire the concurrence of the Assembly.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to abolish Judges' Fees in the Supreme Court.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

The Chairman also reported, that on the question whether the first Section shall pass, the Committee had divided as follows :—

CONTENT.

The Hon. The President,
Mr. Kinnear,
Mr. Hazen,
Mr. Harrison,

NON-CONTENT.

The Hon. Mr. Saunders,
Mr. Botsford,
Mr. Minchin,
Mr. Peters,

Mr. Steeves,
Mr. Todd,
Mr. Seely,
Mr. Earle.

Mr. Odell,
Mr. Wark,
Mr. Robinson.

And so it passed in the affirmative.

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

A Message was brought from the Assembly by Mr. Chandler, with a Bill to amend Title xxxiv, Chapter 124, of the Revised Statutes, "Of Insolvent Confined Debtors;" to which they desire the concurrence of this House.

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

A Bill to incorporate the Saint John Forge Company: and

A Bill to revive and continue an Act intituled "An Act to continue and amend an Act to regulate Dockage, Wharfage and Cranage in the City of Saint John and in the Parish of Portland."

A Message was brought from the Assembly by Mr. Williston, with a Bill in addition to Chapter 64, Title viii, of the Revised Statutes, "Of the local government of Counties, Towns and Parishes;" to which they desire the concurrence of this House.

A Message was brought from the Assembly by the Honorable the Provincial Secretary, with a Bill to authorize the Trustees of the Savings Bank in the City of Saint John, to purchase and hold Lands in the said City, and erect thereon a Building for the use of the said Savings Bank; to which they desire the concurrence of this House.

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

A Bill relating to Dower: and

A Bill relating to the Action of Ejectment.

The seven last entered Bills were severally read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bills, and that they be severally read a second time presently.

The said Bills were severally read a second time.

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

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

A Bill relating to the administration of Justice in the County of York: and

A Bill to amend the Law relating to Municipalities.

And also with the following Resolution, and the Address to Her Majesty therein referred to:—

“House of Assembly, 31st March, 1858.”

“Whereas this House have agreed to an Address to Her Most Gracious Majesty the Queen, upon the subject of the construction of a Railroad to connect this Province with those of Canada and Nova Scotia ;

“Resolved, That a Copy of the said Address be communicated to the Honorable the Legislative Council, and that they be requested to join in the same.

CHAS. P. WETMORE, *Clerk.*”

The Honorable the President then read the Address, as follows :—

“To the Queen’s Most Excellent Majesty.

“The Humble and Dutiful Address of the House of Assembly of the Province of New Brunswick, in General Assembly convened.”

“MAY IT PLEASE YOUR MAJESTY,

“We, Your Majesty’s faithful and loyal Subjects, the House of Assembly of the Province of New Brunswick, beg leave to approach Your Majesty with renewed assurances of our attachment and fidelity to Your Majesty’s Person and Government.

“We again desire humbly to represent to Your Majesty the deep importance of the construction of a Railroad to connect the Provinces of Canada, Nova Scotia, and New Brunswick.

“It is of deep and overwhelming interest to Your Majesty’s North American Subjects, and has commanded their earnest attention for many years.

“In 1852 we united with the Legislatures of the other Provinces in negotiating with Your Majesty’s Government upon the subject, and we then expressed our willingness to contribute according to our means for its accomplishment.

“The Legislature and People of New Brunswick have at all times taken a lively interest in every measure adapted to promote it, and our interest in the enterprise remains undiminished.

“We are prepared to aid the work to the full extent of our means and resources, and consistently with these we shall regard no sacrifice to promote its construction as too great.

“Its importance to New Brunswick as a means of developing her resources and advancing her material interests, is manifest, and its advantages to the other Colonies are equally great.

“Without an Inter-Colonial Railroad, Canada and the Lower Provinces must continue isolated and devoid of that bond of union so essential to their future welfare.

“To Imperial interests the work is also of vast importance. A distinguished British Statesman surveying the condition, resources, requirements, and future growth of these Provinces, saw and pointed out the necessity for an Inter-Colonial Railroad, and his opinion has received the approbation of various Colonial Secretaries. For the consolidation of British Power and the perpetuation of British Supremacy on this Continent, its necessity has been universally admitted.

“We believe that the Provinces of Canada and Nova Scotia are fully alive to the subject, and are prepared to contribute according to their means for the accomplishment of the work.

“The

"The time for its construction is favourable. The Railroads of Canada and Nova Scotia are tending towards the Boundaries of New Brunswick on either side, and, with the Railroads now in progress in this Province, may all be connected together and form a continuous line.

"We believe that the relations between Great Britain and the United States are such that Peace is established upon a firm basis, and we hope that nothing may occur to disturb those relations so necessary for their mutual benefit as Nations having a common origin and a common language, but it is the policy of every prudent Government in time of Peace to provide for every emergency.

"Should any thing transpire to disturb that amity now so happily subsisting between Your Majesty's Government and that of the United States, the want of such a communication as a means of transit to Canada would in a short time subject the Parent State to an outlay greater than the necessary aid required for this undertaking.

"During the Winter the only convenient means of access to Canada from the Ocean is through the United States; and Troops and munitions of War may, with expedition and ease, be conveyed into that Province by a hostile power, over the various American Railroads which run to its Boundary.

"Great Britain, though able and willing to protect that portion of her Empire, would for a time be powerless, and could only counteract the operations of an invading Army, after great delay and sacrifice.

"The evils resulting from such a state of things, and the effects upon the National honor alone, can never be fully estimated until the event occurs.

"We therefore humbly pray Your Most Gracious Majesty to take this, our Petition into your favourable consideration; and, in view of the great National advantages that will accrue from the construction of an Inter-Colonial Railroad, grant such aid as may be consistent with Imperial interests, proportioned to the magnitude of the work, and enable the North American Provinces to undertake this great enterprise."

The said Address being again read by the Clerk; it was

RESOLVED, That this House do concur therein; and it was

ORDERED, That the several blanks be filled up with the words "Legislative Council and the"; and that the Honorable the President do sign the said Address on behalf of this House.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Address.

The two last entered Bills were severally read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bills, and that they be severally read a second time presently.

The said Bills were severally read a second time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Practice of the Law.

The Honorable Mr. Hazen took the Chair.

After some time the House resumed.

The

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to continue and amend an Act relating to Steam Navigation in this Province.

The Honorable Mr. Robinson took the Chair.

After some time the House resumed.

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

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

A Message was brought from the Assembly by Mr. Wilmot, with the following Resolution :—

“ House of Assembly, 1st April, 1858.

“ Resolved, That this House doth agree to the Draft Address to Her Most Gracious Majesty the Queen, prepared by a Joint Committee of the Honorable the Legislative Council and this House, relative to the Drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin.

CHAS. P. WETMORE, *Clerk.*”

The Honorable Mr. Botsford, from the Select Committee appointed to join the Committee of the Assembly to prepare an Address to Her Most Gracious Majesty, relative to the Drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin, reported that they had attended to that duty, and he presented the Address to the House.

The said Address was then read by the Clerk, and agreed to by the House, and is as follows :—

“ To the Queen's Most Excellent Majesty.

“ The Humble and Dutiful Address of the Legislative Council and House of Assembly of New Brunswick.

“ MAY IT PLEASE YOUR MAJESTY,

“ We, Your Majesty's faithful and devoted Subjects, beg leave again to approach Your Majesty with renewed assurances of our attachment to Your Majesty's Person and Government.

“ We would most respectfully bring under the consideration of Your Majesty, the present depressed state of the Trade in sawed Lumber and Deals manufactured in Your Majesty's British North American Colonies, and fully believe that it is only necessary to point out a grievance that exists, incompatible with those principles of free trade now the established policy of the Empire, operating injuriously on the business of these Colonies, with the confident hope that when brought before Your Majesty it will be redressed.

“ Sawed

“Sawed Lumber and Deals of Colonial production pay a Duty of two shillings per load and five per cent. on the Duty, on importation into the United Kingdom, equivalent to a Duty of seven shillings and six pence per Saint Petersburg Standard of one thousand nine hundred and eighty superficial feet, or about ten per cent. on the present value of those goods at the Port of shipment.

“This Duty is not the cause of the present complaint, but we feel it a hardship that when those articles are exported to Australia, or other British Possessions and Ports abroad, no drawback is allowed, while similar goods of Foreign manufacture go free from Duty; thus giving to sawed Lumber manufactured in the Baltic Ports, which can be shipped to Great Britain at a much less cost of freight than from North America, a decided advantage over the Colonial article, in Colonial Ports.

“This subject was brought under the consideration of Your Majesty’s Government by a Despatch from His Excellency the Lieutenant Governor, dated 8th December 1854, but in the reply of Lord John Russell, Your Majesty’s Secretary of State for the Colonies, dated 12th May 1855, it appears to have escaped the observation of Your Majesty’s Government, that the application made related to the Duty of two shillings per load and five per cent. on sawed Lumber, and not to the nominal Duty of one shilling per load on Square Timber; and we are of opinion that a Duty amounting to ten per cent. on the cost of the article at the port of shipment, is not merely nominal, but a serious impediment to the shipment of Colonial Sawed Lumber and Deals from the United Kingdom to Australia and elsewhere.

“We therefore humbly pray Your Majesty to take the premises into Your Royal consideration, and grant the desired relief.

“And as in duty bound will ever pray.”

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Address.

A Message was brought from the Assembly by Mr. Mitchell, with a Bill to authorize the Justices of the Peace for the County of Northumberland to lease certain Lands bequeathed to them in trust; to which they desire the concurrence of this House.

A Message was brought from the Assembly by Mr. Williston, with a Bill to repeal an Act intituled “An Act to amend Title iii, Chapter 20, of the Revised Statutes, “Of the regulation of Light Houses,” and to make other provisions; to which they desire the concurrence of this House.

The two last entered Bills were severally read a first time.

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

The said Bills were severally read a second time.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Law for the relief of Insolvent Debtors.

The Honorable Mr. Seely took the Chair.

After some time the House resumed.

The

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

ORDERED, That the Report be received and leave granted.

Adjourned until Saturday at 11 o'clock.

SATURDAY, 3rd April, 1858.

PRESENT :

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Robinson.*

PRAYERS.

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

A Bill to amend the Practice of the Law : and

A Bill to continue and amend an Act relating to Steam Navigation in this Province.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills without any amendment.

Pursuant to the Order of the Day, the Bill to abolish Judges' Fees in the Supreme Court, was read a third time.

Whereupon it was moved and seconded that the same be amended as follows :—

At A at the end of Section 1, add the following words, " provided that reasonable compensation be first made to the present incumbents for such Fees thus to be abolished."

On the question whether the said Bill and the proposed amendment should pass, the House divided as follows :—

CONTENT.

The Hon. Mr. Botsford,
Mr. Saunders,
Mr. Minchin,
Mr. Peters,
Mr. Odell,
Mr. Wark,
Mr. Robinson.

NON-CONTENT.

The Hon. The President,
Mr. Kinnear,
Mr. Harrison,
Mr. Steeves.

And so it passed in the affirmative.

ORDERED, That Mr. Dibblee do go down to the Assembly, and acquaint that House that the Legislative Council have agreed to the said Bill with an amendment, to which they desire the concurrence of the Assembly.

A

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

A Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of West Isles and Campo Bello, in the County of Charlotte: and

A Bill in addition to Chapter 113, of Title xxx, of the Revised Statutes, "Of Judgments, Executions, and proceedings thereon."

The said Bills were severally read a first time.

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

The said Bills were severally read a second time.

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

A Message was brought from the Assembly by Mr. Steadman, with a Bill to incorporate the Petitcodiac Quarrying and Grindstone Company; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

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

A Message was brought from the Assembly by the Honorable Mr. Watters, that the Assembly had agreed to the amendments sent down from this House to the Bill for the regulation of Railways.

A Message was brought from the Assembly by Mr. Williston, with a Bill to amend Chapter 101, of Title xxii, of the Revised Statutes, "Of the Sea and River Fisheries;" to which they desire the concurrence of this House.

A Message was brought from the Assembly by Mr. DesBrisay, with a Bill to compel Vessels navigating the Bay of Fundy to carry Lights; to which they desire the concurrence of this House.

A Message was brought from the Assembly by the Honorable the Provincial Secretary, with a Bill to incorporate the Victoria Suspension Bridge Company; to which they desire the concurrence of this House.

The three last entered Bills were severally read a first time.

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

The said Bills were severally read a second time.

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

A Message was brought from the Assembly by Mr. Scovil, with a Bill to amend an Act intituled "An Act to authorize and empower the Church Wardens and Vestry of Trinity Church in Springfield, in King's County, to sell certain Glebe Lands in said Parish,

Parish, and vest the proceeds in other Lands; to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The House went into Committee of the whole accordingly.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to the Action of Ejectment.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to Dower.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Saint John Forge Company.

The Honorable Mr. Wark took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and the Bill read a third time presently.
The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to repeal an Act intituled "An Act to amend Title iii, Chapter 20, of the Revised Statutes, "Of the regulation of Light Houses," and make other provisions.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and the Bill read a third time presently.
The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to revive and continue an Act intituled "An Act to continue and amend an Act to regulate Dockage, Wharfage and Cranage in the City of Saint John and in the Parish of Portland."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and the Bill read a third time presently.
The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

A Message was brought from the Assembly by the Honorable the Attorney General, with the following Resolution :—

"House of Assembly, 3rd April, 1858.

"Ordered, That the Honorable Mr. Fisher, Mr. Chandler, and Mr. DesBrisay, be a Committee on the part of the House, to join such Committee as may be appointed by the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty on the subject of the construction of a Railroad to connect the Provinces of Canada, Nova Scotia, and New Brunswick, and request that His Excellency will be pleased to transmit the same, to be laid at the Foot of the Throne.

CHAS. P. WETMORE, Clerk."

ORDERED, That the Honorable Messieurs Odell and Steeves be a Committee on the part of this House, to join the Committee appointed by the Assembly, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty on the subject of the construction of a Railroad to connect the Provinces of Canada, Nova

Nova Scotia, and New Brunswick, and request His Excellency to be pleased to transmit the same, to be laid at the Foot of the Throne.

ORDERED, That Mr. Dibblee do go down to the Assembly and communicate the appointment.

On motion—

RESOLVED, That the Order for the House to go into Committee of the whole on Monday next, to take into consideration the Bill to provide for the more effectually repairing the Roads and Bridges in the Parishes of West Isles and Campo Bello, in the County of Charlotte, be rescinded; that the twenty ninth Rule of the House be dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the same into consideration.

The House went into Committee of the whole accordingly.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

A Message was brought from the Assembly by Mr. Wilmot, with the following Resolution:—

“House of Assembly, Saturday, 3rd April, 1858.

“Ordered, That Mr. Wilmot, Mr. DesBrisay, and Mr. Gillmor, be a Committee on the part of this House, to join such Committee as may be appointed by the Honorable the Legislative Council, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty, relative to the Drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin, and request that His Excellency will be pleased to transmit the same, to be laid at the Foot of the Throne.

CHAS. P. WETMORE, Clerk.”

ORDERED, That the Honorable Messieurs Botsford and Robinson be a Committee on the part of this House, to join the Committee appointed by the Assembly, to wait upon His Excellency the Lieutenant Governor with the Joint Address to Her Majesty, relative to the Drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin, and request His Excellency to be pleased to transmit the same, to be laid at the Foot of the Throne.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in addition to Chapter 64, Title viii, of the Revised Statutes, “Of the local government of Counties, Towns and Parishes.”

The Honorable Mr. Saunders took the Chair.

After some time the House resumed.

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

ORDERED,

ORDERED, That the Report be received and the Bill read a third time presently.
The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill relating to the administration of Justice in the County of York.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the Trustees of the Savings Bank in the City of Saint John to purchase and hold Lands in the said City, and erect thereon a Building for the use of the said Savings Bank.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

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

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to authorize the Justices of the Peace for the County of Northumberland to lease certain Lands bequeathed to them in trust.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received and leave granted.

Adjourned until Monday next at 11 o'clock.

MONDAY, 5th April, 1858.

PRESENT :

THE HON.

*Mr. Saunders,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,*

Mr. Black, P. esident.

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Robinson.*

PRAYERS.

PRAYERS.

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

A Bill to incorporate certain persons into a Joint Stock Company, for the purpose of building a Dry Dock in the City of Saint John :

A Bill in amendment of the Criminal Law :

A Bill to amend and continue an Act to establish a Board of Health in the City and County of Saint John : and

A Bill to amend Chapter 28, Title iii, of the Revised Statutes, "Of Warehousing Goods."

The said Bills were severally read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, and that the said Bills be severally read a second time presently.

The said Bills were severally read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, and that the House be put into Committee of the whole to-day to take the said Bills severally into consideration.

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend Title xxxiv, Chapter 124, of the Revised Statutes, "Of Insolvent Confined Debtors."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

ORDERED, That the Report be received.

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

From A, Section 1, expunge the remainder of the Bill, and insert these words:—
"The time after which any Insolvent Confined Debtor may apply to the Supreme Court for maintenance or his discharge, within the provisions of the 9th and 10th Sections of Chapter 124, of the Revised Statutes, shall be two months instead of six months."

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

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend the Law relating to Municipalities.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into consideration of the said Bill, and recommended that the further consideration thereof be postponed to the next Session of the General Assembly.

ORDERED,

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

RESOLVED, That the further consideration of the said Bill be postponed until the next Session of the General Assembly.

Pursuant to Order, the Bill to amend Title xxxiv, Chapter 124, of the Revised Statutes, "Of Insolvent Confined Debtors," as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with an amendment, to which they desire the concurrence of the Assembly.

Pursuant to Order, the House was put into Committee of the whole to take into consideration the Bill to amend and continue an Act to establish a Board of Health in the City and County of Saint John.

The Honorable Mr. Botsford took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone through the said Bill, had made certain amendments thereto, and recommended the same, as amended, to the adoption of the House.

ORDERED, That the Report be received.

The said amendments were then read by the Clerk, as follows:—

At A, Section 2, add the words—"any three of whom shall constitute a quorum for the transaction of business."

At B in Section 6, insert the words—"and this Act."

The said amendments being read a second time, and the question of concurrence put thereon, they were agreed to by the House.

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

On motion—

The House was put into Committee of the whole to take into consideration the Bill to authorize the Justices of the Peace for the County of Northumberland to lease certain Lands bequeathed to them in trust.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into the consideration of the said Bill, had made a certain amendment thereto, and recommended the Bill, as amended, to the adoption of the House.

ORDERED, That the Report be received.

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

At A near the end of the Bill, expunge the words—"the balance to divide among the poor of the Town of Newcastle," and insert the words—"and reserve the balance, if any, and apply it from time to time for the repair of such fence."

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

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

On

On motion—

The House was put into Committee of the whole to take into consideration the Bill to amend Chapter 101, Title xxii, of the Revised Statutes, "Of the Sea and River Fisheries."

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

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

A Bill to amend and continue an Act to establish a Board of Health in the City and County of Saint John : and

A Bill to authorize the Justices of the Peace for the County of Northumberland to lease certain Lands bequeathed to them in trust.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bills with certain amendments, to which they desire the concurrence of the Assembly.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to compel Vessels navigating the Bay of Fundy to carry Lights.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

A Message was brought from the Assembly by Mr. Chandler, with a Bill to amend Chapter 126, of Title xxxiv, of the Revised Statutes, "Of Landlord and Tenant, and Replevin;" to which they desire the concurrence of this House.

The said Bill was read a first time.

ORDERED, That the twenty ninth Rule of this House be dispensed with, as regards the said Bill, and that the same be read a second time presently.

The said Bill was read a second time.

ORDERED, That the twenty ninth Rule of this House be again dispensed with, as regards the said Bill, and that the House be put into Committee of the whole presently to take the said Bill into consideration.

The House was put into Committee of the whole accordingly.

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

The

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill in addition to Chapter 113, of Title xxx, of the Revised Statutes, "Of Judgments, Executions, and proceedings thereon."

The Honorable Mr. Kinnear took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

On motion—

The House was put into Committee of the whole to take into further consideration the Bill to amend the Law for the relief of Insolvent Debtors.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into the further consideration of the said Bill, had made a certain amendment thereto, and recommended the Bill, as amended, to the adoption of the House.

ORDERED, That the Report be received.

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

At A add a new Section, in these words:—

"25. This Act shall continue and be in force till the first day of May one thousand eight hundred and sixty."

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

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

Pursuant to the Order of the Day, the House was put into Committee of the whole to take into consideration the Bill to incorporate the Petitediac Quarrying and Grindstone Company.

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into the consideration of the said Bill, and recommended that the further consideration thereof be postponed to the next Session of the General Assembly.

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

RESOLVED, That the further consideration of the said Bill be postponed until the next Session of the General Assembly.

Pursuant

Pursuant to Order, the Bill to amend the Law for the relief of Insolvent Debtors, as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill with a certain amendment, to which they desire the concurrence of the Assembly.

A Message was brought from the Assembly by the Honorable the Provincial Secretary, that the Assembly had agreed to the amendment sent down from this House to the Bill to amend and continue an Act to establish a Board of Health in the City and County of Saint John.

Pursuant to Order, the House was put into Committee of the whole to take into consideration the Bill to amend Chapter 28, Title iii, of the Revised Statutes, "Of Warehousing Goods."

The Honorable Mr. Steeves took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

A Message was brought from the Assembly by Mr. Williston, that the Assembly had agreed to the amendments sent down from this House to the Bill to authorize the Justices of the Peace for the County of Northumberland to lease certain Lands bequeathed to them in trust.

Pursuant to Order, the House was put into Committee of the whole to take into consideration the Bill in amendment of the Criminal Law.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

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

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

The said Bill was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly and acquaint that House that the Legislative Council have agreed to the said Bill without any amendment.

Pursuant to Order, the House was put into Committee of the whole to take into consideration the Bill to incorporate certain persons into a Joint Stock Company, for the purpose of building a Dry Dock in the City of Saint John.

The Honorable Mr. Odell took the Chair.

After some time the House resumed.

The Chairman reported, that the Committee had gone into the consideration of the said Bill, had made a certain amendment thereto, and recommended the Bill, as amended, to the adoption of the House.

ORDERED, That the Report be received.

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

At A add a new Section, in these words:—

“5. Provided always, that unless one fourth part of the capital stock be paid in within three years from the passing of this Act, the same shall be of no force.”

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

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

The said Bill, as amended, was read a third time and passed.

ORDERED, That Mr. Dibblee do go down to the Assembly, and acquaint that House that the Legislative Council have agreed to the said Bill with a certain amendment, to which they desire the concurrence of the Assembly.

A Message was brought from the Assembly by Mr. Wilmot, that the Assembly have agreed to the amendment sent down from this House to the Bill to incorporate certain persons into a Joint Stock Company, for the purpose of building a Dry Dock in the City of Saint John.

Adjourned until To-morrow at 11 o'clock.

TUESDAY, 6th April, 1858.

PRESENT:

THE HON.

Mr. Black, President.

*Mr. Saunders,
Mr. Kinnear,
Mr. Peters,
Mr. Odell,
Mr. Steeves,*

*Mr. Botsford,
Mr. Minchin,
Mr. Harrison,
Mr. Wark,
Mr. Robinson.*

PRAYERS.

A Message was brought from the Assembly by Mr. Chandler, that the Assembly had agreed to the amendment sent down from this House to the Bill for the relief of Insolvent Debtors.

The Honorable Mr. Botsford, from the Committee appointed to examine and report upon the Contingencies of this House for the present Session, presented a Report.

ORDERED, That the Report be received.

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

The Select Committee appointed to report upon the Contingencies of this House for the present Session, beg to report that they have examined the same, and they are made up of the subjoined items, which they recommend to be allowed.

Respectfully submitted.

A. E. BOTSFORD,
WM. H. STEEVES,
W. H. ODELL.

Committee Room, April 5th, 1858.

1.	Batty, Parrington and Ion, for Stationery,	....	....	....	£345	14	0
2.	J. and A. M'Millan, for Reviews and Periodicals,	....	....	....	3	19	6
3.	Castle and Lamb, for English Newspapers,	....	....	....	14	9	6
4.	— Hodge, for cartage,	....	....	....	3	10	0
5.	E. O'Brien, for labour,	....	....	....	4	0	0
6.	Telegraph Office,	....	....	....	23	16	5
7.	Clerk, for balance of last year's Newspaper Account,	....	....	....	1	15	0
8.	Do. for Newspapers, to be accounted for,	....	....	....	15	0	0
9.	Do. for amount paid A. Sibbald for Map of Arctic discoveries,	....	....	....	10	0	0
10.	C. Brannen, for extra services,	....	....	....	3	10	0
11.	A. Stewart, for Gilding Portrait Frame, &c.	....	....	....	15	10	0
12.	Sundry small Bills,	....	....	....	19	1	10
13.	John Biggs, Sleigh hire,	....	....	....	75	0	0
14.	Reporters, each £25,	....	....	....	50	0	0
15.	W. Watts, for airing, &c. Legislative Council Premises during recess,	....	....	....	30	0	0
16.	Freight and charges on Books from Quebec for Legislative Council,	....	....	....	1	12	6
17.	Reports furnished Members,	....	....	....	4	0	0
					<u>£620</u>	<u>18</u>	<u>9</u>

A. E. BOTSFORD,
W. H. ODELL.
WM. H. STEEVES,

Committee Room, April 5th, 1858.

RESOLVED, That the Contingent Expenses of this House for the present Session amount to the sum of six hundred and twenty pounds eighteen shillings and nine pence.

The Honorable Mr. Botsford, from the Joint Committee appointed to wait upon His Excellency the Lieutenant Governor with the humble Address of both Houses to Her Majesty the Queen, relative to the Drawback on Foreign Deals exported from Great Britain, which is not allowed on Deals of British Colonial origin, reports, that they have attended to that duty, and that His Excellency was pleased to say that he would transmit the same, to be laid at the Foot of the Throne.

The Honorable Mr. Odell, from the Joint Committee appointed to wait upon His Excellency the Lieutenant Governor with the humble Address of both Houses of the Legislature to Her Most Gracious Majesty the Queen, upon the subject of the construction of a Railway to connect this Province with those of Canada and Nova Scotia, reports, that they have attended to that duty, and that His Excellency was pleased to say that he would forward the Address to the Secretary of State for presentation to Her Majesty.

The House adjourned during pleasure.

After some time the House resumed.

His Excellency the Lieutenant Governor came to the Council Chamber, and being seated in the Chair on the Throne, the Honorable the President commanded the Gentleman

tleman Usher of the Black Rod to let the Assembly know—"It is His Excellency's pleasure they attend him immediately in this House."

The House attended accordingly.

His Excellency then gave his assent to the following Bills, intituled—

An Act relating to Parish Schools :

An Act to amend Chapter 40, of Title iv, of the Revised Statutes, "Of the Post Office:"

An Act to amend Chapter 28, Title iii, of the Revised Statutes, "Of Warehousing Goods:"

An Act to repeal an Act intituled "An Act to amend Title iii, Chapter 20, of the Revised Statutes, "Of the regulations of Light Houses," and make other provisions:

An Act to compel Vessels navigating the Bay of Fundy to carry Lights:

An Act to encourage the destruction of Wolves in this Province:

An Act to prevent the use of Poisons in the destruction of Foxes and other Animals:

An Act for altering the time of holding the Circuit Courts in the Counties of Westmorland and Albert:

An Act for the relief of Insolvent Debtors:

An Act relating to Co-Partnerships:

An Act to amend the Practice of the Law:

An Act relating to the Action of Ejectment:

An Act in amendment of the Criminal Law:

An Act to amend Chapter 126, of Title xxxiv, of the Revised Statutes, "Of Landlord and Tenant, and Replevin:"

An Act in addition to Chapter 113, of Title xxx, of the Revised Statutes "Of Judgments, Executions, and proceedings thereon:"

An Act relating to Dower:

An Act to amend the Act relating to Intestate Estates:

An Act to continue and amend an Act relating to Steam Navigation in this Province:

An Act for the regulation of Railways:

An Act for the more effectual preservation of the Peace within the boundaries of the New Brunswick and Canada Railway and Land Company:

An Act in addition to Chapter 64, Title viii, of the Revised Statutes, "Of the local government of Counties, Towns and Parishes:"

An Act to alter and amend an Act intituled "An Act relating to Highways:"

An Act to authorize the establishment of a Great Road leading from the Mouth of the Gaspereaux River, in Queen's County, to the South West Bridge on the River Miramichi:

An Act to amend Chapter 101, of Title xxii, of the Revised Statutes, "Of the Sea and River Fisheries:"

An Act in amendment of Act 18th Victoria, Chapter 37, intituled "An Act to regulate the election of Members to serve in the General Assembly:"

An Act appointing a Polling Place in Queen's County:

An Act to suspend the Grant to King's College:

An Act to divide the Parish of Carleton, in the City of Saint John, and to erect a separate Parish for Ecclesiastical purposes:

An

An Act to extend the provisions of Section 21, of Chapter 67, Title x, of the Revised Statutes, "Of Sewers," to the Parish of Westmorland, in the County of Westmorland :

An Act to explain Chapter 69, of Title x, of the Revised Statutes, "Of the Commissioners of Sewers for the Parish of Sackville :"

An Act to divide the Parish of Studholm into two separate and distinct Parishes :

An Act to authorize the division of the Parish of Upham into two Parishes :

An Act to authorize the General Sessions of the Peace for the County of Westmorland to convey the Public Wharf at the Bend, in the Town of Moncton, to Her Majesty the Queen, for Railway purposes :

An Act to revive and continue an Act intituled "An Act to continue and amend an Act to regulate the Dockage, Wharfage and Cranage in the City of Saint John and in the Parish of Portland :"

An Act to enable the Corporation of the City of Saint John to effect certain improvements on the Streets in the said City :

An Act to continue certain Acts for the support of the Police of the City of Saint John, and for other purposes :

An Act to provide for the appointment of a Deputy Harbour Master for the Port and Harbour of Saint John :

An Act to further amend an Act intituled "An Act to authorize the opening of a Street from Church Street to Princess Street, in the City of Saint John :"

An Act to authorize and provide for the opening of Mount Pleasant Street, at Crouchville, in the Parish of Simonds, in the County of Saint John :

An Act to authorize investigation in cases of Fire in the City of Saint John and Parish of Portland in the County of Saint John :

An Act to regulate the Public Slip near Portland Point :

An Act relating to certain Public Lands in the Parish of Saint Martins, in the County of Saint John :

An Act to amend and continue an Act to establish a Board of Health in the City and County of Saint John :

An Act relating to the administration of Justice in the County of York :

An Act to authorize the Justices of the Peace for the County of Northumberland to assess the said County for the erection of Market Houses in the Towns of Newcastle and Chatham :

An Act to authorize the Justices of the Peace for the County of Northumberland to lease certain Lands bequeathed to them in trust :

An Act to provide for the more effectually repairing of the Roads and Bridges in the Parishes of West Isles and Campo Bello, in the County of Charlotte :

An Act to authorize the Justices of the Peace for the County of Charlotte to assess the Parish of Saint Stephen, in the said County, for the erection of an Alms House therein, and to provide a site for the same, and for making Rules and Regulations for the management thereof :

An Act to enable the Trustees of the Mount Allison Wesleyan Academy to establish a College :

An Act to authorize the Rector, Church Wardens and Vestry of Saint Paul's Church, Chatham, in the County of Northumberland, to sell and dispose of certain Ferries in, upon and over the River Miramichi, and to reinvest the proceeds thereof for the use of the Rector or Minister of the said Corporation for the time being :

An Act to authorize the Rector, Church Wardens and Vestry of Saint Ann's Church, in Sackville, to sell or lease a Site on Grindstone Island for Light House purposes :

An Act to amend an Act intituled " An Act to authorize and empower the Church Wardens and Vestry of Trinity Church, in Springfield, in King's County, to sell certain Glebe Lands in said Parish, and vest the proceeds in other Lands :

An Act to enable the Members of the Society of Underwriters of the City of Saint John, to sue and be sued in the name of their Secretary for the time being :

An Act to incorporate certain persons into a Joint Stock Company, for the purpose of building a Dry Dock in the City of Saint John :

An Act to incorporate the Saint John Forge Company :

An Act to incorporate the Saint Andrews Mechanics' Institute :

An Act to incorporate the Middle Bridge Company at Saint Stephen :

An Act to incorporate the Milltown Lower Dam Company, in the Parish of Saint Stephen :

An Act to incorporate the Saint Stephen Water Company of Milltown :

An Act to continue the several Acts relating to the Arestook Boom Company :

An Act to amend the Act to incorporate the Narkawickac Boom Company :

An Act to amend the Act to incorporate the Albert Freestone Company :

An Act further to amend the Act to incorporate the Nashwaak Boom Company : and

An Act to disqualify persons holding certain Offices under Government from being elected or capable to hold Seats in the Assembly, (*with a suspending clause.*)

His Excellency was then pleased to deliver the following Speech :—

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

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

" The unremitting attention which you have given to your Legislative duties enables me to relieve you at an earlier period than usual from further attendance. Your diligence will, I doubt not, be appreciated by the people.

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

" I thank you for the Supplies which you have granted, and my acknowledgments are no less due to you for the care which has been taken to keep the Ordinary Expenditure within the current Revenue of the Province. This is a duty more difficult perhaps, but not less imperative, in a period of depression than in prosperous times; and I am confident that the prudent course which you have pursued will have a beneficial effect in maintaining and establishing yet more firmly the Public Credit.

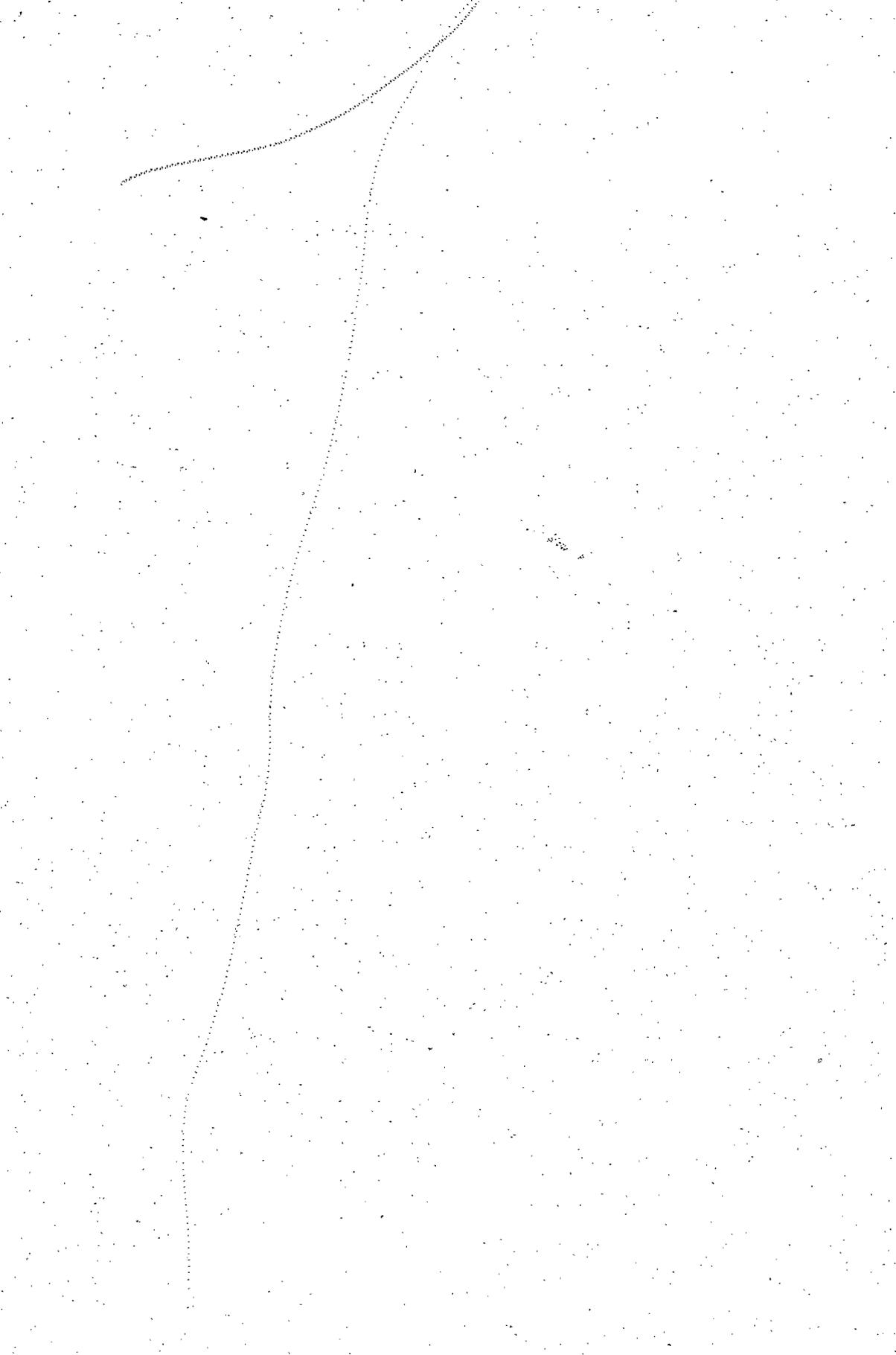
" Mr. President, and Honorable Gentlemen of the Legislative Council,

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

" My cordial good wishes will attend you in the various avocations to which you will now return."

After which, the President of the Council, the Honorable Mr. Black, by His Excellency's command, declared the General Assembly to be prorogued until the second Thursday in May next.

J. GREGORY,
Clerk Assistant.





APPENDIX.

SECOND REPORT OF THE POSTMASTER GENERAL OF NEW BRUNSWICK.

GENERAL POST OFFICE, Fredericton, 31st October 1857.

To His Excellency The Honorable JOHN HENRY THOMAS MANNERS-SUTTON, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to lay before Your Excellency the Second General Report of the Post Office Department of New Brunswick, together with the following Returns, viz :—

- No. 1.—A Statement shewing the amount received for Postage Stamps sold during the year.
- No. 2.—A Statement shewing the Receipts and Expenditure of the Department for past year.
- No. 3.—Recapitulation of the Revenue and Expenditure of the Department.
- No. 4.—A Detailed Return of the Revenue and Expenditure of the Department.
- No. 5.—A Statement shewing the Names of the Postmasters, Clerks, Assistants, and Letter Carriers, connected with the Department; together with the Name of office, Date of appointment, and amount of their respective Salaries.
- No. 6.—A Report of all the Way Offices in New Brunswick, shewing the Counties where situate, the Name of the Way Office Keeper, &c. &c.
- No. 7.—Report of all existing Contracts for conveyance of Mails in the Province, shewing the Date of each Contract, the Names of Contractors, the Routes embraced, and the length of each. The number of miles contracted for, modes of carriage, and annual payments per contract.
- No. 8.—Report of all Fines and Deductions from the Pay of Mail Contractors for lost time or other cause.
- No. 9.—Report of New Post or Way Offices established during the year.
- No. 10.—Estimated Revenue and Expenditure for year ending 31st October 1858.
- No. 11.—Report of all Letters of value received at the Dead Letter Office.

On the 30th September last there were 38 Post Offices and 214 Way Offices in the Province, being an increase of one Post Office (Buctouche) and 6 Way Offices during the year.

Two new Mail Rides have been created during the same period, viz : Andover to Tobique, 24 miles, costing £35, and Buctouche to Coats' Mills, 12 miles, costing £16 10s. per annum.

The number of Mail Rides under Contract at the end of the year is 81, and the distance over which they extend about 2,638 miles. The number of miles travelled per annum is 547,720; the average cost about 2 12-13d. per mile. It will, perhaps, be observed, that the distance travelled this year appears less than that stated in the Report of my predecessor. Some distance has been saved by the Contracts now existing, but the greater part of the discrepancy arises from the fact that some Circular Rides were last year calculated as double Rides, or as if the same road were travelled each way. Were the same calculations now adopted, the distance would be 553,868 miles, and the average cost per mile would be 2 23-25d. The Contracts existing on 30th September 1857, for conveyance of Mails, would shew a saving over those in the last Report of £250 19s. per annum.

The Gross Revenue of the Department, as per Account, is	-	£9,824	10	4½
From which deduct—				
Dead and Missent Letters,	- - - -	£558	0	8
Packet Postage to Great Britain,	- - - -	1,268	14	0½
				<u>1,826 14 8½</u>
Leaving a net available Revenue of	- - - -	£7,997	15	8
Add—Amount over-credited to Postmaster, Sussex Vale, 31st Dec. 1857,			0	10 0
				<u>£7,998 5 8</u>

This statement shews an increase over that of 1856, of £107 17 2½, which sum, though small, must be looked upon as a favourable indication when the depression of trade is taken into consideration.

The whole expenditure of the year, exclusive of the Postmaster General's salary, is £13,691 13 11½, and the amount received in aid from the General Revenues of the Province is £5,963 8 3½.

It will be observed that the expense of carrying the Mails, including Expresses, amounts to within £238 4 8 of the whole Net Revenue of the Department for the year, thus leaving all other Expenses of the Department a charge upon the General Revenues; but in view of the facilities afforded for information to and from all parts of this extensive and thinly settled Country, I am far from thinking that the expenditure is unprofitable. It may fairly be viewed in the same light as the amounts annually granted by the Legislature for Roads and Bridges, and for the support of Common Schools. The Mail carriage to all parts of the Province secures to the travelling public conveyance which would not otherwise exist, and the very large amount of Newspapers and other printed matter which passes through the Post Office, affords strong evidence that the Department may be considered as a branch of our Educational system; and in the choice of a Colonial home, Emigrants should not overlook the fact that no other Country affords an equal amount of Mail accommodation in proportion to the number of her people, and the extent of her territory, as does New Brunswick.

By the enumeration of Letters and Newspapers *delivered* by the several Post Offices in New Brunswick during one week, the number was found to give a yearly rate of

648,700

648,700 Letters, and 1,147,766 Newspapers. Besides the Letters and Papers for delivery in New Brunswick, there passed through the several Offices for other Colonies and Countries, 933,644 Letters, and 5,113,244 Newspapers, all of which required to be distributed and mailed in the several Offices through which they passed; and a large amount of Mail matter, not included in this statement, has passed through New Brunswick, to and from Great Britain and her Colonies, in closed Mails. The British Mails, to and from Canada alone, passing through New Brunswick, will give an average of 700 lbs. per week, carried from Amherst to the Canadian line, via Woodstock and Grand Falls, a distance of about 400 miles, and about 120 lbs., per week from Amherst to the Canadian line, via Miramichi, Dalhousie, and Campbellton, a distance of 282 miles. This would give an aggregate of over 19 tons per annum, carried by New Brunswick, to and from Canada in transit to and from Great Britain. The Nova Scotia Mails, which pass through New Brunswick to and from the United States and Canada, are of much greater weight, and conveyed a greater distance than all Mail matter carried by the Post Office Department of that Province for New Brunswick. It would thus appear that a very large proportion of the work performed by the Department, and paid for by New Brunswick, is so performed for Canada and Nova Scotia, while the former Colony carries no transit Mails for us, and we are subjected to a heavy expense in the payments made for Expresses between Amherst and Halifax, in Nova Scotia. In addition to this, New Brunswick and Nova Scotia have, for some years past, been paying £500 each for a Steam communication by the Bay of Fundy, and the Revenue derived from this service has been 12 to 1 in favour of Nova Scotia.

I am satisfied that the people of New Brunswick are prepared to meet the other Colonies on this and other Inter-Colonial arrangements in the most liberal spirit, but feel bound to bring under Your Excellency's notice, the heavy tax imposed upon the Department in New Brunswick by the present arrangement. Our geographical position requires us to perform a service for the adjoining Colonies, which service they are not called upon to reciprocate to any extent.

The amount of Mail matter from New Brunswick for delivery in Canada or Nova Scotia should offset the amount conveyed from either of those Colonies to be delivered here, and the transit Mails should, I think, be matter of distinct arrangement.

New Brunswick is conveying for publishers in the United States a large amount of printed matter, free of postage, while they derive a revenue from such matter, and tax all Newspapers published in New Brunswick and forwarded for delivery there. Such arrangement appears to be not only unfair to the Post Office Department, but exceedingly prejudicial to the publishers here, whose circulation is necessarily restricted thereby.

The number of Letters registered the past year in the several Offices of New Brunswick is 16,395, being an increase over those registered in 1856 of more than 121 per cent. The revenue derived from this source in 1856 is stated at £185 0 6, while by the same calculation that of the past year would be £409 17 6. This great increase in Registered Letters is a proof that the utility of this system is being better understood. An opinion has been entertained by many that the Registry did not add to security in the transmission of Letters, as it rendered such Letters more conspicuous; this, however, is a mistaken notion, because, by the Registry alone can the Department trace such Letters from one forwarding Office to another.

Another

Another prevailing opinion has been that the Department should be liable for the safe transmission of Letters, but the Department stands in this respect as do those of the Mother Country, the Sister Colonies, and the United States of America, none of which are so liable: If a Letter has been lost by the misconduct or neglect of any of the Postmasters or Employees in the service, and such misconduct or neglect can be brought home to him, and the value of the Letter and contents proved, his sureties are responsible to the Department, and in such case the loser might be relieved by the Department proceeding on the bond. It would not be reasonable that Letters of great value should not only be carried, but insurance effected against their loss, for the small sum of 9d. or 1s., besides any such undertaking by the Department would, I fear, lead to very gross frauds being practiced on its Revenue. I am not aware of any instance of the loss of a Registered Letter within the limits of New Brunswick, though some of those going beyond this Province, and for which we have the receipts of the Frontier Offices in the United States, have failed to reach their destination.

The number of Dead Letters returned to the General Post Office, from 1st February to the 30th September 1857, is 7,340, which have been disposed of as follows :—

2,584	returned to the writers in New Brunswick.
703	destroyed for want of name or residence of writer.
386	returned to Canada.
739	“ Nova Scotia.
327	“ Prince Edward Island.
1,350	“ United States.
1,251	“ Dead Letter Office, London.

A system of prepayment on all Letters has been suggested by my predecessor, and while I admit much that has been advanced in its favour, I fear that compulsory prepayment would not be satisfactory to the public, or tend to increase the revenue of the Department.

I strongly incline to the opinion that a difference in the rate of Postage in favour of prepaid Letters would have a more beneficial effect.

This course would leave the matter optional, while the other would tend to diminish the correspondence by an amount almost, if not fully, equivalent to any saving in accounts and other labour of the Department. In England the unpaid rate is double that on prepaid Letters.

A communication from the General Post Office, London, of date 16th September, 1857, conveys the desire that the balances falling due to the Imperial Post Office for Packet Postage should in future be paid quarterly. This money is but collected in New Brunswick for the Imperial Government, and properly speaking, forms no part of our Post Office Revenue, though it appears on the Debit and Credit side of our Accounts.

There can be no inconvenience in according to this request, and I strongly recommend that henceforth these balances be so paid.

Shortly after my appointment to office, I learned that much delay occurred in the transmission of American Mails to and from Saint John by way of Saint Andrews and Robbinston, and on enquiring found that this could be obviated by changing the route, and without increased expense to the Department. This change was effected on the 1st September, and the Mails are now transmitted from Calais to Saint Stephen, and thence by direct

direct route to Saint John. By this arrangement the distance travelled between Bangor and Saint John has been diminished, a very dangerous ferry from Robbinston to Saint Andrews avoided, and 24 hours saved in the transmission of the Mails each way.

The Mails are now distributed on the American side, and the duties of the Postmaster at Saint Andrews so greatly diminished, that I felt called upon to report the fact to Your Excellency, and a saving of £100 per annum has been effected in the salary of this officer.

The proposition of my predecessor that the amounts received by Postmasters for boxes fitted up in several Post Offices, and rented to individuals, should form a part of the Revenue of this Department, is, I think correct, so far as relates to those cases where Offices are furnished and the boxes fitted up at the expense of the Department; but in those instances where the Postmaster has no allowance for rent, but must furnish and fit up his office at his own expense, I do not think this rule could fairly apply.

In the Cities of Saint John and Fredericton, Letters are delivered by Carriers at a charge of one penny. The Carriers are not made responsible to the Department, nor in its employ. In St. John the whole amount collected goes directly to the Carrier, but in Fredericton, the Postmaster hires the Carrier, and receives the amount thus collected. Upon enquiry, I learn that the amount thus received at Fredericton is about £130 per annum, being more than double the salary paid to the Carrier:

It is a matter for consideration whether these Carriers should not become employees of the Department, take the usual Oath of Office, and give security for the faithful performance of the Duties; and whether the Revenues of the Department should not receive the benefit of any surplus after payment of a fair Contract Salary to each Carrier.

At my appointment the Staff of the General Post Office consisted of four Clerks and a Messenger. After some experience in the duties of office, I was induced to hope that one of these Clerks and the Messenger could be dispensed with, and the efficiency of the Department not be materially affected, and arrangements are being made to carry out this view.

Finding no General Regulations or Instructions for the governance of the various branches of the Department, and that in other Countries the duties of each Officer were specifically set forth, and defined by uniform Regulations throughout, I have turned my attention to the subject, with the double view of supplying the deficiency, and obtaining a better knowledge of the details and working of the Department. I have now in course of preparation, and nearly completed, a set of Regulations and Instructions for all Postmasters, Way Office Keepers, and Employees of the Department, which I hope soon to submit for the approval of Your Excellency in Council.

Among other matters which attracted my attention, while engaged in the preparation of these Regulations, the following may not be unworthy of remark: By Title 4, Cap. 40, of the Revised Statutes, and Sections 20 and 21, it is provided that Masters of inward bound Vessels shall make a Declaration that they have delivered at the Post Office all Letters brought by them, and not exempted by Law; and further, that no Vessel shall be permitted to make an entry, or break bulk, until such Letters are delivered at the Post Office.

The Ship Letter Postage collected at the Post Office, St. John, during the past year, amounted to £576 13 7½, and that collected at all the other Ports was but £5 2 6.

The greater portion of the amount collected at Saint John is derived from the Steamers between that Port and the United States, but the amount collected at the other Ports cannot fairly represent the legitimate Postal Revenue which should be derived from this source.

The fact is well known that very few Ship Masters comply with this Law, and the Deputy Treasurers take no trouble to enforce it.

I would suggest that Deputy Treasurers should be instructed not to receive an entry until the Ship Master produced the Post Office Certificate that the Declaration had been made, and that such Certificate should be forwarded with the Deputy Treasurers' Accounts and Returns as Vouchers. This would aid in the protection of the Postal Revenue from that source; but a much more important end might be gained, which, though not directly connected with the duties of this Department, I may be excused for mentioning in this connexion. Since the abolition of the Imperial Customs in New Brunswick, the Auditor General has no efficient check on the Deputy Treasurers' Accounts, he can check the Returns by the Merchants' Entries, and the latter by the Masters' Manifests Inwards; but should all the Entries by one vessel be omitted, and the Manifest be withheld, he could not possibly detect it without some further check.

I propose that the Postmasters at all seaports should keep a Register showing the "Name of the Vessel," the "Master," her "Tonnage," "where from," and date of making Declaration; and should make to the General Post Office, quarterly, returns from such Register. By these returns the Auditor would at once discover whether the Manifest and Papers of every vessel had been forwarded by the respective Deputy Treasurers, and the Departments would be made to aid each other in the collection and protection of the Revenue.

The provisions of the Statute referred to may be found at page 94, 1st Volume of the Revised Statutes, but they are vague in expression and incomplete in substance. The Master is required to make a Declaration, but no person is named before whom it may be made. No Entry is permitted to be made or bulk broken until the delivery of Letters at the Post Office; but there is no provision for any certificate or proof from the Post Office, whereby the Revenue Officer may be satisfied of this fact on receiving the Entry. The Act, I think, should be amended in these respects, and the Law enforced.

My supervision of the Department commenced on the 7th July last, and has only extended over three months of the year for which I have the honor to report.

It will not be expected that in so short a period I could be prepared to make very many suggestions for improvement. There is, however, one, which I would add to the few already made.

The fiscal year of the Post Office Department ends on the 30th September, and that of the other public Departments on the 31st October. This causes much inconvenience and some apparent discrepancy in the Public Accounts and Estimates. Uniformity in this respect can easily be attained in future, and I would recommend that the necessary change be made to secure it.

Respectfully submitted.

J. M. JOHNSON, JUN.

APPENDIX TO THE AFOREGOING REPORT.

No. 1.

Statement shewing the Amount of Postage Stamps sold during the Year ended 30th September 1857.

DR.			
To Postage Stamps on hand at the General Post Office, 30th Sept. 1856,	...	£7,147	16 9
Stamps on hand at other Offices,	... ..	178	17 9
		£7,326	14 6
CR.			
By Stamps sold during the year,	... ..	£929	1 9
Stamps on hand at Country Offices,	... ..	202	15 9
Stamps on hand at the General Post Office,	... ..	6,194	17 0
		£7,326	14 6

I. K. LEAVITT. *Accountant.*J. M. JOHNSON, JUN.
Postmaster General.

No. 2.

Statement shewing the Receipts and Expenditure of the Post Office Department in New Brunswick, Year ended 30th September 1857.

RECEIPTS.

1st. Postage collected at Saint John.

Voucher.			
1	To Amount of Provincial Postage on Correspondence sent to and received from other Post Offices,	... ..	£1,847 8 5
2	Amount of Way Letter Postage,	... ..	72 5 6
3	Amount of Ship Letter Postage,	... ..	576 13 7½
4	Amount received on Sale of Postage Stamps,	... ..	230 19 9
5	Amount of Postage on Unpaid Correspondence received from the United Kingdom, Bermuda, and Newfoundland,	... ..	717 7 4½
6	Amount of Postage on Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland,	... ..	517 4 10
			£3,961 19 6

Memo.—Items 5 and 6 contain an amount of £656 13 6 Stg. Packet Postage due to Great Britain.

7.	Deduct amount of Returned, Refused, Missent, Redirected, and Overcharged Letters,	139 19 2	£3,822 0 4
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Carried forward,

Brought forward,

£3,822 0 4

2nd. Postage collected in the Country.

Voucher.

1	To Amount of Provincial Postage on Correspondence sent to and received from the several Post Offices, ...	£4,419 12 3½	
2	Amount of Way Letter Postage, ...	304 14 10½	
3	Amount of Ship Letter Postage, ...	5 2 6	
4	Amount received on sale of Postage Stamps, ...	698 2 0	
5	Amount of Postage on Unpaid Correspondence received from United Kingdom, Bermuda, and Newfoundland, ...	294 16 8	
6	Amount of Postage on Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, ...	140 2 6½	
		<u>£5,862 10 10½</u>	
MEMO.—Items 5 and 6 contain an amount of £400 11 6½ Stg. Packet Postage due to Great Britain.			
7	Deduct amount of Returned, Refused, Missent, Redirected, and Overcharged Letters, ...	418 1 6	
			5,444 9 4½
8	To Amount of Miscellaneous Receipts, ...	...	8,198 12 3
	Amount of Salary over-credited to Postmaster, Sussex Vale, Quarter ended 31st Dec. 1856, ...	...	0 10 0
	Balance due 30th September 1857, ...	...	282 15 11
			<u>£17,748 7 10½</u>

EXPENDITURE.

	By Balance due 30th September 1856, ...	...	£1,392 12 2
	Salaries at the General Post Office* and other Offices, viz:—		
A No. 1	} General Post Office, Fredericton, £454 19 1½ Post Office, Saint John, 1,174 14 5½ Other Post Offices, 2,377 0 3		
			£4,006 13 10
A No. 2		By Salaries to Way Office Keepers, ...	561 12 7½
A No. 3	Commission on Sale of Postage Stamps, ...	46 3 4½	
			<u>4,614 9 10</u>
B	Travelling Charges, ...	...	133 7 6
C No. 1	Conveyance of Mails, ...	£7,760 1 0	
C No. 2	Ship Letter Gratuities, ...	273 19 10	
			<u>8,034 0 10</u>
D	Tradesmen's Bills, ...	...	249 19 11
E	Rents and Taxes, ...	...	132 1 2
F	Law Expenses, ...	...	3 8 4
G No. 1	Stationery, &c. ...	£490 5 0½	
G No. 2	Advertising and Telegraphing, ...	279 19 3	
			<u>770 4 3½</u>
H	Miscellaneous Payments, ...	...	24 2 1
I	Remittances to England, ...	...	2,394 1 9
			<u>£17,748 7 10½</u>

* The Postmaster General's Salary not being a charge on the Post Office Revenue, is not included in this Account.

I. K. LEAVITT, *Accountant.*J. M. JOHNSON, JUN.
Postmaster General.

No. 3.

Recapitulation of the Revenue and Expenditure of the Post Office Department
in New Brunswick, Year ended 30th September 1857.

REVENUE.

Voucher.							
1	To Amount of Postage collected at the Post Office Saint John, (exclusive of Packet Postage), ...	...	...	£1,847	8	5	
	Amount of Postage collected at Country Offices, (exclusive of Packet Postage), ...	...	...	4,419	12	3½	
							£6,267 0 8½
2	Amount of Way Letter Postage collected at the Post Office, Saint John, ...	...	...	£72	5	6	
	Amount of Way Letter Postage collected at Country Offices, ...	...	...	304	14	10½	
							377 0 4½
3	Amount of Ship Letter Postage collected at the Post Office, Saint John, ...	...	...	£576	13	7½	
	Amount of Ship Letter Postage collected at the Country Offices, ...	...	...	5	2	6	
							581 16 1½
4	Amount received on Sale of Postage Stamps at the Post Office, Saint John, ...	...	...	£230	19	9	
	Amount received on Sale of Postage Stamps at Country Offices, ...	...	...	698	2	0	
							929 1 9
5 & 6	To Amount of Postage on Unpaid Correspondence received from, and Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, by the Post Office, Saint John, ...	...	...	£1,234	12	2½	
	Amount of Postage on Unpaid Correspondence received from, and Paid Correspondence sent to the United Kingdom, Bermuda, and Newfoundland, by the Country Offices, ...	...	...	434	19	2½	
							£1,669 11 5
							£9,824 10 4½
	Amount of Salary over-credited to Postmaster, Sussex Vale, 30th Dec. 1856,						0 10 0
							£9,825 0 4½
	Deduct Refused, Redirected, and Missent Letters, ...	...	..				558 0 8
	Net Revenue within the year, ...	...	...				£9,266 19 8½
	Packet Postage due to Great Britain, ...	...	...				1,268 14 0½
							£7,998 5 8
	Deficiency on year ended 30th Sept. 1857, (exclusive of Postmaster Gen'l's. Salary,)						5,963 8 3½
							£13,961 13 11½

EXPENDITURE.

Voucher.					
A No. 1	By Salaries—				
	General Post Office, Fredericton, ...	...	£454	19	1½
	Saint John Establishment, ...	...	1,174	14	5½
	Country Offices, ...	...	2,377	0	3
	Way Office Keepers, ...	...	561	12	7½
	Commission on Sale of Postage Stamps, ...	...	46	3	4½
					£4,614 9 10
B	Travelling Charges, ...	...			133 7 6
C No. 1	Conveyance of Mails—				
	Regular Contract Service, ...	...	£6,765	3	4
	Expenses, ...	...	942	2	8
	Extra Service, ...	...	52	15	0
					7,760 1 0
C No. 2	Amount paid as Ship Letter Gratuities at the Post Office, Saint John, ...	...	£271	2	6
	Amount paid as Ship Letter Gratuities at the Country Offices, ...	...	2	17	4
					273 19 10
D	Tradesmen's Bills, ...	...			249 19 11
E	Rent of Premises occupied as the General Post Office, Fredericton, and Post Office, Saint John, ...	...			132 1 2
F	Law Expenses, ...	...			3 8 4
G No. 1	Stationery, ...	...			490 5 0½
G No. 2	Advertising and Telegraphing, ...	...			279 19 3
H	Miscellaneous Payments, Petty Expenses incurred by the Postmaster General, and Postmaster of Saint John, ...	...			24 2 1
					£13,961 13 11½

I. K. LEAVITT, *Accountant.*J. M. JOHNSON, JUN.
Postmaster General.

No. 4.

A Detailed Return of the Gross and Net Produce of the Post Office Department in New Brunswick, Year ended 30th September 1857.

1st. POSTAGE COLLECTED AT SAINT JOHN.

PACKET POSTAGE.

Quarter ended 31st December 1856.

To Amount of Unpaid Postage on Correspondence received from England, Bermuda, and Newfoundland,	£184	1	5
To Amount of Paid Postage on Correspondence sent to England, Bermuda, and Newfoundland,	127	16	9½
			£311 18 2½

Memo.—The amount of Packet Postage due to Great Britain, included in the above items, is £177 18 9½ Stg.

Carried forward,

Brought forward, £311 18 2½

Quarter ended 31st March 1857.

To Amount of Unpaid Postage on Correspondence received from England, Bermuda, and Newfoundland,	£198 6 1	
To Amount of Paid Postage on Correspondence sent to England, Bermuda, and Newfoundland,	119 15 7	
		318 1 8

Memo.—The amount of Packet Postage due to Great Britain, included in the above items, is £180 15 3½ Stg.

Quarter ended 30th June 1857.

To Amount of Unpaid Postage on Correspondence received from England, Bermuda, and Newfoundland,	£157 12 5	
To Amount of Paid Postage on Correspondence sent to England, Bermuda, and Newfoundland,	136 14 6	
		294 6 11

Memo.—The amount of Packet Postage due to Great Britain, included in the above items, is £117 11 7½ Stg.

Quarter ended 30th September 1857.

To Amount of Unpaid Postage on Correspondence received from England, Bermuda, and Newfoundland,	£177 7 5½	
To Amount of Paid Postage on Correspondence sent to England, Bermuda, and Newfoundland,	132 17 11½	
		310 5 5
		£1234 12 2½

Memo.—The amount of Packet Postage due to Great Britain, on Correspondence forwarded this Quarter, is £180 7 10 Stg.

INLAND POSTAGE.

ACCOUNT OF POSTAGE Collected at the Post Office, Saint John, viz:—

Quarter ended 31st December 1856.

Amherst,	...	...	£10 3 0	
Annapolis,	...	...	12 18 5½	
Bathurst,	...	...	3 3 0	
Bend,	...	...	15 4 0	
Campbellton,	...	...	1 0 0	
Chatham,	...	...	8 6 2½	
Dalhousie,	...	...	1 4 11½	
Digby,	...	...	12 2 2½	
Dorchester,	...	...	6 14 9	
Fredericton,	...	...	62 19 9½	
Gagetown,	...	...	6 0 11½	
Halifax,	...	...	29 3 9	
Hampton,	...	...	5 12 7½	
Harvey,	...	...	2 15 0	
Hillsborough,	...	...	5 18 3	
Kingston,	...	...	1 9 7½	
Memramcook,	...	...	0 13 9	
Montreal,	...	...	9 18 10	
Newcastle,	...	...	3 1 0	
				£198 10 2
				£1234 12 2½

Carried forward,

	<i>Brought forward,</i>			£198 10 2	£1234 12 2½
Oromocto,	5 1 6	
Parrsborough,	1 15 1	
P. E. Island,	6 3 7	
Pictou,	0 15 6	
Richibucto,	3 9 3	
Sackville,	15 14 9	
Salisbury,	2 14 4½	
Shediac,	9 12 2½	
Sheffield,	0 7 10	
Saint Andrews,	171 19 3½	
Saint George,	4 13 7½	
Saint Martins,	2 8 3	
Sussex Vale,	4 9 4½	
Upham Vale,	0 7 6	
Windsor,	2 11 5	
Woodstock,	30 3 6	
				£460 17 2½	

Quarter ended 31st March 1857.

Amherst, ... ..	...	...	...	£8 19 4	
Annapolis, ... ..	...	...	...	12 8 7½	
Bathurst, ... ..	...	...	...	2 8 3	
Bend, ... ..	...	...	...	15 15 2	
Campbellton, ... ..	...	...	...	1 11 3	
Chatham, ... ..	...	...	...	5 8 7	
Dalhousie, ... ..	...	...	...	0 14 0	
Digby, ... ..	...	...	...	10 17 3	
Dorchester, ... ..	...	...	...	5 6 0	
Fredericton, ... ..	...	...	...	64 19 5	
Gagetown, ... ..	...	...	...	6 4 0	
Halifax, ... ..	...	...	...	29 0 5½	
Hampton, ... ..	...	...	...	6 7 0	
Harvey, ... ..	...	...	...	2 0 9	
Hillsborough, ... ..	...	...	...	5 12 1	
Kingston, ... ..	...	...	...	1 10 6	
Memramcook, ... ..	...	...	...	0 11 0	
Montreal, ... ..	...	...	...	1 5 1	
Newcastle, ... ..	...	...	...	2 0 3	
Oromocto, ... ..	...	...	...	5 16 9	
Pictou, ... ..	...	...	...	2 1 11	
P. E. Island, ... ..	...	...	...	5 9 1	
Richibucto, ... ..	...	...	...	2 10 6	
Sackville, ... ..	...	...	...	14 16 0	
Salisbury, ... ..	...	...	...	2 4 9	
Shediac, ... ..	...	...	...	6 11 6	
Saint Andrews, ... ..	...	...	...	268 2 7½	
Saint George, ... ..	...	...	...	4 2 3	
Saint Martins, ... ..	...	...	...	2 15 0	
Sussex Vale, ... ..	...	...	...	4 17 7½	
Upham Vale,	0 3 6	
Woodstock,	30 0 6½	
				532 11 0½	

Carried forward,

£993 8 3	£1234 12 2½
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APPENDIX.

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Brought forward, £993 8 3 £1234 12 2½
Quarter ended 30th June 1857.

Amherst,	£9 4 9
Annapolis,	10 0 8½
Bathurst,	2 9 5
Bend,	16 2 11
Buctouche,	2 0 3
Campbellton,	1 8 5
Chatham,	5 18 7½
Dalhousie,	0 13 3
Digby,	9 12 6
Dorchester,	5 6 9
Fredericton,	64 13 4
Gagetown,	7 0 3
Halifax,	27 10 11½
Hampton,	7 2 4½
Harvey,	2 0 0
Hillsborough,	6 14 3½
Kingston,	1 19 9
Memramcook,	0 12 3
Montreal,	11 18 1
Newcastle,	2 5 0
Oromocto,	3 19 3
Parrsborough,	0 2 11
Pictou,	2 13 10
P. E. Island,	5 11 10
Richibucto,	2 19 2
Sackville,	13 6 0½
Salisbury,	2 3 3
Shediac,	9 16 1
Sheffield,	0 15 7½
Saint Andrews,	142 0 7
Saint George,	4 18 3
Saint Martins,	2 8 3
Sussex Vale,	5 5 11½
Upham Vale,	0 6 0
Windsor,	3 17 0
Woodstock,	26 0 6½

420 18 5½

Quarter ended 30th September 1857.

Amherst,	£10 3 6½
Annapolis,	12 4 0
Bathurst,	2 11 6
Bend,	17 11 4½
Buctouche,	3 15 0
Campbellton,	2 2 0
Chatham,	8 19 0
Dalhousie,	1 4 3
Digby,	12 7 3
Dorchester,	5 8 6

Carried forward,

£76 6 5 £1414 6 8½ £1234 12 2½

				<i>Brought forward,</i>	£76 6 5	£1414 6 8½	£1234 12 2½
Fredericton,	...	...	...	58 12 11			
Gagetown,	...	...	...	7 3 7½			
Halifax,	...	...	...	26 13 7½			
Hampton,	...	...	...	6 18 9			
Harvey,	...	...	...	3 6 0			
Hillsborough,	...	...	...	6 2 2½			
Kingston,	...	...	...	1 15 6			
Memramcook,	...	...	...	0 13 3			
Montreal,	...	...	...	14 16 2½			
Newcastle,	...	...	...	3 2 6			
Oromocto,	...	...	...	3 12 9			
Parrsborough,	...	...	...	0 6 6			
Pictou,	...	...	...	2 14 1			
P. E. Island,	...	...	...	8 2 2			
Richibucto,	...	...	...	3 7 9			
Sackville,	...	...	...	14 9 9½			
Salisbury,	...	...	...	3 4 0			
Shediac,	...	...	...	10 14 4			
Sheffield,	...	...	...	1 5 9			
Saint Andrews,	...	...	...	108 6 0½			
Saint George,	...	...	...	5 17 3			
Saint Martins,	...	...	...	1 17 3			
Saint Stephen,	...	...	...	8 3 2			
Sussex Vale,	...	...	...	5 2 3			
Upham Vale,	...	...	...	0 7 0			
Windsor,	...	...	...	5 5 1			
Woodstock,	...	...	...	26 19 5			
Established surcharges on examination of Monthly Sheets to 30th June last,				17 16 1½		433 1 8½	
						1847 8 5	

Way Letter Postage.*Quarter ended 31st December 1856.*

Amount of Way Letter Postage at the Post Office, Saint John, £15 16 7

Quarter ended 31st March 1857.

Amount of Way Letter Postage at the Post Office, Saint John, 10 2 6

Quarter ended 30th June 1857.

Amount of Way Letter Postage at the Post Office, Saint John, 21 12 4

Quarter ended 30th September 1857.

Amount of Way Letter Postage at the Post Office, Saint John, 24 14 1

72 5 6

Ship Letter Postage.*Quarter ended 31st December 1856.*

Amount of Ship Letter Postage charged against Post Office, St. John, £162 11 0

Carried forward, £162 11 0 £3154 6 1½

APPENDIX.

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	<i>Brought forward,</i>	£162 11 0	£3154 6 1½
<i>Quarter ended 31st March 1857.</i>			
Amount of Ship Letter Postage charged against Post Office, St. John,		26 10 11	
<i>Quarter ended 30th June 1857.</i>			
Amount of Ship Letter Postage charged against Post Office, St. John,		196 4 8½	
<i>Quarter ended 30th September 1857.</i>			
Amount of Ship Letter Postage charged against Post Office, St. John,		191 7 0	
		<hr/>	576 13 7½
Sale of Postage Stamps.			
<i>Quarter ended 31st December 1856.</i>			
Amount rec'd on sale of Postage Stamps at the Post Office, St. John,		£48 10 6	
<i>Quarter ended 31st March 1857.</i>			
Amount rec'd on sale of Postage Stamps at the Post Office, St. John,		51 6 0	
<i>Quarter ended 30th June 1857.</i>			
Amount rec'd on sale of Postage Stamps at the Post Office, St. John,		68 16 6	
<i>Quarter ended 30th September 1857.</i>			
Amount rec'd on sale of Postage Stamps at the Post Office, St. John,		62 6 9	
		<hr/>	230 19 9
			<hr/>
			£3961 19 6
Refused, Redirected, and Missent Letters.			
<i>Quarter ended 31st December 1856.</i>			
Deduct amount of Refused, Redirected, and Missent Letters, at the Post Office, Saint John, claimed in Forms No. 3 and 4,		£43 5 9	
<i>Quarter ended 31st March 1857.</i>			
Deduct amount of Refused, Redirected, and Missent Letters, at the Post Office, Saint John, claimed in Forms No. 3 and 4,		50 6 4½	
<i>Quarter ended 30th June 1857.</i>			
Deduct amount of Refused, Redirected, and Missent Letters, at the Post Office, Saint John, claimed in Forms No. 3 and 4,		27 14 4	
<i>Quarter ended 30th September 1857.</i>			
Deduct amount of Refused, Redirected, and Missent Letters, at the Post Office, Saint John, claimed in Forms No. 3 and 4,		18 12 8½	
		<hr/>	139 19 2
			<hr/>
			£3822 0 4

2ND. POSTAGE COLLECTED IN THE COUNTRY.

PACKET POSTAGE.

Quarter ended 31st December 1856.

Unpaid Postage received at Fredericton	from England,	£23	9	4	
Paid " sent from " to " "		33	3	5	
Unpaid " received at Sackville	from " "	55	18	2½	
Paid " sent from " to " "		0	5	0	
Unpaid " received at St. Andrews	from " "	33	19	0	
Paid " sent from " to " "		0	3	1½	
					£146 18 1

Memo.—The amount of Packet Postage due to Great Britain, included in the above items, is £100 19 2½ Stg.

Quarter ended 31st March 1857.

Unpaid Postage received at Fredericton	from England,	£35	1	9½	
Paid " sent from " to " "		41	11	6	
Unpaid " received at Sackville	from " "	54	10	3½	
Paid " sent from " to " "		0	5	0	
Unpaid " received at St. Andrews	from " "	19	7	4½	
Paid " sent from " to " "		0	0	10	
					150 16 9½

Memo.—The amount of Packet Postage due to Great Britain, forwarded to the above Offices, is £103 13 4½ Stg.

Quarter ended 30th June 1857.

Unpaid Postage received at Fredericton	from England,	£26	14	10½	
Paid " sent from " to " "		39	6	1	
Unpaid " received at Sackville	from " "	17	13	11	
Paid " sent from " to " "		0	5	7½	
Unpaid " received at St. Andrews	from " "	5	1	4½	
Paid " sent from " to " "		0	5	0	
					89 6 10½

Memo.—The amount of Packet Postage due to Great Britain, forwarded to the above Offices, is £118 2 5½ Stg.

Quarter ended 30th September 1857.

Unpaid Postage received at Fredericton	from England,	£22	2	6	
Paid " sent from " to " "		24	9	2	
Unpaid " received at Sackville	from " "	0	16	3	
Paid " sent from " to " "		0	3	1½	
Unpaid " received at St. Andrews	from " "	0	1	9	
Paid " sent from " to " "		0	4	8	
					47 17 5½
					£434 19 2½

Memo.—The amount of Packet Postage due to Great Britain, forwarded to the above Offices, is £78 14 5 Stg.

INLAND POSTAGE.

AMOUNT OF POSTAGE of Towns in New Brunswick, exclusive of St. John, viz:—

Quarter ended 31st December 1856.

Andover,	£5	6	5½	
Baie Verte,	12	13	7½	
							£18 0 1
Carried forward,							£434 19 2½

APPENDIX.

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				£18	0	1	£434	19	2½
<i>Brought forward,</i>									
Bathurst,	36	18	0			
Bend,	63	17	7½			
Buctouche,	7	17	1			
Campbellton,	...	...	...	11	16	5			
Campo Bello,	...	...	...	2	14	0			
Chatham,	...	...	...	73	0	2			
Dalhousie,	...	...	...	19	0	2			
Dorchester,	...	...	...	19	11	10			
Edmundston,	...	...	...	10	6	0½			
Fredericton,	...	...	...	268	17	4½			
Gagetown,	...	...	...	24	3	11			
Grand Falls,	...	...	...	17	0	11½			
Grand Manan,	...	...	...	2	11	4½			
Hampton,	...	...	...	24	7	2			
Harvey,	...	...	...	13	16	5½			
Hillsborough,	...	...	...	31	1	0			
Indian Island,	...	...	...	0	11	0			
Kingston,	...	...	...	7	7	2			
Memramcook,	...	...	...	10	2	4½			
Milltown,	...	...	...	6	16	5½			
Newcastle,	...	...	...	37	12	9½			
Oromocto,	...	...	...	14	13	7½			
Richibucto,	...	...	...	38	13	7			
Sackville,	...	...	...	39	18	5½			
Salisbury,	...	...	...	14	4	1½			
Shediac,	...	...	...	43	18	5½			
Sheffield,	...	...	...	4	15	10			
Saint Andrews,	...	...	...	53	4	4			
Saint George,	...	...	...	35	7	7½			
Saint Martins,	...	...	...	10	6	0			
Saint Stephen,	...	...	...	28	17	8½			
Sussex Vale,	...	...	...	23	8	4½			
Upham Vale,	...	...	...	1	10	4			
Upper Mills,	...	...	...	2	9	0			
Woodstock,	...	...	...	71	14	10			
							£1090	11	9

Quarter ended 31st March 1857.

Andover,	...	...	...	£5	0	6			
Baie Verte,	...	...	...	13	19	6½			
Bathurst,	...	...	...	30	8	11½			
Bend,	...	...	...	56	11	9			
Buctouche,	...	...	...	10	3	0			
Campbellton,	...	...	...	13	4	0			
Campo Bello,	...	...	...	3	12	8½			
Chatham,	...	...	...	58	15	0½			
Dalhousie,	...	...	...	16	12	7			
Dorchester,	...	...	...	20	1	8½			
Edmundston,	...	...	...	11	16	3			
Fredericton,	...	...	...	400	18	3			
Gagetown,	...	...	...	23	8	4			
<i>Carried forward,</i>				£664	12	7½	£1090	11	9
							£434	19	2½

<i>Brought forward,</i>				£664 12 7½	£1090 11 9	£434 19 2½
Grand Falls, ... ..	...	...	...	15 11 4		
Grand Manan, ... ..	...	...	...	2 5 3		
Hampton, ... ..	...	...	...	24 8 11½		
Harvey, ... ..	...	...	...	14 10 5½		
Hillsborough, ... ..	...	...	...	31 12 4		
Indian Island, ... ..	...	...	...	0 18 3		
Kingston, ... ..	...	...	...	7 2 4		
Memramcook, ... ..	...	...	...	10 5 10½		
Milltown, ... ..	...	...	...	9 14 10		
Newcastle, ... ..	...	...	...	29 2 9		
Oromocto, ... ..	...	...	...	18 14 3½		
Richibucto, ... ..	...	...	...	34 11 4½		
Sackville, ... ..	...	...	...	35 14 1		
Salisbury, ... ..	...	...	...	13 7 6		
Shediac, ... ..	...	...	...	39 13 11½		
Sheffield, ... ..	...	...	...	3 6 9		
Saint Andrews, ... ..	...	...	...	48 18 11½		
Saint George, ... ..	...	...	...	32 1 3½		
Saint Martins, ... ..	...	...	...	12 17 0		
Saint Stephen, ... ..	...	...	...	28 14 7½		
Sussex Vale, ... ..	...	...	...	26 18 0½		
Upham Vale, ... ..	...	...	...	0 0 0		
Upper Mills, ... ..	...	...	...	1 16 7½		
Woodstock, ... ..	...	...	...	70 12 9½		
				1177 12 3½		

Quarter ended 30th June 1857.

Andover, ... ..	...	...	...	£5 16 7½		
Baie Verte, ... ..	...	...	...	12 11 10		
Bathurst, ... ..	...	...	...	33 13 8½		
Bend, ... ..	...	...	...	61 5 9		
Buctouche, ... ..	...	...	...	13 6 9½		
Campbellton, ... ..	...	...	...	14 8 3½		
Campo Bello, ... ..	...	...	...	2 10 11½		
Chatham, ... ..	...	...	...	75 2 9		
Dalhousie, to 2nd June, ... ..	...	...	...	14 14 7		
“ from 3rd June, ... ..	...	...	...	8 11 6		
Dorchester, ... ..	...	...	...	18 10 4		
Edmundston, ... ..	...	...	...	10 4 3		
Fredericton, ... ..	...	...	...	247 1 10½		
Gagetown, ... ..	...	...	...	23 13 2		
Grand Falls, ... ..	...	...	...	17 5 9½		
Grand Manan, ... ..	...	...	...	3 10 0		
Hampton, ... ..	...	...	...	23 19 10½		
Harvey, ... ..	...	...	...	14 11 0		
Hillsborough, ... ..	...	...	...	26 5 0		
Indian Island, ... ..	...	...	...	0 15 9		
Kingston, ... ..	...	...	...	6 10 11		
Memramcook, ... ..	...	...	...	7 2 1		
Milltown,	8 3 4½		
Newcastle,	33 16 9		

Carried forward,

£683 12 11½ £2268 4 0½ £434 19 2½

APPENDIX.

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<i>Brought forward,</i>				£683 12 11½	£2268 4 0½	£434 19 2½
Oromocto,	13 8 4½		
Richibucto,	42 13 5		
Sackville,	...	...	...	29 7 4½		
Salisbury,	...	...	...	11 18 10		
Shediac,	...	...	...	36 7 11½		
Sheffield,	...	...	...	5 17 9½		
Saint Andrews,	...	...	...	52 9 3		
Saint George,	...	...	...	33 8 4		
Saint Martins,	...	...	...	11 9 0		
Saint Stephen,	...	...	...	26 19 0		
Sussex Vale,	...	...	...	23 18 1		
Upham Vale, to 31st March,	...	...	...	0 16 10		
“ to 30th June,	..	...	...	1 5 4½		
Upper Mills,	...	...	...	2 5 7½		
Woodstock,	...	...	...	70 19 10½		
				1046 18 1		

Quarter ended 30th September 1857.

Andover,	...	...	...	£5 3 11		
Baie Verte,	...	...	...	11 13 11		
Bathurst,	...	...	...	39 5 9½		
Bend,	...	...	...	60 19 4½		
Buctouche,	...	...	...	17 6 2½		
Campbellton,	...	...	...	13 18 7		
Campo Bello,	...	...	...	2 15 11		
Chatham,	...	...	...	87 19 4½		
Dalhousie,	...	...	...	27 5 6		
Dorchester,	...	...	...	17 6 10½		
Edmundston,	...	...	...	8 2 9		
Fredericton,	...	...	...	257 0 0½		
Gagetown,	...	...	...	23 8 1		
Grand Falls,	...	...	...	15 3 3		
Grand Manan,	...	...	...	3 15 6½		
Hampton,	...	...	...	24 18 6		
Harvey,	...	...	...	17 5 8		
Hillsborough,	...	...	...	31 7 8½		
Indian Island,	...	...	...	0 19 1½		
Kingston,	...	...	...	6 7 9		
Memramcook,	...	...	...	7 6 6		
Milltown,	...	...	...	6 2 4		
Newcastle,	...	...	...	35 6 0		
Oromocto,	...	...	...	13 11 6½		
Richibucto,	...	...	...	40 16 9		
Sackville,	...	...	...	33 3 11		
Salisbury,	...	...	...	14 2 7½		
Shediac,	...	...	...	40 18 2½		
Sheffield, to 31st August,	...	...	...	4 19 1½		
“ to 30th September,	...	...	...	2 6 5½		
Saint Andrews,	...	...	...	47 8 2½		
Saint George,	...	...	...	31 17 10½		
Saint Martins,	...	...	...	10 17 3		
<i>Carried forward,</i>				£961 0 8 £3315 2 1½ £434 19 2½		

		<i>Brought forward,</i>	£961 0 8	£3315 2 1½	£434 19 2½
Saint Stephen,	...	...	31 2 3		
Sussex Vale,	...	...	24 11 3½		
Upham Vale,	...	...	1 14 4		
Upper Mills,	...	...	2 16 6		
Woodstock,	...	...	83 5 1½		
				<u>1104 10 2</u>	
					<u>4419 12 3½</u>

AMOUNT OF WAY LETTER POSTAGE collected by Deputies, exclusive of Saint John.

Quarter ended 31st December 1856.

Andover,	...	...	£0 15 0		
Baie Verte,	...	...	1 7 9		
Bathurst,	...	...	4 9 9		
Bend,	...	...	0 1 6		
Buctouche,	...	...	0 0 0		
Campbellton,	...	...	0 0 9		
Campo Bello,	...	...	0 2 6		
Chatham,	...	...	3 13 6		
Dalhousie,	...	...	1 10 9		
Dorchester,	...	...	0 0 0		
Edmundston,	...	...	0 6 9		
Fredericton,	...	...	20 6 0		
Gagetown,	...	...	3 12 0		
Grand Falls,	...	...	0 12 6		
Grand Manan,	...	...	0 0 0		
Hampton,	...	...	3 18 9		
Harvey,	...	...	3 11 4½		
Hillsborough,	...	...	2 8 3		
Indian Island,	...	...	0 0 0		
Kingston,	...	...	0 4 6		
Memramcook,	...	...	0 2 3		
Milltown,	...	...	0 0 0		
Newcastle,	...	...	2 17 0		
Oromocto,	...	...	1 12 0		
Richibucto,	...	...	2 15 0		
Sackville,	...	...	0 7 9		
Salisbury,	...	...	0 17 0		
Shediac,	...	...	0 12 0		
Sheffield,	...	...	0 3 3		
Saint Andrews,	...	...	1 3 9		
Saint George,	...	...	1 16 10½		
Saint Martins,	...	...	0 14 8		
Saint Stephen,	...	...	0 13 7		
Sussex Vale,	...	...	3 13 6		
Upham Vale,	...	...	0 15 10		
Upper Mills,	...	...	0 0 0		
Woodstock,	...	...	9 19 9		
				<u>75 5 10</u>	
		<i>Carried forward,</i>		<u>£75 5 10</u>	<u>£4854 11 6</u>

APPENDIX.

425

Brought forward,

£75 5 10 £4854 11 6

Quarter ended 31st March 1857.

Andover,	£0 17 0
Baie Verte,	1 10 3
Bathurst,	3 18 3
Bend,	0 4 3
Buctouche,	0 0 0
Campbellton,	0 1 6
Campo Bello,	0 0 6
Chatham,	5 4 3
Dalhousie,	1 8 3
Dorchester,	0 0 0
Edmundston,	0 6 3
Fredericton,	18 13 6
Gagetown,	2 16 0
Grand Falls,	0 11 6
Grand Manan,	0 0 0
Hampton,	1 16 6
Harvey,	3 13 6
Hillsborough,	3 15 0
Indian Island,	0 0 0
Kingston,	0 2 3
Memramcook,	0 6 0
Milltown,	0 0 0
Newcastle,	1 19 9
Oromocto,	2 15 7 ¹ / ₂
Richibucto,	3 13 9
Sackville,	0 4 6
Salisbury,	0 19 0
Shediac,	1 3 6
Sheffield,	0 3 9
Saint Andrews,	2 8 6
Saint George,	1 18 9
Saint Martins,	0 0 0
Saint Stephen,	0 14 8
Sussex Vale,	4 13 0
Upham Vale,	0 0 0
Upper Mills,	0 0 0
Woodstock,	10 7 6

76 7 0¹/₂

Quarter ended 30th June 1857.

Andover,	£0 14 6
Baie Verte,	1 9 9
Bathurst,	3 11 6
Bend,	0 0 6
Buctouche,	0 0 0
Campbellton,	0 1 6
Campo Bello,	0 1 3
Chatham,	4 15 0

Carried forward,

£10 14 0 £151 12 10¹/₂ £4854 11 6

<i>Brought forward,</i>			£10 14 0	£151 12 10½	£4854 11 6
Dalhousie to 2nd June,	...	...	0 13 9		
" from 3rd June,	...	...	0 7 3		
Dorchester,	...	...	0 0 0		
Edmundston,	...	...	0 7 6		
Fredericton,	...	...	21 19 8		
Gagetown,	...	...	2 14 9		
Grand Falls,	...	...	1 11 3		
Grand Manan,	...	...	0 0 0		
Hampton,	...	...	1 14 0		
Harvey,	...	...	3 9 6		
Hillsborough,	...	...	3 8 9		
Indian Island,	...	...	0 0 0		
Kingston,	...	...	0 6 0		
Memramcook,	...	...	0 4 3		
Milltown,	...	...	0 0 0		
Newcastle,	...	...	3 3 3		
Oromocto,	...	...	1 10 0		
Richibucto,	...	...	3 4 6		
Sackville,	...	...	0 3 3		
Salisbury,	...	...	0 14 6		
Shediac,	...	...	0 16 6		
Sheffield,	...	...	0 4 3		
Saint Andrews,	...	...	1 11 0		
Saint George,	...	...	1 13 11½		
Saint Martins,	...	...	0 0 0		
Saint Stephen,	...	...	0 12 10		
Sussex Vale,	...	...	4 3 9		
Upham Vale to 31st March,	...	...	0 11 7½		
" 30th June,	...	...	0 11 0		
Upper Mills,	...	...	0 0 0		
Woodstock,	...	...	10 12 2		

77 3 4

Quarter ended 30th September 1857.

Andover,	...	...	£0 16 3
Baie Verte,	...	...	1 0 9
Bathurst,	...	...	3 10 6
Bend,	...	...	0 1 6
Buctouche,	...	...	1 6 3
Campbellton,	...	...	0 0 3
Campo Bello,	...	...	0 0 0
Chatham,	...	...	4 5 0
Dalhousie,	...	...	2 3 0
Dorchester,	...	...	0 0 0
Edmundston,	...	...	0 3 3
Fredericton,	...	...	25 11 1
Gagetown,	...	...	3 11 9
Grand Falls,	...	...	0 14 6
Grand Manan,	...	...	0 0 0
Hampton,	...	...	1 7 9
Harvey,	...	...	2 16 6

Carried forward,

£47 8 4 £228 16 2½ £4854 11 6

<i>Brought forward,</i>			£47 8 4	£228 16 2½	£4854 11 6
Hillsborough,	...	...	1 18 9		
Indian Island,	...	...	0 0 0		
Kingston,	...	...	0 4 3		
Memramcook,	...	...	0 1 9		
Milltown,	...	...	0 0 6		
Newcastle,	...	...	3 0 9		
Oromocto,	...	...	1 1 6		
Richibucto,	...	...	2 6 0		
Sackville,	...	...	0 3 0		
Salisbury,	...	...	1 6 9		
Shediac,	...	...	0 9 6		
Sheffield to 31st August,	...	...	0 0 9		
“ 30th September,	...	...	0 2 6		
Saint Andrews,	...	...	1 2 3		
Saint George,	...	...	1 9 3		
Saint Martins,	...	...	0 0 0		
Saint Stephen,	...	...	0 13 3		
Sussex Vale,	...	...	3 6 6		
Upham Vale,	...	...	0 17 7		
Upper Mills,	...	...	0 0 0		
Woodstock,	...	...	10 5 6		
				<u>75 18 8</u>	
					304 14 10½

AMOUNT of Sums received for Ship Letters by Deputies, exclusive of Saint John.

Quarter ended 31st December 1856,	...	...	£1 1 3	
Do. 31st March 1857,	...	...	1 13 0	
Do. 30th June 1857,	...	...	0 10 3	
Do. 30th September 1857.	...	...	1 18 0	
				<u>5 2 6</u>

ACCOUNT OF POSTAGE STAMPS sold by Deputies, exclusive of Saint John.

Quarter ended 31st December 1856.

Andover,	...	...	£1 0 0	
Baie Verte,	...	...	0 10 0	
Bathurst,	...	...	0 12 3	
Bend,	...	...	5 0 0	
Buctouche,	...	...	0 0 0	
Campbellton,	...	...	0 0 0	
Campo Bello,	...	...	2 3 9	
Chatham,	...	...	25 2 0	
Dalhousie,	...	...	0 0 0	
Dorchester,	...	...	7 0 0	
Edmundston,	...	...	6 5 0	
Fredericton,	...	...	24 1 6	
Gagetown,	...	...	3 0 0	
Grand Falls,	...	...	0 9 6	
Grand Manan,	...	...	0 0 0	
Hampton,	...	...	1 0 0	
Harvey,	...	...	2 3 9	
<i>Carried forward,</i>			<u>£78 7 9</u>	<u>£5164 8 10½</u>

			<i>Brought forward,</i>	£78 7 9	£5164 8 10½
Hillsborough,	4 0 0	
Indian Island,	0 0 0	
Kingston,	0 0 0	
Memramcook,	0 0 0	
Milltown,	3 12 6	
Newcastle,	0 0 0	
Oromocto,	0 5 0	
Richibucto,	6 0 0	
Sackville,	11 15 0	
Salisbury,	0 14 9	
Shediac,	6 15 0	
Sheffield,	0 15 3	
Saint Andrews,	10 5 0	
Saint George,	10 2 6	
Saint Martins,	0 0 0	
Saint Stephen,	3 4 0	
Sussex Vale,	0 11 0	
Upham Vale,	0 5 0	
Upper Mills,	0 0 0	
Woodstock,	10 6 6	
				<hr/>	£146 19 3

Quarter ended 31st March 1857.

Andover,	...	...	...	£4 0 0	
Baie Verte,	...	...	...	1 0 0	
Bathurst,	...	...	...	1 3 9	
Bend,	...	...	...	8 0 0	
Buctouche,	...	...	...	0 15 0	
Campbellton,	...	...	...	0 0 0	
Campo Bello,	...	...	...	2 0 0	
Chatham,	...	...	...	24 5 0	
Dalhousie,	...	...	...	0 5 0	
Dorchester,	...	...	...	6 17 6	
Edmundston,	...	...	...	6 0 0	
Fredericton,	...	...	...	28 19 6	
Gagetown,	...	...	...	2 10 0	
Grand Falls,	...	...	...	0 17 6	
Grand Manan,	...	...	...	0 0 0	
Hampton,	...	...	...	0 17 9	
Harvey,	...	...	...	1 16 9	
Hillsborough,	...	...	...	2 0 0	
Indian Island,	...	...	...	0 0 0	
Kingston,	...	...	...	0 5 0	
Memramcook,	...	...	...	0 5 6	
Milltown,	...	...	...	4 2 6	
Newcastle,	...	...	...	4 10 0	
Oromocto,	...	...	...	0 3 6	
Richibucto,	...	...	...	6 12 6	
Sackville,	...	...	...	17 0 0	
Salisbury,	...	...	...	1 6 6	
Shediac,	...	...	...	9 10 0	
				<hr/>	
<i>Carried forward,</i>				£135 3 3	£146 19 3 £5164 8 10½

	<i>Brought forward,</i>	£135	3	3	£146	19	3	£5164	8	10½
Sheffield,	...	0	12	0						
Saint Andrews,	...	11	15	0						
Saint George,	...	7	9	6						
Saint Martins,	...	0	0	0						
Saint Stephen,	...	6	1	3						
Sussex Vale,	...	1	2	3						
Upham Vale,	...	0	0	0						
Upper Mills,	...	0	0	0						
Woodstock,	...	6	4	3						
					168	7	6			

Quarter ended 30th June 1857.

Andover,	...	£3	15	0						
Baie Verte,	...	0	15	0						
Bathurst,	...	1	0	0						
Bend,	...	5	0	0						
Buctouche,	...	1	0	0						
Campbellton,	...	0	0	0						
Campo Bello,	...	2	0	0						
Chatham,	...	18	0	0						
Dalhousie, to 2nd June,	...	0	10	0						
“ from 3rd June,	...	0	10	9						
Dorchester,	...	10	6	6						
Edmundston,	...	7	10	0						
Fredericton,	...	50	3	9						
Gagetown,	...	2	10	0						
Grand Falls,	...	0	13	9						
Grand Manan,	...	0	0	0						
Hampton,	...	0	15	0						
Harvey,	...	4	4	9						
Hillsborough,	...	2	5	0						
Indian Island,	...	0	0	0						
Kingston,	...	0	5	0						
Memramcook,	...	3	7	0						
Milltown,	...	0	15	6						
Newcastle,	...	0	0	0						
Oromocto,	...	0	2	6						
Richibucto,	...	8	11	9						
Sackville,	...	19	5	0						
Salisbury,	...	2	5	0						
Shediac,	...	9	0	0						
Sheffield,	...	1	8	3						
Saint Andrews,	...	10	15	0						
Saint George,	...	10	12	0						
Saint Martins,	...	0	0	0						
Saint Stephen,	...	3	13	9						
Sussex Vale,	...	1	10	9						
Upham Vale, to 31st March,	...	0	3	6						
“ to 30th June,	...	0	6	0						
Upper Mills,	...	0	0	0						
Woodstock,	...	8	3	3						
					191	3	9			

Brought forward, £506 10 6 £5164 8 10½

Quarter ended 30th September 1857.

Andover,	£4 15 0
Baie Verte,	1 0 0
Bathurst,	1 10 0
Bend,	5 0 0
Buctouche,	0 6 0
Campbellton,	0 0 0
Campo Bello,	2 0 0
Chatham,	31 13 0
Dalhousie,	0 5 0
Dorchester,	10 1 0
Edmundston,	5 0 0
Fredericton,	36 0 9
Gagetown,	2 0 0
Grand Falls,	0 18 6
Grand Manan,	0 0 0
Hampton,	1 0 0
Harvey,	3 11 3
Hillsborough,	1 7 6
Indian Island,	0 0 0
Kingston,	0 0 0
Memramcook,	0 18 6
Milltown,	4 2 0
Newcastle,	4 0 0
Oromocto,	1 4 3
Richibucto,	14 1 6
Sackville,	14 0 0
Salisbury,	1 14 6
Shediac,	8 0 0
Sheffield, to 31st August,	0 9 9
“ to 30th September,	0 3 9
Saint Andrews,	10 15 0
Saint George,	7 15 6
Saint Martins,	2 7 3
Saint Stephen,	5 19 9
Sussex Vale,	0 9 3
Upham Vale,	0 4 0
Upper Mills,	0 0 0
Woodstock,	8 18 6
	<hr/>
	191 11 6
	<hr/>
	698 2 0
	<hr/>
	£5862 10 10½

DEDUCT amount of Refused, Redirected, and Missent Letters, included in the Dead Letter Forms No. 3 and 4, by the following Deputies:—

Quarter ended 31st December 1856.

Andover,	£0 3 9
Baie Verte,	0 2 3
Bathurst,	0 18 9½
	<hr/>
Carried forward,	£1 4 9½
	<hr/>
	£5862 10 10½

	<i>Brought forward,</i>	£1 4 9½	£5862 10 10½
Bend,	1 9 7½	
Buctouche,	0 9 3	
Campbellton,	1 7 8½	
Campo Bello,	0 0 3	
Chatham,	13 14 7	
Dalhousie,	1 5 8	
Dorchester,	1 8 8½	
Edmundston,	1 1 6	
Fredericton,	7 5 10	
Gagetown,	0 9 6	
Grand Falls,	0 12 3	
Grand Manan,	0 3 9	
Hampton,	3 14 10½	
Harvey,	0 5 9½	
Hillsborough,	0 14 9	
Indian Island,	0 0 0	
Kingston,	0 4 9	
Memramcook,	0 4 9	
Milltown,	0 8 7½	
Newcastle,	1 15 4	
Oromocto,	0 12 4	
Richibucto,	1 14 1½	
Sackville,	56 8 3	
Salisbury,	0 16 3	
Shediac,	1 6 11½	
Sheffield,	0 4 2½	
Saint Andrews,	36 5 1½	
Saint George,	0 6 1½	
Saint Martins,	0 3 6	
Saint Stephen,	2 16 6½	
Sussex Vale,	0 9 9	
Upham Vale,	0 0 3	
Upper Mills,	0 1 6	
Woodstock,	1 8 3½	
		<hr/>	
			£140 15 6

Quarter ended 31st March 1857.

Andover, ... ..	...	£0 6 9	
Baie Verte, ... ..	...	0 7 0	
Bathurst, ... ..	...	0 10 4½	
Bend, ... ..	...	1 14 9	
Buctouche, ... ..	...	0 7 9	
Campbellton, ... ..	...	2 10 10½	
Campo Bello, ... ..	...	0 1 3	
Chatham, ... ..	...	8 11 10½	
Dalhousie, ... ..	...	1 8 8	
Dorchester, ... ..	...	1 11 4	
Edmundston, ... ..	...	1 1 10½	
Fredericton, ... ..	...	8 13 2½	
Gagetown, ... ..	...	0 8 2½	
Grand Falls, ... ..	...	0 9 9	
		<hr/>	
<i>Carried forward,</i>		£28 3 8	£140 15 6 £5862 10 10½

				£28	3	8	£140	15	6	£5862	10	10
<i>Brought forward,</i>												
Grand Manan,	...	...	...	0	0	0						
Hampton,	...	...	...	1	16	4½						
Harvey,	...	...	...	0	9	8½						
Hillsborough,	...	...	...	0	18	2½						
Indian Island,	...	...	...	0	0	0						
Kingston,	...	...	...	0	5	4½						
Memramcook,	...	...	...	0	3	0						
Milltown,	...	...	...	0	6	0						
Newcastle,	...	...	...	1	3	1						
Oromocto,	...	...	...	0	10	0						
Richibucto,	...	...	...	0	10	7½						
Sackville,	...	...	...	57	4	4						
Salisbury,	...	...	...	0	15	0						
Shediac,	...	...	...	0	19	10						
Sheffield,	...	...	...	0	2	7½						
Saint Andrews,	...	...	...	21	3	4						
Saint George,	...	...	...	0	19	4½						
Saint Martins,	...	...	...	0	4	5½						
Saint Stephen,	...	...	...	4	19	8½						
Sussex Vale,	...	...	...	1	2	6						
Upham Vale,	...	...	...	0	0	0						
Upper Mills,	...	...	...	0	0	3						
Woodstock,	...	...	...	1	8	11½						

123 6 5

Quarter ended 30th June 1857.

Andover,	...	...	...	£0	4	9						
Baie Verte,	...	...	...	0	3	3						
Bathurst,	...	...	...	0	9	7½						
Bend,	...	...	...	1	9	4						
Buctouche,	...	...	...	0	13	7½						
Campbellton,	...	...	...	2	3	0						
Campo Bello,	...	...	...	0	0	0						
Chatham,	...	...	...	10	9	9½						
Dalhousie to 2nd June,	...	...	...	1	8	1½						
“ from 3rd June,	...	...	...	0	15	9½						
Dorchester,	...	...	...	0	18	9						
Edmundston,	...	...	...	1	2	4½						
Fredericton,	...	...	...	24	9	11½						
Gagetown,	...	...	...	0	9	6						
Grand Falls,	...	...	...	0	12	5½						
Grand Manan,	...	...	...	0	0	3						
Hampton,	...	...	...	1	4	11						
Harvey,	...	...	...	0	10	1½						
Hillsborough,	...	...	...	1	10	4½						
Indian Island,	..	...	...	0	0	0						
Kingston,	...	...	...	0	7	1½						
Memramcook,	...	...	...	0	4	9						
Milltown,	...	...	...	0	6	6						
Newcastle,	1	6	9						
Oromocto,	0	18	0						

Carried forward,

£51 19 1½ £264 1 11 £5862 10 10½

APPENDIX.

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<i>Brought forward,</i>				£51 19 1½	£264 1 11	£5862 10 10½
Richibucto,	0 7 9		
Sackville,	21 6 9		
Salisbury,	...	...	...	0 15 4½		
Shediac,	...	...	...	0 13 3		
Sheffield,	...	...	...	0 6 3		
Saint Andrews,	...	...	...	12 14 11		
Saint George,	...	...	...	0 13 10½		
Saint Martins,	...	...	...	0 3 0		
Saint Stephen,	...	...	...	2 13 5½		
Sussex Vale,	...	...	...	0 10 10		
Upham Vale to 31st March,	...	...	...	0 0 3		
" 30th June,	...	...	...	0 0 3		
Upper Mills,	...	...	...	0 1 6		
Woodstock,	...	...	...	1 13 1½		
					93 19 8½	

Quarter ended 30th September 1857.

Andover,	...	...	...	£0 6 9		
Baie Verte,	...	...	...	0 3 0		
Bathurst,	...	...	...	1 2 5½		
Bend,	...	...	...	2 15 1½		
Buctouche,	...	...	...	0 18 7		
Campbellton,	...	...	...	1 9 11½		
Campo Bello,	...	...	...	0 1 6		
Chatham,	...	...	...	11 9 7½		
Dalhousie,	...	...	...	2 12 6		
Dorchester,	...	...	...	1 2 6		
Edmundston,	...	...	...	0 19 3		
Fredericton,	...	...	...	12 0 4		
Gagetown,	...	...	...	0 12 3		
Grand Falls,	...	...	...	0 6 6		
Grand Manan,	...	...	...	0 0 3		
Hampton,	...	...	...	1 12 1		
Harvey,	...	...	...	0 11 6		
Hillsborough,	...	...	...	0 17 4½		
Indian Island,	...	...	...	0 0 0		
Kingston,	...	...	...	0 9 4		
Memramcook,	...	...	...	0 4 3		
Milltown,	...	...	...	0 10 10½		
Newcastle,	...	...	...	1 0 10½		
Oromocto,	...	...	...	0 8 9		
Richibucto,	...	...	...	0 16 6		
Sackville,	...	...	...	1 13 7½		
Salisbury,	...	...	...	0 10 6		
Shediac,	...	...	...	1 3 4		
Sheffield to 31st August,	...	...	...	0 3 3		
" 30th September,	...	...	...	0 2 0		
Saint Andrews,	...	...	...	5 8 11		
Saint George,	...	...	...	0 13 4½		
Saint Martins,	...	...	...	0 7 0		
Saint Stephen,	...	...	...	3 17 5½		

Carried forward, £56 11 7 £358 1 7½ £5862 10 10½

	<i>Brought forward,</i>	£56 11 7	£358 1 7½	£5862 10 10½
Sussex Vale, ... ..	...	1 0 9		
Upham Vale, ... ..	...	0 2 10½		
Upper Mills, ... ..	...	0 2 6		
Woodstock, ... ..	...	2 2 2		
		<hr/>	59 19 10½	
				418 1 6
				£5444 9 4½
Amount over-credited to Postmaster, Sussex Vale, Quarter ended 31st Dec. 1856,				0 10 0
Postage collected at Saint John, ... ..	...	...	...	3822 0 4
				<hr/>
				REVENUE, £9266 19 8½
				<hr/> <hr/>

A Detailed Return of the Charges of Management of the Post Office Department, Year ended 30th September 1857.

SALARIES AND ALLOWANCES.

Quarter ended 31st March 1857.

GENERAL POST OFFICE.

W. D. French, Chief Clerk, - - - £50 0 0

ACCOUNT BRANCH, General Post Office.

V. B. Hutchison, Accountant, - - - 47 10 0

I. K. Leavitt, Clerk Account Branch, 35 0 0

Peter Markey, Messenger, - - - 15 0 0

£147 10 0

Quarter ended 30th June 1857.

W. D. French, Chief Clerk, to 13th May, £24 3 6

V. B. Hutchison, Accountant, - - - 47 10 0

I. K. Leavitt, Clerk Account Branch, 35 0 0

John Richards, Clerk, from 25th May 1857, 13 17 10

John W. Lester, Do. from 26th May 1857, 9 7 9½

Peter Markey, Messenger, - - - 15 0 0

144 19 1½

Quarter ended 30th September 1857.

V. B. Hutchison, Chief Clerk, - - - £56 5 0

I. K. Leavitt, Accountant, - - - 35 0 0

John Richards, Clerk, - - - 31 6 0

J. W. Lester, Do. - - - 25 0 0

Peter Markey, Messenger, - - - 15 0 0

162 10 0

Carried forward,

£454 19 1½

Brought forward,

£454 19 1½

ST. JOHN ESTABLISHMENT.

Quarter ended 31st December 1856.

John Howe, Esquire, Postmaster General,	£100 0 0	
W. D. French, Chief Clerk, - - -	50 0 0	
V. B. Hutchison, Accountant, - - -	47 10 0	
I. K. Leavitt, Clerk Account Branch,	35 0 0	
H. C. Frink, 1st Clerk, St. John Office,	40 0 0	
T. B. Allan, 2nd do. do.	30 0 0	
F. H. Fowler, 3rd do. do.	20 13 0	
R. W. Boyle, 4th do. do.	25 0 0	
J. F. M'Guirk, 5th do. do.	14 2 7	
T. C. Rainsford, 6th do. do.	2 8 10½	
John Langrill, Office Keeper, - - -	18 15 0	
	<hr/>	383 9 5½

Quarter ended 31st March 1857.

John Howe, Esquire, Postmaster, - - -	£100 0 0	
H. C. Frink, 1st Clerk, - - -	40 0 0	
T. B. Allan, 2nd do. - - -	30 0 0	
R. W. Boyle, 3rd do. - - -	25 0 0	
J. F. M'Guirk, 4th do. - - -	25 0 0	
T. C. Rainsford, 5th do. - - -	25 0 0	
J. Langrill, Messenger, - - -	18 15 0	
	<hr/>	263 15 0

Quarter ended 30th June 1857.

John Howe, Esquire, Postmaster, - - -	£100 0 0	
H. C. Frink, 1st Clerk, - - -	40 0 0	
T. B. Allan, 2nd do. - - -	30 0 0	
R. W. Boyle, 3rd do. - - -	25 0 0	
J. F. M'Guirk, 4th do. - - -	25 0 0	
T. C. Rainsford, 5th do. - - -	25 0 0	
J. Langrill, Messenger, - - -	18 15 0	
	<hr/>	263 15 0

Quarter ended 30th September 1857.

John Howe, Esquire, Postmaster, - - -	£100 0 0	
H. C. Frink, 1st Clerk, - - -	40 0 0	
T. B. Allan, 2nd do. - - -	30 0 0	
R. W. Boyle, 3rd do. - - -	25 0 0	
J. F. M'Guirk, 4th do. - - -	25 0 0	
T. C. Rainsford, 5th do. - - -	25 0 0	
J. Langrill, Messenger, - - -	18 15 0	
	<hr/>	263 15 0

SALARIES and ALLOWANCES to Deputy Postmasters, Assistants, &c.

Year ended 30th September 1857.

Andover,	£20 0 0	
Bais Verte,	15 0 0	
	<hr/>	£35 0 0
<i>Carried forward,</i>		£1629 13 7

				£35	0	0	£1629	13	7
			<i>Brought forward,</i>						
Bathurst,	...	...	...	60	0	0			
Bend,	...	...	...	90	0	0			
Buctouche,	...	...	...	21	10	0			
Campbellton,	...	...	...	45	0	0			
Campo Bello,	...	...	...	10	0	0			
Carleton, 1st Quarter,	...	...	...	3	8	0½			
Chatham,	...	...	...	160	0	0			
Dalhousie,	...	...	...	64	12	3½			
Dorchester,	...	...	...	27	10	0			
Edmundston,	...	...	...	30	0	0			
Fredericton,	...	...	...	300	0	0			
Gagetown,	...	...	...	30	0	0			
Grand Falls,	...	...	...	25	0	0			
Grand Manan,	...	...	...	10	0	0			
Hampton,	...	...	...	40	0	0			
Harvey,	...	...	...	27	10	0			
Hillsborough,	...	...	...	35	0	0			
Indian Island,	...	...	...	10	0	0			
Kingston,	...	...	...	10	0	0			
Memramcook,	...	...	...	12	10	0			
Milltown,	...	...	...	20	0	0			
Newcastle,	...	...	...	55	0	0			
Oromocto,	...	...	...	37	10	0			
Richibucto,	...	...	...	65	0	0			
Sackville,	...	...	...	165	0	0			
Salisbury,	...	...	...	37	10	0			
Shediac,	...	...	...	50	0	0			
Sheffield,	...	...	...	9	19	11			
Saint Andrews,	...	...	...	300	0	0			
Saint George,	...	...	...	60	0	0			
Saint Martins,	...	...	...	10	0	0			
Saint Stephen,	...	...	...	60	0	0			
Sussex Vale,	...	...	...	45	10	0			
Upham Vale,	...	...	...	10	0	0			
Upper Mills,	...	...	...	10	0	0			
Woodstock,	...	...	...	187	10	0			
Assistant at Fredericton,	...	...	...	175	0	0			
Messenger, G. P. Office, Quarter to 31st Dec. '56,				15	0	0			
Extra Clerk, Quarter to 31st December 1856,				17	0	0			
							<u>2377</u>	<u>0</u>	<u>3</u>
								£4006	13 10

AMOUNTS paid to Way Office Keepers, viz :—

Quarter ended 31st December 1856,	...	...	£137	16	2
Do. 31st March 1857,	...	...	134	1	10
Do. 30th June 1857,	...	...	145	14	9½
Do. 30th September 1857.	...	...	143	19	10
					<u>561 12 7½</u>
For details see end of Account.					
<i>Carried forward,</i>					£4568 6 5½

Brought forward,

£4568 6 5½

AMOUNT of Commission on Sale of Postage Stamps, by St. John and Deputies.

Quarter ended 31st December 1856.

Andover,	£0 1 0		
Baie Verte,	0 0 6		
Bathurst,	0 0 7		
Bend,	0 5 0		
Campbellton,	0 0 0		
Campo Bello,	0 2 2		
Chatham,	1 5 1		
Dalhousie,	0 0 0		
Dorchester,	0 7 0		
Edmundston,	0 6 3		
Fredericton,	1 4 0½		
Gagetown,	0 3 0		
Grand Falls,	0 0 5½		
Grand Manan,	0 0 0		
Hampton,	0 1 0		
Harvey,	0 2 2		
Hillsborough,	0 4 0		
Indian Island,	0 0 0		
Kingston,	0 0 0		
Memramcook,	0 0 0		
Milltown,	0 3 7½		
Newcastle,	0 0 0		
Oromocto,	0 0 3		
Richibucto,	0 6 0		
Sackville,	0 11 9		
Salisbury,	0 0 9		
Shediac,	0 6 9		
Sheffield,	0 0 9		
Saint Andrews,	0 5 3		
Saint George,	0 10 1½		
Saint Martins,	0 0 0		
Saint Stephen,	0 3 2		
Sussex Vale,	0 0 6½		
Upham Vale,	0 0 3		
Upper Mills,	0 0 0		
Woodstock,	0 10 4		
Buctouche,	0 0 0		
<hr/>			
Saint John, ... ..	...	7 1 9½	
		2 8 6	

Quarter ended 31st March 1857.

Andover,	£0 4 0		
Baie Verte,	0 1 0		
Bathurst,	0 1 2		
Bend,	0 8 0		
Campbellton,	0 0 0		
Campo Bello,	0 2 0		
<hr/>			
<i>Carried forward,</i>	£0 16 2	£9 10 3½	£4568 6 5½

			£0 16 2	£9 10 3½	£4568 6 5½
<i>Brought forward,</i>					
Chatham,	...	...	1 4 3		
Dalhousie,	...	...	0 0 3		
Dorchester,	...	...	0 6 10½		
Edmundston,	...	...	0 6 0		
Fredericton,	...	...	1 8 11½		
Gagetown,	...	...	0 2 6		
Grand Falls,	...	...	0 0 10½		
Grand Manan,	...	...	0 0 0		
Hampton,	...	...	0 0 10½		
Harvey,	...	...	0 1 10		
Hillsborough,	...	...	0 2 0		
Indian Island,	...	...	0 0 0		
Kingston,	...	...	0 0 3		
Memramcook,	...	...	0 0 3		
Milltown,	...	...	0 4 1½		
Newcastle,	...	...	0 4 6		
Oromocto,	...	...	0 0 2		
Richibucto,	...	...	0 6 7½		
Sackville,	...	...	0 17 0		
Salisbury,	...	...	0 1 4		
Shediac,	...	...	0 9 6		
Sheffield,	...	...	0 0 7		
Saint Andrews,	...	...	0 11 9		
Saint George,	...	...	0 7 5		
Saint Martins,	...	...	0 0 0		
Saint Stephen,	...	...	0 6 1		
Sussex Vale,	...	...	0 1 1		
Upham Vale,	...	...	0 0 0		
Upper Mills,	...	...	0 0 0		
Woodstock,	...	...	0 6 3		
Buctouche,	...	...	0 0 9		
				8 8 3	
Saint John,	...	...	...	2 11 3½	
<i>Quarter ended 30th June 1857.</i>					
Andover,	...	...	£0 3 9		
Baie Verte,	...	...	0 0 9		
Bathurst,	...	...	0 1 0		
Bend,	...	...	0 5 0		
Campbellton,	...	...	0 0 0		
Campo Bello,	...	...	0 2 0		
Chatham,	...	...	0 18 0		
Dalhousie, to 2nd June,	...	...	0 0 6		
" from 3rd June,	...	...	0 0 6		
Dorchester,	...	...	0 10 3½		
Edmundston,	...	...	0 7 6		
Fredericton,	...	...	2 10 2		
Gagetown,	...	...	0 2 6		
Grand Falls,	...	...	0 0 8		
Grand Manan,	...	...	0 0 0		
Hampton,	...	...	0 0 9		
<i>Carried forward,</i>			£5 3 4½	£20 9 10	£4568 6 5½

				£5	3	4½	£20	9	10	£4568	6	5½
<i>Brought forward,</i>												
Harvey,	...	...	...	0	4	2½						
Hillsborough,	...	...	...	0	2	3						
Indian Island,	...	...	...	0	0	0						
Kingston,	...	...	...	0	0	3						
Memramcook,	...	...	...	0	3	4						
Milltown,	...	...	...	0	0	9½						
Newcastle,	...	...	...	0	0	0						
Oromocto,	...	...	...	0	0	1½						
Richibucto,	...	...	...	0	8	7						
Sackville,	...	...	...	0	19	3						
Salisbury,	...	...	...	0	2	3						
Shediac,	...	...	...	0	9	0						
Sheffield,	...	...	...	0	1	5						
Saint Andrews,	...	...	...	0	10	9						
Saint George,	...	...	...	0	10	7						
Saint Martins,	...	...	...	0	0	0						
Saint Stephen,	...	...	...	0	3	8						
Sussex Vale,	...	...	...	0	1	6						
Upham Vale, to 31st March,	...	...	...	0	0	2						
“ to 30th June,	...	...	...	0	0	3½						
Upper Mills,	...	...	...	0	0	0						
Woodstock,	...	...	...	0	8	2						
Buctouche,	...	...	...	0	1	0						
				<hr/>								
							9	10	11½			
Saint John,	...	...	...				3	8	10			

Quarter ended 30th September 1857.

Andover,	...	...	...	£0	4	9						
Baie Verte,	...	...	...	0	1	0						
Bathurst,	...	...	...	0	1	6						
Bend,	...	...	...	0	5	0						
Campbellton,	...	...	...	0	0	0						
Campo Bello,	...	...	...	0	2	0						
Chatham,	...	...	...	1	11	8						
Dalhousie,	...	...	...	0	0	3						
Dorchester,	...	...	...	0	10	0½						
Edmundston,	...	...	...	0	5	0						
Fredericton,	...	...	...	1	16	0						
Gagetown,	...	...	...	0	2	0						
Grand Falls,	...	...	...	0	0	11						
Grand Manan,	...	...	...	0	0	0						
Hampton,	...	...	...	0	1	0						
Harvey,	...	...	...	0	3	6½						
Hillsborough,	...	...	...	0	1	4½						
Indian Island,	...	...	...	0	0	0						
Kingston,	...	...	...	0	0	0						
Memramcook,	...	...	...	0	0	11						
Milltown,	...	...	...	0	4	1						
Newcastle,	...	...	...	0	4	0						
Oromocto,	...	...	...	0	1	2½						
Richibucto,	...	...	...	0	14	1						
				<hr/>								
<i>Carried forward,</i>				£6	10	4	£33	9	7½	£4568	6	5½

			£6 10 4	£33 9 7½	£4568 6 5½
<i>Brought forward,</i>					
Sackville,	...	...	0 14 0		
Salisbury,	...	...	0 1 8½		
Shediac,	...	...	0 8 0		
Sheffield, to 31st August,	...	...	0 0 5½		
“ from 1st to 30th September,	...	...	0 0 2½		
Saint Andrews,	...	...	0 10 9		
Saint George,	...	...	0 7 9		
Saint Martins,	..	...	0 2 4		
Saint Stephen,	...	...	0 6 0		
Sussex Vale,	...	...	0 0 5½		
Upham Vale,	...	...	0 0 2½		
Upper Mills,	...	...	0 0 0		
Woodstock,	...	...	0 8 11		
Buctouche,	...	...	0 0 3½		
			<hr/>	9 11 5	
Saint John,	...	...	...	3 2 4	
				<hr/>	46 3 4½

TRAVELLING ALLOWANCES,—

Quarter ended 31st December 1856.

T. B. Allan, transferring Post Office at Saint George, - £12 10 0

Quarter ended 31st March 1857.

Hon. F. M'Phelim, amount of Warrants Nos. 42 and 151, £40 and £60. The former charged in December Accounts, the latter in March, were for Travelling Expenses of the Postmaster General, Receipts for which have not yet been received. (See last page of this Account.)

Quarter ended 30th June 1857.

R. G. English, Horse hire to Way Office, Richmond, - 0 7 6

Quarter ended 30th September 1857.

V. B. Hutchison, balance of expenses for removing to Fredericton, - £10 0 0

John Howe, proceeding to Calais, St. Stephen, &c. making alterations in Mail Routes, &c. in Charlotte County, - 10 10 0

20 10 0

33 7 6

CONVEYANCE OF MAILS, Transit Postage, and Payment for Ship Letters,
Sums paid for Riding Work, Foot Messengers, &c.*Quarter ended 31st December 1856.*

Andover	and	Fort Fairfield,	£5 3 9
Bathurst	“	Shippigan,	20 0 0
Bend	“	Amherst,	18 13 9
Black River	“	Hardwicke,	5 12 3
Campbellton	“	Flatlands,	4 10 0
Canning	“	Steamers,	3 0 0

Carried forward, £57 19 9

£4647 17 4

APPENDIX.

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		<i>Brought forward,</i>	£57 19 9	£4647 17 4
Chatham	and	Shippigan,	15 6 3	
Do.	"	South Nelson,	6 4 11	
Colebrooke	"	Canadian Boundary,	21 18 11	
Edmundston	"	Saint Francis,	8 10 0	
Fredericton	"	Chatham,	56 19 9	
Do.	"	Foot Messenger,	1 5 0	
Do.	"	Grand Falls,	217 10 0	
Do.	"	Stanley,	6 5 0	
Do.	"	Steamers,	7 0 0	
Do.	"	Saint Stephen,	28 12 11	
Do.	"	Woodstock, North side,	27 10 0	
Gagetown	"	Gaspereaux,	21 17 6	
Do.	"	Steamers,	10 0 0	
Do.	"	Washademoak,	5 17 6	
Grand Falls	"	Canadian Boundary,	49 19 9	
Hampton	"	Springfield,	7 10 0	
Harvey	"	Salmon River,	3 14 4½	
Hillsborough	"	Albert Mines,	4 0 0	
Do.	"	Caledonia,	3 0 0	
Do.	"	Curryville,	2 3 9	
Kingston	"	Lyons' Point,	5 0 0	
Lepreau	"	Maces Bay,	1 2 6	
Maugerville	"	Steamers,	3 0 0	
Memramcook	"	Dover,	3 15 0	
Mill Stream	"	Head of Mill Stream,	2 5 0	
Mouth of Mill Stream	"	Washademoak,	8 15 0	
Mouth of Nerepis	"	New Jerusalem,	11 5 0	
Musquash	"	Dipper Harbour,	3 5 0	
Newcastle	"	Bend,	86 5 0	
Do.	"	Campbellton,	29 10 11	
Do.	"	Do.	77 5 11	
Do.	"	Red Bank,	4 1 3	
Oak Point	"	Steamers,	1 10 0	
Oromocto	"	South Branch,	5 10 0	
Do.	"	Steamers,	10 0 0	
Richibucto	"	Weldford,	5 9 3	
Sackville	"	Cape Tormentine,	10 15 0	
Do.	"	North Joggins,	3 5 0	
Do.	"	Upper Sackville,	3 0 0	
Salisbury	"	Elgin,	4 9 4½	
Do.	"	Harvey,	33 10 0	
Do.	"	Hillsborough,	15 10 0	
Shediac	"	Great Shemogue,	7 2 7½	
Sheffield	"	Little River,	6 5 0	
Do.	"	Steamers, 2 years,	10 0 0	
Tilley's Landing	"	Do.	3 0 0	
Springfield	"	Collina,	2 0 0	
Do.	"	Sprague's Point,	0 15 0	
Spruce Lake	"	Pisarinco,	2 0 0	
Saint Andrews	"	Campo Bello,	6 5 0	
Do.	"	Grand Manan,	31 5 0	
		<i>Carried forward,</i>	£1061 3 2½	£4647 17 4

		<i>Brought forward,</i>	£1061	3	2½	£4647	17	4
Saint Andrews	and	Robbinston,	8	2	6			
Do.	"	Upper Mills,	24	5	0			
Saint George	"	L'Etete,	3	2	6			
Saint John	"	Annapolis,	125	0	0			
Do.	"	Carleton,	3	15	0			
Do.	"	Fredericton, via River,						
		Summer Season,	175	0	0			
Do.	"	Fredericton, via Nerepis,	100	0	0			
Do.	"	Harvey,	35	2	7½			
Do.	"	Indian Town,	12	10	0			
Do.	"	Kingston,	6	0	0			
Do.	"	Salmon River,	12	0	0			
Do.	"	Saint Andrews,	182	10	0			
Do.	"	Sussex Vale,	52	11	1			
Do.	"	Do. via Salt Springs,	11	5	0			
Do.	"	Ten Mile Creek,	8	15	0			
Saint Stephen	"	Calais,	1	5	0			
Do.	"	Saint James,	8	15	0			
Sussex Vale	"	Bend,	37	5	0			
Do.	"	Elgin,	8	0	0			
Do.	"	New Canaan,	11	0	0			
Woodstock	"	Houlton,	13	2	6			
Do.	"	Victoria Line,	15	0	0			
			<hr/>			£1815	3	5

Quarter ended 31st March 1857.

Andover	and	Fort Fairfield,	£6	3	9			
Bathurst	"	Shippigan,	20	0	0			
Bend	"	Amherst,	18	13	9			
Black River	"	Hardwicke,	5	12	3			
Campbellton	"	Flatlands,	4	10	0			
Chatham	"	Shippigan,	15	6	3			
Do.	"	South Nelson,	6	4	11			
Edmundston	"	Saint Francis,	8	10	0			
Fredericton	"	Chatham,	59	19	9			
Do.	"	Foot Messenger,	1	5	0			
Do.	"	Grand Falls,	217	10	0			
Do.	"	Stanley,	6	5	0			
Do.	"	Saint Stephen,	28	12	11			
Do.	"	Woodstock, North side,	27	10	0			
Gagetown	"	Gaspereaux,	21	17	6			
Do.	"	Nerepis, Winter Season,	22	5	0			
Do.	"	Washademoak,	5	17	6			
Grand Falls	"	Canadian Boundary,	49	19	9			
Hampstead	"	Oatnabog,	1	11	3½			
Hampton	"	Springfield,	7	10	0			
Harvey	"	Salmon River,	3	14	4½			
Hillsborough	"	Albert Mines,	4	0	0			
Do.	"	Caledonia,	3	0	0			
Do.	"	Curryville,	2	3	9			
Kingston	"	Lyons' Point,	5	0	0			
Leprean	"	Maces Bay,	1	2	6			
			<hr/>			£554	5	3
<i>Carried forward,</i>			£1815	3	5	£4647	17	4

		<i>Brought forward,</i>	£554	5	3	£1815	3	5	£4647	17	4
Memramcook	and	Dover,	3	15	0						
Mill Stream	"	Head of Mill Stream,	2	5	0						
Mouth of Mill Stream	"	Washademoak,	8	15	0						
Mouth of Nerepis	"	New Jerusalem,	11	5	0						
Musquash	"	Dipper Harbour,	3	5	0						
Newcastle	"	Bend,	86	5	0						
Do.	"	Campbellton,	107	7	6						
Do.	"	Red Bank,	4	1	3						
Oromocto	"	South Branch,	5	10	0						
Richibucto	"	Weldford,	3	10	5						
Do.	"	Do.	2	3	6½						
Sackville	"	Cape Tormentine,	10	15	0						
Do.	"	North Joggins,	3	5	0						
Do.	"	Upper Sackville,	3	0	0						
Salisbury	"	Elgin,	2	8	7						
Do.	"	Do.	3	0	9						
Do.	"	Harvey,	33	10	0						
Do.	"	Hillsborough,	15	10	0						
Shediac	"	Great Shemogue,	6	3	7						
Do.	"	Do.	0	12	8						
Sheffield	"	Little River,	6	5	0						
Springfield	"	Collina,	2	0	0						
Do.	"	Sprague's Point,	1	0	0						
Spruce Lake	"	Pisarino,	2	0	0						
Saint Andrews	"	Campo Bello,	6	5	0						
Do.	"	Grand Manan,	31	5	0						
Do.	"	Robbinston,	8	2	6						
Do.	"	Upper Mills,	24	5	0						
Saint George	"	L'Etete,	3	2	6						
Saint John	"	Annapolis,	125	0	0						
Do.	"	Carleton,	3	15	0						
Do.	"	Fredericton,	137	4	8½						
Do.	"	Harvey,	35	2	7½						
Do.	"	Indian Town,	12	10	0						
Do.	"	Kingston,	6	0	0						
Do.	"	Salmon River,	12	0	0						
Do.	"	Saint Andrews,	182	10	0						
Do.	"	Sussex Vale,	52	11	1						
Do.	"	Do. via Salt Springs,	11	5	0						
Do.	"	Ten Mile Creek,	8	15	0						
Saint Stephen	"	Calais,	1	5	0						
Do.	"	Saint James,	8	15	0						
Sussex Vale	"	Bend,	37	5	0						
Do.	"	Elgin,	8	0	0						
Do.	"	New Canaan,	11	0	0						
Woodstock	"	Houlton,	13	2	6						
Do.	"	Victoria Line,	15	0	0						
Tilley's Landing	"	Oromocto, Winter of 1856 and 1857,	12	10	0						
Wickham	"	Steamers, Summer of 1856 and 1857,	6	0	0						
						1654	9	5½			

Carried forward,

£3469 12 10½ £4647 17 4

		<i>Brought forward,</i>	£3469 12 10½	£4647 17 4
		<i>Quarter ended 30th June 1857.</i>		
Andover	and	Fort Fairfield,	£5	12 2
Do.	"	Do. extra allowance,	15	7 6
Do.	"	Tobique,	4	4 7
Bathurst	"	Shippigan,	20	0 0
Belleisle Bay	"	Long Point, (1 year),	3	0 0
Bend	"	Amherst,	18	13 9
Black River	"	Hardwicke,	5	12 3
Campbellton	"	Flatlands,	4	10 0
Chatham	"	Shippigan,	15	6 3
Do.	"	South Nelson,	6	4 11
Edmundston	"	Saint Francis,	8	10 0
Fredericton	"	Chatham,	59	19 9
Do.	"	Foot Messenger,	1	5 0
Do.	"	Grand Falls,	217	10 0
Do.	"	Stanley,	6	5 0
Do.	"	Saint Stephen,	28	12 11
Do.	"	Woodstock, North side,	18	18 8
Do.	"	Do. do.	7	3 10
Gagetown	"	Gaspereaux,	21	17 6
Do.	"	Nerepis, Winter Season,	22	5 0
Do.	"	Washademoak,	5	17 6
Grand Falls	"	Canadian Boundary,	49	19 9
Hampstead	"	Oatnabog,	1	17 6
Hampton	"	Springfield,	7	10 0
Harvey	"	Salmon River,	3	14 4½
Hillsborough	"	Albert Mines,	1	6 4½
Do.	"	Do.	2	2 9
Do.	"	Caledonia,	3	0 0
Do.	"	Curryville,	0	14 5
Do.	"	Do.	1	1 9
Kingston	"	Lyons' Point,	5	0 0
Lepreau	"	Maces Bay,	1	2 6
Maugerville	"	Mail Steamers,	1	6 9
Memramcook	"	Dover,	3	15 0
Mill Stream	"	Head of Mill Stream,	2	5 0
Mouth of Mill Stream	"	Washademoak,	8	15 0
Mouth of Nerepis	"	New Jerusalem,	11	5 0
Musquash	"	Dipper Harbour,	3	5 0
Newcastle	"	Bend,	86	5 0
Do.	"	Campbellton,	112	7 6
Do.	"	Red Bank,	4	1 3
Oromocto	"	South Branch,	5	10 0
Richibucto	"	Weldford,	6	2 6
Sackville	"	Cape Tormentine,	10	15 0
Do.	"	North Joggins,	3	5 0
Do.	"	Upper Sackville,	3	0 0
Salisbury	"	Elgin,	6	5 0
Do.	"	Harvey,	11	0 10½
Do.	"	Do.	17	4 4½
Do.	"	Hillsborough,	5	2 2
<i>Carried forward,</i>			£875 16 6	£3469 12 10½ £4647 17 4

		<i>Brought forward,</i>	£875 16 6	£3469 12 10½	£4647 17 4
Salisbury	and	Hillsborough,	7 12 6		
Shediac	"	Great Shemogue,	4 15 0		
Sheffield	"	Little River,	6 5 0		
Springfield	"	Collina,	2 0 0		
Do.	"	Sprague's Point,	1 0 0		
Spruce Lake	"	Pisarinco,	2 0 0		
Saint Andrews	"	Campo Bello,	6 5 0		
Do.	"	Grand Manan,	31 5 0		
Do.	"	Robbinston,	8 2 6		
Do.	"	Upper Mills,	24 5 0		
Saint George	"	L'Etete,	3 2 6		
Saint John	"	Annapolis,	125 0 0		
Do.	"	Carleton,	3 15 0		
Do.	"	Fredericton, Win. Season,	137 4 8½		
Do.	"	Do. Sum. Season,	19 7 1		
Do.	"	Harvey,	11 11 7½		
Do.	"	Do.	16 14 4		
Do.	"	Indian Town,	12 10 0		
Do.	"	Kingston,	6 0 0		
Do.	"	Salmon River,	12 0 0		
Do.	"	Saint Andrews,	182 10 0		
Do.	"	Sussex Vale,	52 11 1		
Do.	"	Do. via Salt Springs,	11 5 0		
Do.	"	Ten Mile Creek,	8 15 0		
Saint Stephen	"	Calais,	1 5 0		
Do.	"	Saint James,	8 15 0		
Sussex Vale	"	Bend,	37 5 0		
Do.	"	Elgin,	8 0 0		
Do.	"	New Canaan,	11 0 0		
Woodstock	"	Houlton,	13 2 6		
Do.	"	Victoria Line,	15 0 0		
			1666 0 3		

Quarter ended 30th September 1857.

Andover	and	Fort Fairfield,	£5 12 2		
Do.	"	Tobique,	8 15 0		
Bathurst	"	Shippigan,	20 0 0		
Bend	"	Amherst,	16 3 9		
Black River	"	Hardwicke,	5 12 3		
Buctouche	"	Coats' Mills,	4 2 6		
Campbellton	"	Flatlands,	4 10 0		
Chatham	"	Shippigan,	15 6 3		
Do.	"	South Nelson,	6 4 11		
Edmundston	"	Saint Francis,	8 10 0		
Fredericton	"	Chatham,	31 5 0		
Do.	"	Grand Falls,	217 10 0		
Do.	"	Foot Messenger,	1 5 0		
Do.	"	Stanley,	6 5 0		
Do.	"	Saint Stephen,	19 18 9		
Do.	"	Woodstock, North side,	21 16 4½		
Gagetown	"	Gaspereaux,	21 17 6		
Do.	"	Washademoak,	5 17 6		
<i>Carried forward,</i>			£420 12 11½ £5135 13 1½ £4647 17 4		

		<i>Brought forward,</i>	£420 12 11½	£5135 13 1½	£4647 17 4
Grand Falls	and	Canadian Boundary,	49 19 9		
Hampstead	"	Oatnabog,	1 17 6		
Hampton	"	Springfield,	7 10 0		
Harvey	"	Salmon River,	3 14 4½		
Hillsborough	"	Albert Mines,	3 3 9		
Do.	"	Caledonia,	3 0 0		
Do.	"	Curryville,	1 12 6		
Kingston	"	Lyons' Point,	5 0 0		
Lepreau	"	Maces Bay,	1 2 6		
Memramcook	"	Dover,	3 15 0		
Mill Stream	"	Head of Mill Stream,	2 5 0		
Mouth of Mill Stream	"	Washademoak,	8 15 0		
Mouth of Nerepis	"	New Jerusalem,	11 5 0		
Musquash	"	Dipper Harbour,	3 5 0		
Newcastle	"	Bend,	86 5 0		
Do.	"	Campbellton,	109 17 6		
Do.	"	Red Bank,	4 1 3		
Oromocto	"	South Branch,	4 7 6		
Richibucto	"	Weldford,	6 2 6		
Sackville,	"	Cape Tormentine,	10 15 0		
Do.	"	North Joggins,	3 5 0		
Do.	"	Upper Sackville,	3 0 0		
Salisbury,	"	Elgin,	6 5 0		
Do.	"	Harvey,	25 13 9		
Do.	"	Hillsborough,	11 7 6		
Shediac	"	Great Shemogue,	4 15 0		
Sheffield	"	Little River,	6 5 0		
Springfield	"	Collina,	2 0 0		
Do.	"	Sprague's Point,	1 0 0		
Spruce Lake	"	Pisarinco,	2 0 0		
Saint Andrewe	"	Campo Bello,	6 5 0		
Do.	"	Grand Manan,	21 1 2		
Do.	"	Do.	7 2 8		
Do.	"	Robbinston,	8 2 6		
Do.	"	Upper Mills,	19 15 11		
Saint George	"	L'Etete,	3 2 6		
Saint John	"	Annapolis,	125 0 0		
Do.	"	Carleton,	3 15 0		
Do.	"	Fredericton, via Nerepis,			
		Summer Season,	175 0 0		
Do.	"	Do do.	28 11 5		
Do.	"	Harvey,	24 18 9		
Do.	"	Indian Town,	8 8 5½		
Do.	"	Do.	4 1 6		
Do.	"	Kingston,	6 0 0		
Do.	"	Salmon River,	11 0 0		
Do.	"	Saint Andrews,	122 19 9		
Do.	"	Calais, serv'g St. Andrews,	77 8 11		
Do.	"	Sussex Vale,	46 11 1		
Do.	"	Do. via Salt Springs,	11 5 0		
Do.	"	Ten Mile Creek,	8 15 0		
Saint Stephen	"	Calais,	1 5 0		

Carried forward,

£1534 6 11½ £5135 13 1½ £4647 17 4

		<i>Brought forward,</i>	£1534 6 11½	£5135 13 1½	£4647 17 4
Saint Stephen	and	Saint James,	8 15 0		
Do.	"	Upper Mills,	2 0 9		
Sussex Vale	"	Bend,	37 5 0		
Do.	"	Elgin,	8 0 0		
Do.	"	New Canaan,	11 0 0		
Woodstock	"	Houlton,	13 2 6		
Do.	"	Victoria Line,	15 0 0		
			<hr/>	1,629 10 2½	
				<hr/>	6765 3 4

EXPRESSES.

Quarter ended 31st December 1856.

Bend	to	Sussex Vale,	£58 15 0		
Truro	"	Amherst,	30 3 0		
Halifax	"	Truro,	30 0 0		
Sussex Vale	"	Saint John,	29 7 6		
Saint John	"	Windsor,	42 10 0		
Do.	"	Fredericton,	8 0 0		
Fredericton	"	Saint John,	13 0 0		
			<hr/>	£211 15 6	

Quarter ended 31st March 1857.

Amherst	to	Truro,	£60 6 0		
Do.	"	Bend,	240 0 0		
Saint John	"	Fredericton,	32 0 0		
Halifax	"	Truro,	65 0 0		
Sussex Vale	"	Saint John,	44 2 6		
Do.	"	Bend,	41 2 6		
Saint Andrews,	"	Campo Bello,	2 0 0		
			<hr/>	484 11 0	

Quarter ended 30th June 1857.

Halifax	to	Windsor,	£95 0 0		
Amherst	"	Truro,	15 1 6		
Saint John,	"	Fredericton,	4 0 0		
Do.	"	Do.	8 0 0		
Do.	"	Musquash,	0 16 8		
Richibucto	"	Shediac,	0 15 0		
James Carter, Fine remitted for loss of Mail Bag,			5 0 0		
			<hr/>	128 13 2	

Quarter ended 30th September 1857.

Halifax	to	Windsor,	£70 0 0		
Saint John	"	Fredericton,	12 0 0		
Amherst	"	Bend,	8 10 0		
Saint John	"	Sussex Vale,	5 17 6		
Bend	"	Do.	5 17 6		
Do.	"	Do.	5 17 6		
Truro	"	Amherst,	5 0 6		
Saint John	"	Fredericton,	4 0 0		
			<hr/>	117 3 0	
				<hr/>	942 2 8

Carried forward,

£12,355 3 4

Brought forward,

£12,355 3 4

EXTRA SERVICE.*Quarter ended 31st December 1856.*

Newcastle and Tabucintac, - - -	£3 0 0	
James Bradley, taking charge of Gagetown Mail at Petersville, from 1st Feb. to opening of Naviga'n,	4 0 0	
Do. do. from closing of Navigation 1855, to opening, 1856, - - -	7 10 0	
	<u> </u>	£14 10 0

Quarter ended 31st March 1857.

Saint Andrews and Saint John, - - -	£5 0 0	
Do. " Robbinston, - - -	0 10 0	
Shediac " Bend, - - -	0 10 0	
W. Alden, Ferrying English Mails at Hampton, -	1 10 0	
	<u> </u>	7 10 0

Quarter ended 30th June 1857.

Boston and Saint John, - - -	£2 10 0	
Gagetown " Nerepis, - - -	2 10 0	
Harvey " Upham Vale, - - -	2 5 0	
Shediac " Bend, - - -	0 10 0	
	<u> </u>	7 15 0

Quarter ended 30th September 1857.

Thomas Corrigan, carrying Letters, &c. to the resi- dence of the Lieutenant Governor at Red Head,	£22 10 0	
W. & A. Fryer, conveying extra Mails to Robbinston,	0 10 0	
	<u> </u>	23 0 0
		<u> </u>
		52 15 0

SHIP LETTER GRATUITIES.*Quarter ended 31st December 1856.*

Amount of Pence paid for Ship Letters by Saint John,	£79 19 0	
Do. do. do. Deputies,	0 12 4½	
	<u> </u>	£80 11 4½

Quarter ended 31st March 1857.

Amount of Pence paid for Ship Letters by Saint John,	£10 10 9	
Do. do. do. Deputies,	1 0 3	
	<u> </u>	11 11 0

Quarter ended 30th June 1857.

Amount of Pence paid for Ship Letters by Saint John,	£91 5 0	
Do. do. do. Deputies,	0 5 8½	
	<u> </u>	91 10 8½

Quarter ended 30th September 1857.

Amount of Pence paid for Ship Letters by Saint John,	£89 7 9	
Do. do. do. Deputies,	0 19 0	
	<u> </u>	90 6 9
		<u> </u>
		273 19 10

Carried forward,

£12,681 18 2

Brought forward,

£12,681 18 2

TRADESMEN'S BILLS.

Quarter ended 31st December 1856.

Board of Works, sundry Bills paid, - - -	£28 16 4
A. Limerick, sundry jobbing in General Post Office, - - -	20 14 9
Frederickton Gas Company, Gas supplied and use of Meter, - - -	14 0 0
John M'Donald, Carpet for General Post Office, - - -	11 5 10½
Hatheway & Small, freight on Office Furniture from Saint John, - - -	4 15 0
Myshrall & Richey, 2 chaldrons Coal, - - -	4 10 0
James Nesbitt, 2 Office Chairs, - - -	1 10 0
George Belyea, cartage of Office Furniture, - - -	0 14 2
Small & Crosby, repairs in Post Office, Saint John, - - -	5 8 7
Saint John Water Company, Water Rate, do. - - -	5 0 0
W. D. W. Hubbard, Office Chair, do. - - -	2 13 1
Thomas Cotter, sundry jobbing in do. - - -	1 4 0½
T. G. Allan, Stove, &c., General Post Office, - - -	11 8 11
W. H. Adams, 2 Coal Hods, Post Office, Saint John, - - -	1 6 5
E. Stephen, Tin Letter Boxes, - - -	6 11 8

 £119 18 10
Quarter ended 31st March 1857.

Frederickton Gas Company, Gas supplied and use of Meter, - - -	£4 3 0
Do. Gas fittings in Gen. Post Office, - - -	1 7 7
Saint John Gas Company, Gas supplied and use of Meter, Post Office, - - -	27 6 9
Saint John Water Company, repairing pipes, Post Office, Saint John, - - -	0 17 6
H. B. Rainsford, Cordwood for General Post Office, - - -	4 9 1
J. Niell, sundries supplied for use of General Post Office, - - -	3 14 2
Ann Halsall, making Mail Bags, - - -	3 6 0
G. P. M'Kay, repairing do. - - -	0 10 0
L. H. DeVeber & Son, Twine for Post Office, St. John, - - -	2 8 0
J. & G. Lawrence, Table for Post Office, Saint John, - - -	8 0 0
E. Stephen, five Stamp Cases, - - -	0 7 6

 56 9 7
Quarter ended 30th June 1857.

Samuel Corbett, Table for Post Office, Saint John, - - -	£7 0 0
Cudlip & Snider, 4 chaldron Coal, Post Office, St. John, - - -	6 0 0
Desmond & Co., Lettering Mail Bags, - - -	1 13 9
Potter & Co. do. do. - - -	1 8 9
Thos. Cotter, sundry jobbing in Post Office, St. John, - - -	1 3 0
Washington Alden, carriage of Albert County Ballot Box to Sussex Vale, - - -	1 0 0
Estate of T. Gow, repairing Gas Fixtures, Post Office, Saint John, - - -	0 12 6
John Carter, Keys for Letter Boxes, - - -	0 10 0
Robert Collins, Sheep Skin for Labels, - - -	0 8 9

 19 16 9
Carried forward,

 £196 5 2 £12,681 18 2

Brought forward,

£196 5 2 £12,681 18 2

Quarter ended 30th September 1857.

Saint John Gas Company, Gas supplied, and use of Meter, Post Office, Saint John, - -	£10 12 6	
A. Rowan, sundry jobbing, Post Office, Saint John,	8 10 2	
MyshraU & Ritchie, Coals for General Post Office,	6 7 6	
Richard Kelly, freight of Stores from St. John to Fred'ton,	5 0 0	
A. Crawford, Cordwood, Post Office, Saint John, -	4 10 8	
James Mead, Cordwood, General Post Office,	3 10 0	
Martin Lemont, Office Chairs, General Post Office,	3 0 0	
John Richards, Clock, &c., General Post Office, -	2 10 0	
G. & G. Hutchinson, regulating Clock, P. O., St. John,	2 10 0	
Mrs. P. Markey, washing Towels, (6 months,) -	2 0 0	
Ann Halsell, binding Mail Bags, - - -	2 2 6	
Henry Horton, Stamp Cushion, Post Office, St. John,	1 2 9	
W. D. W. Hubbard, Matches, Post Office, St. John,	0 15 0	
T. Campbell, Gas Fittings, Post Office, St. John,	0 13 8	
G. P. M'Kay, repairing Mail Bags, - - -	0 10 0	
	<hr/>	53 14 9
		<hr/>
		249 19 11

RENTS AND TAXES.

Quarter ended 31st December 1856.

Rent of Premises occupied as General Post Office, -	£11 8 8	
Do. do. Post Office, St. John,	25 0 0	
	<hr/>	£36 8 8

Quarter ended 31st March 1857.

Rent of Premises occupied as General Post Office,	£6 17 6	
Do. do. Post Office, St. John,	25 0 0	
	<hr/>	31 17 6

Quarter ended 30th June 1857.

Rent of Premises occupied as General Post Office,	£6 17 6	
Do. do. Post Office, St. John,	25 0 0	
	<hr/>	31 17 6

Quarter ended 30th September 1857.

Rent of Premises occupied as General Post Office,	£6 17 6	
Do. do. Post Office, St. John,	25 0 0	
	<hr/>	31 17 6
		<hr/>
		132 1 2

LAW EXPENSES.

Year ended 30th September 1857.

A. R. Wetmore, Esq., drawing Bond and Contract for Mail Service between Saint Andrews and Grand Manan, - - -		3 8 4
		<hr/>

Carried forward,

£13,067 7 7

Brought forward,

£13,067 7 7

STATIONERY.*Quarter ended 31st December 1856.*

John Simpson, Blank Forms,	-	-	-	£42	9	5
S. R. Miller, Stationery,	-	-	-	13	0	5
J. & A. M'Millan, do.	-	-	-	1	6	6
Do. do.	-	-	-	16	1	4
Barnes & Co. do.	-	-	-	6	6	3
W. L. Avery, do.	-	-	-	1	8	6
Ross Woodrow, Blank Forms,	-	-	-	3	15	8
				<hr/>		
				£84	8	1

Quarter ended 30th March 1857.

Yardy & Lugrin, Blank Forms,	-	-	-	£32	3	1½
S. R. Miller, Stationery,	-	-	-	20	14	7½
				<hr/>		
				52	17	9

Quarter ended 30th June 1857.

Yardy & Lugrin, Printing and Binding First Report of Postmaster General, and Post Office Directory,	-	-	-	£171	1	9
Yardy & Lugrin, Blank Forms,	-	-	-	64	9	8
J. & A. M'Millan, Stationery,	-	-	-	13	0	6
S. R. Miller, do.	-	-	-	8	3	0
				<hr/>		
				256	14	11

Quarter ended 30th September 1857.

Yardy & Lugrin, Blank Forms,	-	-	-	£56	12	2½
S. R. Miller, Stationery,	-	-	-	26	6	4
Barnes & Co. do.	-	-	-	11	13	3
Desmond & Co. do.	-	-	-	1	12	6
				<hr/>		
				96	4	3½
				<hr/>		
				490	5	0½

PRINTING, ADVERTISING, AND TELEGRAPHING.*Quarter ended 31st December 1856.*

Fredericton, Telegraphing on Post Office business,	-	-	-	£14	15	1
Saint John, do. do.	-	-	-	15	7	8
Buctouche, do. do.	-	-	-	9	12	10½
Saint John, Chubb & Co. Advertising,	-	-	-	15	11	7
Do. Till Brothers, do.	-	-	-	9	19	3
Do. T. W. Anglin, do.	-	-	-	6	14	9
Do. W. Durant, do.	-	-	-	4	10	3
Chatham, J. A. Pierce & Son, do.	-	-	-	2	5	6
Fredericton, Yardy & Lugrin, do.	-	-	-	0	18	9
Do. do. do.	-	-	-	3	2	6
St. Andrews, A. W. Smith, do.	-	-	-	2	16	3
Woodstock, W. R. Melville, do.	-	-	-	0	8	1
				<hr/>		
				86	2	6½

Carried forward,

*£86 2 6½ £13,557 12 7½

Brought forward,

£86 2 6½ £13,557 12 7½

Quarter ended 31st March 1857.

Fredericton, Telegraphing on Post Office business,	-	£12	0	2½
Saint John do. do.	-	3	11	0
Fredericton, John Graham, Advertising,	-	5	10	11
Do. Yardy & Lugin, do.	-	5	10	0
Do. do. do.	-	3	2	11
Saint John, T. W. Anglin, do.	-	17	9	4
Do. Till Brothers, do.	-	16	10	0
Do. W. Durant, do.	-	11	16	9
Chatham, J. A. Pierce & Son, do.	-	1	15	0
Saint Andrews, A. W. Smith, do.	-	2	5	0
Woodstock, W. R. Melville, do.	-	1	19	10

81 10 11½

Quarter ended 30th June 1857.

Buctouche, Telegraphing on Post Office business,	-	£10	10	4
Fredericton, do. do.	-	10	6	8
Saint John, do. do.	-	9	7	2
Carleton, Saint John, E. Willis & Co. Advertising,	-	2	9	6
Chatham, J. A. Pierce & Son, do.	-	1	4	6
Fredericton, J. Simpson, do.	-	5	7	6
Saint Andrews, A. W. Smith, do.	-	2	10	0
Saint John, Till Brothers, do.	-	11	12	4
Do. T. W. Anglin, do.	-	7	2	6
Do. W. Durant, do.	-	3	17	9
Woodstock, W. R. Melville, do.	-	0	8	2

64 16 5

Quarter ended 30th September 1857.

Saint John, Telegraphing on Post Office business,	-	£7	10	2
Fredericton, do. do.	-	8	19	2
Do. John Simpson, Advertising,	-	3	7	6
Do. Yardy & Lugin, do.	-	0	12	6
Chatham, J. A. Pierce & Son, do.	-	2	2	0
Saint Andrews, A. W. Smith, do.	-	2	10	0
Saint John, H. Chubb & Co. do.	-	7	12	7
Do. W. Bellingham, do.	-	6	13	2
Do. Ross Woodrow, do.	-	2	18	9
Carleton, St. John, E. Willis & Co. do.	-	1	17	6
Saint Stephen, John Hall, do.	-	0	18	9
Woodstock, Samuel Watts, do.	-	1	5	6
Do. William Melville, do.	-	0	11	9

47 9 4

279 19 3

MISCELLANEOUS EXPENSES.

Quarter ended 31st December 1856.

Petty Expenses incurred by the Postmaster of St. John,	-	£3	19	6
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Quarter ended 31st March 1857.

Petty Expenses incurred by the Postmaster of St. John,	-	2	4	0½
--	---	---	---	----

Carried forward,

£6 3 6½ £13,837 11 10½

APPENDIX.

453

<i>Brought forward,</i>		£6 3 6½	£13,837 11 10½
<i>Quarter ended 30th June, 1857.</i>			
Petty Expenses incurred by the Postmaster of St. John,	£3 3 10½		
Petty Expenses incurred by the late Postmaster General,	10 2 8		
	<hr/>	13 6 6½	
<i>Quarter ended 30th September 1857.</i>			
Petty Expenses incurred by the Postmaster of St. John,	-	4 12 0	
		<hr/>	24 2 1
Postmaster's Travelling Expenses,	-	-	100 0 0
Salary of Postmaster General,	-	-	600 0 0
			<hr/>
EXPENDITURE,	-	-	£14,561 13 11½
REVENUE,	-	-	9,266 19 8½
			<hr/>
DEFICIENCY,	-	-	£5,294 14 3
			<hr/> <hr/>

MEMO.

Quarter ended 31st December 1856.

Deficiency, (excluding Packet Postage,)	-	£1337 10 5	
Packet Postage due Great Britain, £278 18 0, Stg.	-	334 13 7	
		<hr/>	£1672 4 0

Quarter ended 31st March 1857.

Deficiency, (excluding Packet Postage,)	-	£1283 14 9	
Packet Postage due Great Britain, £283 8 8, Stg.	-	340 2 5	
		<hr/>	1623 17 2

Quarter ended 30th June 1857.

Deficiency, (excluding Packet Postage,)	-	£1157 5 11	
Packet Postage due Great Britain, £235 14 1½ Stg.	-	282 16 11½	
		<hr/>	1440 2 10½

Quarter ended 30th September 1857.

Deficiency, (excluding Packet Postage,)	-	£916 3 2	
Packet Postage due Great Britain, £259 4 3, Stg.	-	311 1 1	
		<hr/>	1227 4 3
Add Salary of Postmaster General,	-	-	600 0 0
			<hr/>
Total Deficiency,	-	-	£6,563 8 3½
Deficiency as shown,	-	-	£5294 14 3
Packet Postage due Great Britain, £1057 5 0½, Stg.	-	-	1268 14 0½
			<hr/>
Deficiency for the year,	-	-	£6,563 8 3½
			<hr/> <hr/>

MEMO.—The following Warrants were received during the year:—

Quarter ended 31st December 1856.

No. 426.	To meet deficiency in Revenue,	- - -	£1,000	0	0	
24.	Do. do.	- - -	500	0	0	
42.	Travelling allowance of late Postmaster General,	- - -	40	0	0	
45.	Fitting up General Post Office, and other Contingencies,	- - -	83	15	9	
48.	In payment of Packet Postage to 31st August last,	- - -	2,394	1	9	
						£4,017 17 6

Quarter ended 31st March 1857.

73.	To meet deficiency in Revenue,	- - -	£1,000	0	0	
98.	Repairs of General Post Office,	- - -	20	14	9	
129.	To meet deficiency in Revenue,	- - -	500	0	0	
139.	Do. do.	- - -	100	0	0	
151.	Travelling expenses of late Postmaster General,	- - -	60	0	0	
						1,680 14 9

Quarter ended 30th June 1857.

179.	To meet deficiency in Revenue,	- - -	£500	0	0	
184.	Do. Do.	- - -	500	0	0	
						1,000 0 0

Quarter ended 30th September 1857.

256.	To meet deficiency in Revenue,	- - -	£1,000	0	0	
321.	Do. Do.	- - -	500	0	0	
						1,500 0 0
						£8,198 12 3

MEMO.—On December 15, 1856, paid into the Commissariat Chest £2,394 1 9, Currency, in full for Packet Postage due to Great Britain on the 31st August, 1856.

I. K. LEAVITT, *Accountant.*

J. M. JOHNSON, JUN.

Postmaster General.

A Detailed Return of the Amounts paid to the several Way Office Keepers in New Brunswick, Year ended 30th September 1857.

Albert Mines,	£3 14 10	<i>Brought forward,</i>	£15 14 4
Annagance,	1 15 8	Basswood Ridge,	0 11 3
Armstrong Brook,	1 6 7	Bathurst Village,	10 0 1
Aroostook,	3 16 6	Bay du Vin,	1 3 8
Baillie Settlement,	0 12 8	Bay Side,	2 11 10
Baker's Creek,	0 18 4	Bear Island,	1 14 9
Barachois,	1 6 5	Beckaguimeck,	0 15 2
Barnesville,	1 8 0	Belle Dune,	5 17 6
Bartibog,	0 13 4	Bellisle Bay,	1 5 4
<i>Carried forward,</i>	£15 14 4	<i>Carried forward,</i>	£39 13 11

<i>Brought forward,</i>	£39	13	11
Bellevous Village,	0	13	5
Black River, (Northumberland.)	2	8	2
Do. (Saint John,)	0	17	7
Blackville,	3	11	0
Blissfield,	3	4	7
Blissville,	1	0	10
Bocabec,	5	15	1
Boiestown,	4	9	1
Boundary, Presqu'isle,	0	11	6
Butternut Ridge,	1	1	9
Caledonia,	0	10	11
Campbell Settlement,	0	12	5
Canning,	2	12	11
Cape Tormentine,	1	1	8
Caragnet,	1	13	4
Carleton,	17	0	8
Coal Mines,	0	17	9
Coats' Mills,	0	2	9
Cocaigne,	7	14	4
Cold Stream,	0	12	8
Collina,	0	14	6
Connorsville,	1	3	11
Coverdale,	2	9	2
Creek Road,	0	12	4
Cumberland Bay,	0	14	8
Curryville,	0	12	5
Dawson Settlement,	2	16	9
Dipper Harbour,	0	12	0
Doak Town,	4	13	2
Doherty's Mills,	0	2	10
Douglas Harbour,	1	3	1
Douglastown,	14	15	7
Dumbarton,	0	9	2
Dover,	0	19	4
Dumfries,	3	15	1
Edgett's Landing,	2	11	3
Eel River,	5	5	3
Elgin,	1	15	6
Emigrant Settlement,	0	16	5
Finger Board,	6	12	0
Flat Lands,	1	0	0
Flowers' Cove,	0	14	0
Fox Creek,	3	8	10
French Village,	0	15	3
Gardner's Creek,	0	12	9
Gaspereau,	2	2	4
Geary,	1	14	3
German Town,	0	14	1
Goshen,	0	11	11
Grand Aunce,	0	15	8
Grand River,	4	2	4
Great Shemogue,	1	9	2

Carried forward, £166 19 4

<i>Brought forward,</i>	£166	19	4
Greenfield,	0	12	2
Hammond River,	5	13	1
Hampstead,	1	0	4
Hardwicke,	1	9	4
Harvey, (York.)	2	3	3
Head of L'Etang,	1	12	4
Head of Petitcodiac,	3	18	1
Hopewell, Cape,	5	9	2
Do. Corner,	5	9	4
Do. Hill,	8	10	11
Indian Town,	15	6	8
Irving Settlement,	0	11	7
Jacksontown,	0	18	7
Janeville,	2	18	0
Jemseg,	0	16	8
Jolioure,	2	10	7
Kennebecasis Bay,	5	17	1
Keswick Ridge,	0	7	7
Kingsclear,	4	18	3
Kingston, (Kent,)	20	18	6
Kouchibouguac,	8	12	7
Lakefield,	0	8	2
Ledge,	4	7	9
Lepreau,	13	5	4
L'Etete,	0	11	4
Little River,	1	1	9
Little Rocher,	0	14	5
Little Shemogue,	0	16	2
Loch Lomond,	2	8	5
Londonderry,	1	1	7
Long Creek,	1	19	3
Long Point,	1	17	6
Lower Brighton,	0	12	3
Lower Cape,	3	7	8
Lower Coverdale,	2	6	3
Lower Hillsborough,	3	5	6
Lower Prince William,	3	8	9
Lower Newcastle,	0	6	10
Lynnfield,	0	10	5
Maces Bay,	1	2	10
Mactaquack,	1	6	5
Madawaska,	5	7	2
Madisco,	5	5	5
Magaguadavic,	1	6	4
Maple Green,	3	3	2
Mangerville,	3	13	6
Mechanics' Settlement,	0	15	3
Middle Simonds,	7	1	3
Mill Cove,	0	14	4
Mill Stream,	0	18	1
Moncton,	3	8	10
Moore's Mills,	0	11	9

Carried forward, £343 17 1

<i>Brought forward,</i>	£343	17	1	<i>Brought forward,</i>	£457	9	5
Mount Whatley,	3	9	1	Salmon River, A. C.,	1	6	2
Mouth of Keswick,	1	9	8	Do. Saint John,	0	16	6
Mouth of Mill Stream,	8	14	2	Salt Springs,	1	4	11
Mouth of Nerepis,	5	4	0	Seely's Mills,	0	16	5
Munquart,	0	13	1	Shediack Road,	3	10	4
Murray's Corner,	0	18	6	Shepody Road,	1	2	0
Musquash,	13	7	0	Shippigan,	3	0	3
Nashwaak,	3	16	10	Simonds,	7	16	7
Nashwaaksis,	1	18	9	Smith's Creek,	1	17	1
Nashwaak Village,	3	8	11	Smith Town,	0	17	9
Narrows,	1	4	10	Southampton,	1	16	4
Nelson,	3	0	9	South Branch, 'Kennebecasis,'	0	11	8
New Bandon,	2	15	10	Do. 'Oromocto,'	1	0	10
New Canaan,	0	17	8	South Nelson,	3	1	7
Newcastle Creek,	0	19	9	Sprague's Point,	0	17	10
New Horton,	0	13	0	Springfield,	4	0	8
New Ireland,	0	12	5	Spruce Lake,	0	14	5
New Jerusalem,	1	0	9	Stanley,	1	0	4
New Mills,	5	18	9	Saint Basil,	3	13	10
Niguac,	0	7	5	Sussex Portage,	0	15	0
Northampton,	1	7	4	Tabucintac,	1	3	1
North Oak Boom,	0	17	3	Taylor Town,	0	12	3
North Joggins,	1	1	6	Taylor Village,	0	18	4
Norton,	6	16	7	Ten Mile Creek,	0	13	10
Oak Bay,	3	18	8	Tilley's Landing,	3	10	10½
Oak Point, (King's),	2	7	11	Tracadie,	0	18	9
Oak Point, (Northumberland),	1	0	3	Upham,	1	18	1
Oatnabog,	0	11	3	Upper Bay du Vin,	3	9	4
Petersville,	1	2	6	" Brighton,	0	11	10
Petersville Church,	0	16	11	" Buctouche,	0	2	10
Pisarinco,	0	12	10	" Gagetown,	1	6	3
Pockmouche,	0	17	2	" Kent,	0	12	1
Point LaNim,	1	14	5	" Queensbury,	1	13	11
Pollet River,	0	13	7	" Sackville,	2	11	7
Pomeroy Ridge,	0	13	7	" Southampton,	1	4	2
Port Elgin,	2	4	3	" Sussex,	3	15	11
Presqu'isle,	0	14	4	" Wicklow,	6	15	7
Prince William,	4	14	9½	" Woodstock,	8	1	5
Poquioc,	2	5	7	Victoria,	7	1	2
Quaco Road,	1	17	9½	Washademoak,	0	11	10
Ratter's Corner,	0	10	6	Webster's Creek,	0	17	7
Red Bank,	0	17	5	Westcock,	0	17	2
Rénous Bridge,	2	13	3	Westmorland Point,	3	2	10
Richmond,	4	7	3	Wickham,	2	4	2
River de Chute,	6	17	11	Wicklow,	6	15	0
Rusagornis,	0	13	7	Williamstown,	0	17	1
Rolling Dam,	0	12	9	Wood Point,	0	16	6
				Young's Cove,	0	19	3
<i>Carried forward,</i>	£457	9	5	Total,	£561	12	7½

No. 5.

Statement shewing the Names of Postmasters, Clerks, Assistants, and Letter Carriers connected with the Post Office Department in New Brunswick, together with the Name of Office, date of Appointment, and the annual Salary, on 30th Sept. 1857.

Name of Office.	Appointment.	Date of Appointment.	Amount of Salary per annum.
<i>General Post Office.</i>			
V. B. Hutchison, Esq. ...	Chief Clerk,	16th Nov. 1843,	£225 0 0
I. K. Leavitt,	Accountant,	20th Sept. 1851,	140 0 0
John Richards,	Clerk,	23rd May, 1857,	125 0 0
John Lister,	Do.	26th May, 1857,	100 0 0
Peter Markey,	Messenger,	1st Oct. 1856,	60 0 0
			<hr/> £650 0 0 <hr/>
<i>Saint John Establishment.</i>			
John Howe, Esq.	Postmaster,	5th July, 1851,	£400 0 0
H. C. Frink,	First Clerk,	30th Oct. 1848,	160 0 0
T. B. Allan,	Second do.	4th Oct. 1852,	120 0 0
R. W. Boyle,	Third do.	15th Mar. 1855,	100 0 0
J. F. M'Guirk,	Fourth do.		100 0 0
T. C. Rainsford,	Fifth do.		100 0 0
John Langrill,	Office Keeper,	14th Aug. 1851,	75 0 0
			<hr/> £1,055 0 0 <hr/>
John Leitch,	First Letter Carrier,	15th July, 1851.	
James Leitch,	Second do.	1st Dec. 1853.	
George Curry,	Third do.	27th June, 1855.	
<i>Post Office, Fredericton.</i>			
Andrew S. Phair, Esq. ...	Postmaster,	9th Jan. 1845,	£300 0 0
W. Barry Phair,	Assistant,	9th Jan. 1845,	175 0 0
			<hr/> £475 0 0 <hr/>
William Seymour,	Letter Carrier,	June, 1852.	

MEMO.—Mr. Hutchison was promoted to the Chief Clerkship, 14th May, 1857, in the room of Mr. French, deceased. Mr. Leavitt was appointed Accountant, 14th May, 1857, in the room of Mr. Hutchison, promoted. Mr. Patton was employed as temporary Clerk in the General Post Office from 27th Nov. to 31st Dec. 1856. Mr. F. H. Fowler, third Clerk in St. John Office, resigned on 15th Dec. 1856.

Names of all Postmasters, Clerks, Assistants, Letter Carriers, &c.—Continued.

Name of Office.	Name of Officer.	Appointment.	Date of Appointment.	Amount of Salary per annum.
Andover.	Benjamin Beveridge,	Postmaster,	6th July 1846,	£20 0 0
Baie Verte,	Stephen Gooden,	Do.	22nd August 1853,	15 0 0
Bathurst,	Thomas H. Carman,	Do.	6th " 1846,	60 0 0
Bend,	Joseph Crandall,	Do.	6th March 1847,	90 0 0
Buctouche,	C. J. Smith,	Do.	6th October 1856,	20 0 0
Campbellton,	James S. Morse,	Do.	21st Feb'y 1845,	45 0 0
Campo Bello,	Bernard Gallagher,	Do.	22nd January 1853,	10 0 0
Chatham,	James Caie,	Do.	7th October 1825,	160 0 0
Dalhousie,	Joseph Lablois,	Do.	23rd May 1857,	60 0 0
Dorchester,	Charles B. Godfrey,	Do.	23rd Nov. 1847,	27 10 0
Edmundston,	John T. Hodgson,	Do.	6th July 1847,	30 0 0
Gagetown,	W. F. Bonnell,	Do.	9th May 1837,	30 0 0
Grand Falls,	D. B. Raymond,	Do.	22nd May 1857,	25 0 0
Grand Manan,	Joseph Lakeman,	Do.	26th July 1853,	10 0 0
Hampton,	Henry Hallett,	Do.	17th June 1848,	40 0 0
Harvey, (Albert.)	James M. Stevens,	Do.	30th March 1855,	27 10 0
Hillsborough,	R. E. Steeves,	Do.	5th July 1852,	35 0 0
Indian Island,	J. B. W. Chaffey,	Do.	24th January 1856,	10 0 0
Kingston,	Samuel Foster,	Do.	9th October 1845,	10 0 0
Memramcook,	S. C. Charters,	Do.	2nd June 1853,	12 10 0
Milltown,	James Bowes,	Do.	21st Nov. 1848,	20 0 0
Newcastle,	E. W. Williston,	Do.	6th October 1840,	55 0 0
Oromocto,	J. R. M'Pherson,	Do.	13th May 1843,	37 10 0
Richibucto,	S. B. Hetherington,	Do.	6th October 1856,	65 0 0
Sackville,	Christopher Milner,	Do.	6th July 1837,	165 0 0
Salisbury,	George Pitfield,	Do.	28th March 1850,	37 10 0
Shediac,	E. J. Smith,	Do.	6th July 1844,	50 0 0
Sheffield,	T. B. C. Burpee,	Do.	1st Sept. 1857,	10 0 0
Saint Andrews,	George F. Campbell,	Do.	6th October 1829,	300 0 0
Saint George,	G. Knight,	Do.	16th October 1856,	60 0 0
Saint Martins,	Thomas H. Black,	Do.	12th October 1855,	10 0 0
Saint Stephen,	David A. Kerr,	Do.	6th April 1839,	60 0 0
Sussex Vale,	Hugh M'Monagle,	Do.	26th January 1848,	45 0 0
Upham Vale,	Weeden Fowler,	Do.	1st Nov. 1854,	10 0 0
Upper Mills,	Alexander Robinson,	Do.	11th June 1849,	10 0 0
Woodstock,	James Grover,	Do.	11th Sept. 1849,	187 10 0
				£1,860 0 0

Memo.—Mr. Cooper resigned Office on the 2nd June, 1857, but the full Quarter's Salary is allowed as remuneration for instructing the new Postmaster.

RECAPITULATION.

General Post Office, Fredericton,	...	...	...	£650 0 0
Saint John Establishment,	...	...	...	1,055 0 0
Post Office, Fredericton,	...	...	...	475 0 0
Country Post Offices,	...	...	...	1,860 0 0
				£4,040 0 0

J. M. JOHNSON, Jun.
Postmaster General.

V. B. HUTCHISON, Chief Clerk.

A REPORT of all the Way Offices in the Province of New Brunswick, shewing the Counties in which they are situate, Names of Way Office Keepers, &c., Year ended 30th September 1857.

NAME OF WAY OFFICE.	County.	Name of Way Office Keeper.	Date of Appointment.	Revenues collected.	Number of Bags.	Night duties.	Sunday duties.	Salary.
Albert Mines,	Albert,	James Adams,	Nov. 5, 1855	£22 8 2½	156	...	...	£3 14 10
Annapance,	King's,	Geo. N. Cogle,	Mar. 24, 1857	2 16 7	156	...	...	1 15 8
Armstrong's Brook,	Restigouche,	John C. Bent,	Feb. 10, 1857	0 15 9	78	39	13	1 6 7
Aroostook,	Victoria,	George Cox,	Sept. 24, 1852	2 19 6	312	...	52	3 16 6
Baillie Settlement,	Charlotte,	Thos. Robinson,	Apr. 13, 1854	1 7 10½	52	...	...	0 12 8
Baker's Creek,	Victoria,	Prudent Gagnon,	Apr. 30, 1852	4 3 6	52	...	...	0 18 4
Barachois,	Westmorland,	Thomas Gallong,	Sept. 26, 1853	1 18 9	91	...	13	1 6 5
Barnesville,	King's,	Thomas G. Barnes,	Nov. 10, 1854	3 9 4	104	...	...	1 8 0
Barribog,	Northumberland,	William Johnson,	Mar. 25, 1857	0 8 6	65	...	...	0 13 4
Basswood Ridge,	Charlotte,	Robert Love,	July 22, 1854	0 12 7	52	...	...	0 11 3
Butternut Village,	Gloucester,	John M'Allister,	Dec. 19, 1853	50 1 1½	312	156	52	10 0 1
Bay du Vin,	Northumberland,	Alexander Williston,	Apr. 19, 1853	1 15 7	104	...	...	1 3 8
Bay Side,	Charlotte,	F. W. Bradford,	Mar. 22, 1854	2 16 1	312	...	...	2 11 10
Bear Island,	York,	Lewis Hueatis,	Feb. 22, 1853	6 7 6	104	...	...	1 14 9
Beckagumeck,	Carleton,	William S. Nevers,	Sept. 10, 1852	2 11 6	52	...	...	0 15 2
Belle Bay,	Gloucester,	John Chalmers,	July 23, 1851	4 19 8½	312	156	52	5 17 6
Bellevous Village,	King's,	James Lake,	Dec. 27, 1852	2 14 0	104	...	...	1 5 4
Black River,	Westmorland,	Lewis Richard,	Mar. 4, 1856	1 13 9	52	...	...	0 13 5
Do.	Northumberland,	M. M'Naughton,	Feb. 28, 1853	4 1 8½	104	...	...	2 8 2
Blackville,	Saint John,	William Hawkes,	Feb. 24, 1853	3 16 5½	52	...	...	0 17 7
Blissfield,	Northumberland,	Simon Bean,	Feb. 2, 1852	10 10 0½	208	52	...	3 11 0
Blissville,	Do.	John DeCantillon,	Jan. 6, 1853	7 6 1½	208	52	...	3 4 7
Bocabe,	Sunbury,	Timothy Coleman,	Dec. 9, 1852	5 16 7	52	...	...	1 0 10
Boiestown,	Charlotte,	Joshua Hanson,	Sept. 8, 1857	8 15 4	312	117	...	5 15 1
Boundary, Presqu'isle,	Northumberland,	Miles M'Millan,	Nov. 25, 1852	10 16 0	208	208	...	4 9 1
Rutternut Ridge,	Carleton,	John D. Baird,	...	0 14 5	52	...	...	0 11 6
Caledonia,	King's,	William H. Keith,	Dec. 27, 1852	6 1 11½	52	...	...	1 1 9
Campbell Settlement,	Albert,	James Reid,	July 22, 1855	0 8 9	52	...	...	0 10 11
Canning,	King's,	George Campbell,	Jan. 2, 1855	1 10 11½	52	...	...	0 12 5
Cape Tormentine,	Queen's,	R. T. Babitt,	May 12, 1856	2 17 8½	296	...	...	2 12 11
Caraget,	Westmorland,	C. Vanbuskirk,	Mar. 26, 1852	5 17 4½	52	...	...	1 1 8
Carleton,	Gloucester,	James Blackhall,	July 30, 1851	11 13 0	52	...	...	1 13 4
Do.	Saint John,	William Colwell, Jr.	Feb. 2, 1857	24 17 5½	78	...	...	17 0 8

Report of all Way Offices in New Brunswick, &c., Year ended 30th September 1857.—Continued.

NAME OF WAY OFFICE.	County.	Name of Way Office Keeper.	Date of Appointment.	Revenues collected.	Number of Bags.	Night duties.	Sunday duties.	Salary.
Coal Mines,	Queen's,	Henry C. Babbit,	Dec. 8, 1853	£3 17 10½	52	...	...	£9 17 9
Coats' Mills,	Kent,	John Coats,	...	0 2 3	13	...	...	0 2 9
Cocagne,	Do.	James Lucas,	July 25, 1856	16 3 6	312	312	...	7 14 4
Coldstream,	Carleton,	S. Dickinson,	Sept. 27, 1852	1 6 5½	52	...	...	0 12 8
Collina,	King's,	A. Johnson,	Mar. 17, 1856	2 5 1	52	...	...	0 14 6
Connorsville,	Do.	Samuel Perkins,	Apr. 3, 1855	2 0 3	101	...	...	1 3 11
Coverdale,	Albert,	William Smith,	Feb. 2, 1852	4 12 7½	208	...	...	2 9 2 4
Creek Road,	King's,	Disbury H. Keith,	Jan. 10, 1857	1 2 6	52	...	...	0 12 4
Cumberland Bay,	Queen's,	A. Branscomb, Sen.	Mar. 19, 1856	1 9 7½	52	...	...	0 14 8
Curryville,	Albert,	J. Beaumont,	Apr. 1, 1854	1 3 1½	52	...	...	0 12 5
Dawson Settlement,	Do.	Isaac Dawson,	Sept. 9, 1854	0 17 9	286	...	...	2 16 9
Dipper Harbour,	Saint John,	Joseph Belmore,	Sept. 21, 1855	0 19 6	52	...	...	0 12 0
Doak Town,	Northumberland,	Hiram Freeze,	Sept. 26, 1854	6 12 4	208	208	...	4 13 2
Doherty's Mills,	Kent,	Joseph Doherty,	Oct. 26, 1854	0 3 0	13	...	...	0 2 10
Douglas Harbour,	Queen's,	Isaac Perly,	June 19, 1857	6 11 8	52	...	...	1 3 1
Douglastown,	Northumberland,	R. Hutchison,	...	60 6 1½	926	...	...	14 15 7
Dover,	Westmorland,	H. Delesdenier,	Sept. 6, 1854	4 14 3	52	...	...	0 19 4
Dumbarton,	Charlotte,	Patrick Devoy,	Apr. 21, 1857	0 14 2	52	...	...	0 9 2
Dumfries,	York,	Solomon Howe,	Mar. 29, 1854	7 11 3½	312	...	...	3 15 1
Edgett's Landing,	Albert,	Ward Edgett,	Aug. 4, 1854	9 12 2½	156	...	...	2 11 3
Eel River,	York,	S. F. Grosvenor,	Sept. 22, 1856	22 12 2½	312	...	...	5 5 3
Elgin,	Albert,	J. Robinson,	Jan. 21, 1852	7 3 2½	104	...	...	1 15 6
Emigrant Settlement,	Westmorland,	B. Carrigan,	Nov. 17, 1855	2 19 4½	52	...	...	0 16 5
Finger Board,	King's,	Joseph D. Baxter,	Nov. 20, 1852	4 15 2	312	312	...	6 12 0
Flatlands,	Restigouche,	Archibald McKenzie,	June 8, 1852	4 19 8	52	...	...	1 0 0
Flowers' Cove,	Queen's,	John Maynard,	July 26, 1855	1 19 6	52	...	...	0 14 0
Fox Creek,	Westmorland,	Philip Burke,	Mar. 17, 1854	4 8 7½	312	...	...	3 8 10
French Village,	King's,	C. J. Stewart,	Jan. 20, 1854	2 13 7	52	...	...	0 15 3
Gardner's Creek,	Saint John,	John Wallace,	Feb. 21, 1853	1 7 9	52	...	...	0 12 9
Gaspereau,	Queen's,	George Dunn,	Jan. 7, 1854	16 4 1	52	...	...	2 2 4
Geary,	Sunbury,	William Smith,	Oct. 2, 1852	1 9 6	78	52	...	1 14 3
Germantown,	Albert,	W. Fillmore,	Mar. 17, 1853	2 1 2½	52	...	...	0 14 1
Goshen,	Do.	James Stevens,	Feb. 21, 1853	1 0 1½	52	...	...	0 11 11
Grand Ance,	Gloucester,	Francis LeGrisley,	Mar. 10, 1854	2 16 0	52	...	...	0 15 8
Grand River,	Victoria,	Edwin Akerley,	Dec. 16, 1852	6 3 4½	312	...	...	4 2 4
Great Shemogue,	Westmorland,	Joseph Avar,	Apr. 1, 1852	4 12 4½	104	...	...	1 9 2
Greenfield,	Carleton,	Thomas Wakeni,	...	1 2 4	52	...	...	0 12 2

Hammond River,	King's,	Washington Aiden,	Dec. 24, 1852	10 5 9	312	195	52	5 13 1
Hampstead,	Queen's,	William Dunn,	Feb. 2, 1852	5 2 10½	52	...	...	0 4 4
Hardwick,	Northumberland,	Robert Noble,	Mar. 30, 1853	4 13 3	104	...	...	1 9 4
Harvey,	York,	Thomas Cockburn,	Mar. 25, 1852	7 16 11	104	39	...	2 3 3
Head of L'Etang,	Charlotte,	Jessie Prescott,	June 5, 1857	2 8 8½	104	39	...	1 12 4
Head of Petitcodiac,	Westmorland,	H. Humphreys,	Dec. 17, 1855	9 0 6	312	...	...	3 18 1
Hopewell, Cape,	Albert,	Martin B. Palmer,	Oct. 10, 1853	14 12 0	312	...	...	5 9 2
Do. Corner,	Do.	Owen Anderson,	Mar. 6, 1854	10 19 6	312	39	...	5 9 4
Do. Hill,	Saint John,	William Hallet,	Feb. 14, 1853	35 9 0½	312	...	...	8 10 11
Indian Town,	Albert,	Matthias Hamm,	Apr. 8, 1856	67 2 4	546	...	...	15 6 8
Irving Settlement,	Carleton,	James Irving,	July 30, 1855	0 15 10½	52	...	...	0 11 7
Jacksontown,	Gloucester,	C. Graham,	Aug. 20, 1852	4 6 1	52	...	...	0 18 7
Janeville,	Queen's,	Hugh A. Caie,	Sept. 24, 1853	5 4 6	104	65	...	2 18 0
Jemseg,	Westmorland,	George White,	Mar. 17, 1857	3 6 7	52	...	...	0 16 8
Jolicure,	King's,	Daniel Carney,	May 15, 1856	5 5 10	208	...	...	2 17 1
Kennebecasis Bay,	York,	James Patterson,	Mar. 29, 1854	4 15 7½	364	195	...	5 17 7
Keewick Ridge,	York,	Abraham M'Kean,	May 19, 1857	0 11 3	52	...	...	0 7 7
Kingslear,	Do.	G. A. Hammond,	Dec. 4, 1852	19 1 8	312	...	...	4 18 3
Kingston,	Kent,	Henry E. Dwyre,	...	101 18 2	630	624	...	20 18 6
Kouchibouguac,	Do.	William S. Caie,	July 10, 1852	26 0 7 10½	312	312	...	8 12 7
Lakefield,	King's,	...	...	13 16 9½	117	...	...	0 8 2
Ledge,	Do.	Thomas Leary,	Sept. 25, 1854	0 7 10	312	...	...	4 7 9
Lepreau,	Charlotte,	John M' Dermott,	June 29, 1857	20 3 6	585	...	...	13 5 4
L'Etete,	Do.	George Dick, Sen.	Jan. 19, 1856	0 13 3	52	...	...	0 11 4
Little River,	Queen's,	Asa Smith,	Mar. 5, 1856	3 11 6	52	...	...	1 1 9
Little Rocher,	Albert,	C. Richardson,	Mar. 26, 1853	2 4 6	52	...	...	0 14 5
Little Shemogue,	Westmorland,	Thomas Oulton,	Apr. 6, 1853	3 1 9	52	...	...	0 16 2
Loch Lomond,	Saint John,	John Jordan, Jr.	July 27, 1852	4 4 7½	208	...	...	2 8 5
Londonderry,	King's,	James Douglas,	July 13, 1852	9 2 5	104	...	...	1 19 3
Long Creek,	Queen's,	David Lawson,	April 3, 1855	1 5 0	104	...	...	1 17 6
Long Point,	King's,	James Coulter,	April 12, 1852	1 3 0	52	...	...	0 12 3
Lower Brighton,	Carleton,	Benjamin Noble,	May 13, 1855	3 16 9	312	...	...	3 7 8
" Cape,	Albert,	George Turner,	Mar. 17, 1853	3 1 7	208	...	...	2 6 3
" Coverdale,	Do.	Millidge Steeves,	Dec. 17, 1853	2 5 10½	312	...	...	3 5 6
" Hillsborough,	Do.	N. Bennett,	Jan. 16, 1854	0 18 9	52	...	...	0 6 10
" Newcastle,	Do.	D. Goodfellow,	Oct. 2, 1856	4 7 1½	312	...	...	3 8 9
" Prince William,	Northumberland,	Manzer Atherton,	April 15, 1854	0 4 4½	52	...	...	0 10 5
Lynnfield,	York,	Daniel Gitchell,	Feb. 24, 1855	1 8 1½	104	...	...	1 2 10
Maces Bay,	Saint John,	Robert V. Hanson,	Feb. 21, 1853	3 5 3	104	...	...	1 6 5
Mataquack,	York,	Daniel Jewett,	Jan. 11, 1853	3 12 6	312	156	52	5 7 2
Madawaska,	Victoria,	P. C. Amireaux,	...	2 14 0	312	156	52	5 5 5
Madisco,	Gloucester,	E. P. White,	...	...	...	...	...	...

Report of all Way Offices in New Brunswick, &c., Year ended 30th September 1857.—Continued.

NAME OF WAY OFFICE.	County.	Name of Way Office Keeper.	Date of Appointment.	Revenue collected.	Number of Bags.	Night duties.	Sunday duties.	Salary.
Magequadvic,	York,	Solomon Vale,	Feb. 2, 1852	£3 4 6	104	...	...	£1 6 4
Maple Green,	Restigouche,	James Fraser,	April 8, 1853	1 12 2	312	...	...	3 3 6
Maugerville,	Sunbury,	William H. Bent,	June 3, 1857	13 0 2	163	...	...	3 13 3
Mechanics' Settlement,	King's,	Alexander Moore,	Feb. 22, 1853	2 3 1½	52	...	...	0 15 3
Middle Simonds,	Carleton,	Thomas Boyd,	Oct. 18, 1852	6 16 7½	312	312	39	7 1 3
Mill Cove,	Queen's,	Charles W. Cox,	Sept. 9, 1853	2 3 1½	52	...	...	0 14 4
Mill Stream,	King's,	John H. Ryan,	Dec. 4, 1852	4 1 2½	52	...	...	0 18 1
Moncton,	Westmorland,	M. D. Harris,	Jan. 28, 1854	4 18 1½	312	...	...	3 8 10
Moore's Mills,	Charlotte,	John G. Moore,	April 8, 1854	0 17 4	52	...	...	0 11 9
Mount Whatley,	Westmorland,	Lemuel Bent,	Feb. 28, 1855	14 14 2	208	...	...	3 9 1
Mouth of Keswick,	York,	Joseph Hallett,	April 16, 1855	4 17 4	104	...	...	1 9 8
Mouth of Mill Stream,	King's,	T. R. Burgess,	June 29, 1852	16 11 4½	312	312	26	8 14 2
Mouth of Nerepis,	Do.	John M. Nase,	Mar. 26, 1852	13 15 1	104	...	...	5 4 0
Munquart,	Carleton,	Murphy Giberson,	April 5, 1853	1 9 10½	52	...	...	0 13 1
Murray's Corner,	Westmorland,	Pinquey Murray,	April 15, 1853	4 4 10	52	...	...	0 18 6
Musquash,	Saint John,	G. C. Carman,	Mar. 10, 1852	14 14 11	1417	585	...	13 7 0
Nashwaak,	York,	William Plant,	Sept. 20, 1855	7 8 8½	260	52	...	3 16 10
Nashwaaksis,	Do.	D. C. Parent,	Jan. 6, 1854	8 17 11½	104	...	...	1 18 9
Nashwaak Village,	Do.	John L. Fletcher,	Mar. 14, 1854	23 4 6	260	52	...	3 8 11
Narrows,	Queen's,	J. T. Tool,	Feb. 5, 1855	7 8 2½	52	...	...	1 4 10
New Bandon,	Northumberland,	William Hartt,	Feb. 16, 1857	10 7 3½	208	...	...	3 0 9
New Canaan,	Gloucester,	William Dawson,	Feb. 17, 1856	7 18 0	104	65	...	2 15 10
Newcastle Creek,	Queen's,	Benjamin Keith,	Aug. 17, 1853	3 16 11½	52	...	...	0 17 8
New Horton,	Do.	Silas M'Mahon,	Sept. 2, 1854	4 17 7	52	...	...	0 19 9
New Ireland,	Albert,	Mariner Cannon,	Nov. 20, 1854	1 9 6	52	...	...	0 13 0
New Jerusalem,	Do.	James Fleming,	Sept. 5, 1857	1 7 6	52	...	...	0 12 5
New Mills,	Queen's,	Samuel Mahood,	Dec. 24, 1851	5 8 0	52	...	...	1 0 9
Niguac,	Restigouche,	Donald M'Allister,	Jan. 28, 1852	9 8 1	312	208	52	5 18 9
Northampton,	Northumberland,	George E. Letson,	May 27, 1857	1 4 6	26	...	...	0 7 5
Northesk Boom,	Carleton,	David S. Gibson,	Oct. 12, 1854	3 14 0½	104	...	...	1 7 4
North Joggins,	Northumberland,	James Hutchison,	Jan. 3, 1854	3 15 11½	52	...	...	0 17 3
Norton,	Westmorland,	Rufus Cole,	Oct. 6, 1853	6 0 3	52	...	...	1 1 6
Oak Bay,	King's,	John Hays,	Aug. 9, 1851	8 6 0	312	312	...	6 16 7
Oak Point,	Charlotte,	W. H. Polley,	Sept. 6, 1854	8 1 9	351	...	...	3 18 8
Do.	King's,	Henry Buxton,	Sept. 8, 1856	12 5 10½	260	...	...	2 7 11
Oatnabog,	Northumberland,	Alexander Davidson,	Mar. 25, 1853	5 4 7	52	...	...	1 0 3
	Queen's,	John Cameron,	Nov. 7, 1854	0 10 3	52	...	...	0 11 3

Petersville,	Do.	James Bradley, Jr.	Nov. 14, 1854	3 3 0½	52	36	...	1 2 6
Petersville Church,	Do.	A. Hamilton,	Mar. 17, 1854	1 14 1	65	...	...	0 16 11
Pisarinco,	Saint John,	Thomas Gilbraith,	June 2, 1855	3 11 7½	52	...	...	0 17 10
Pockmonche,	Gloucester,	James Barry,	Apr. 2, 1855	2 3 1½	156	...	...	0 12 2
Point LaNim,	Restigouche,	Donald Stewart,	Feb. 7, 1852	1 16 5½	52	...	...	1 14 5
Pollet River,	Westmorland,	Benj. R. Colpitts,	July 31, 1856	1 16 3½	52	...	...	0 13 7
Pomroy Ridge,	Charlotte,	Wm. M'Kenzie,	...	3 9 9	198	...	...	0 13 7
Poquock,*	York,	Thomas Temple,	...	12 3 2	108	...	...	2 5 7
Port Elgin,	Westmorland,	John Monro,	Feb. 25, 1854	2 3 6	52	...	...	2 4 3
Presqu'ile,	Carleton,	Richard Clark,	Feb. 28, 1854	17 8 1½	312	...	...	0 14 4
Prince William,	York,	John Hea, Jr.	May 18, 1852	0 16 4½	208	...	...	4 14 9½
Quaco Road,	Saint John,	B. Kirkpatrick,	June 19, 1857	0 4 9	52	...	...	1 17 9½
Ratter's Corner,	King's,	John Ratter,	Jan. 3, 1855	3 14 11	52	...	...	0 10 6
Red Bank,	Northumberland,	M. M'Henrick,	Feb. 2, 1854	2 18 7½	208	39	...	0 17 5
Renous Bridge,	Do.	William O'Brien,	May 13, 1857	13 12 3	312	312	...	2 13 3
Richmond,	Carleton,	George W. Parks,	Apr. 24, 1852	5 4 7½	312	...	...	4 7 11
River DeChute,	Victoria,	Henry Baird,	Jan. 12, 1856	1 7 7	52	...	...	0 12 9
Rolling Dam,†	Charlotte,	Henry Siles,	June 15, 1856	1 16 0	52	...	...	0 13 7
Russgornis,	Sunbury,	Thomas H. Smith,	Jan. 24, 1852	8 2 1½	52	...	...	1 2 6
Salmon River,	Albert,	Nathaniel Locke,	May 20, 1854	3 10 9	52	...	...	0 16 6
Do.	Saint John,	Robert B. Paterson,	Nov. 24, 1854	2 9 4½	104	...	...	1 4 11
Salt Springs,	King's,	George M'Erwin,	June 13, 1852	3 4 10	52	...	...	0 16 5
Seely's Mill,	Do.	Robert Morrison,	Apr. 26, 1856	1 8 7	312	13	...	3 10 4
Shediac Road,	Westmorland,	J. Rodgerson,	Nov. 2, 1854	1 0 0	104	...	...	1 2 0
Shepody Road,	King's,	Joseph Wallace,	July 13, 1851	20 2 5	104	...	...	3 0 3
Shippigan,	Gloucester,	Thomas G. Baldwin,	Oct. 14, 1853	14 10 6½	312	312	...	7 16 7
Simonds,	Carleton,	Stephen G. Burpee,	Dec. 28, 1853	13 10 5½	52	...	...	1 17 1
Smith's Creek,	King's,	James E. White,	Feb. 4, 1854	3 18 7½	52	...	...	0 17 9
Smith's Fown,	Do.	Ebenezer Smith,	Mar. 9, 1853	0 16 7½	104	...	...	1 16 4
Southampton,	York,	Thomas C. Atherton,	Feb. 22, 1853	5 9 7½	52	...	...	0 11 8
S. Branch, (Ken'becassis)	King's,	Daniel Godard,	Feb. 9, 1856	15 16 3½	156	...	...	1 0 10
Do. (Oromocto)	Sunbury,	George F. Smith,	...	3 18 0	52	...	...	3 1 7
South Nelson,	Northumberland,	John Kain,	Nov. 20, 1855	17 16 8	208	...	...	0 17 10
Sprague's Point,	King's,	Francis Galong,	Feb. 14, 1852	0 19 4½	52	...	...	4 0 8
Springfield,	Do.	Malcolm King,	...	5 14 2½	52	...	...	0 14 5
Spruce Lake,	Saint John,	Edward Stapleton,	July 23, 1855	1 18 6	312	...	...	1 0 4
Stanley,	York,	William Lynch,	Sept. 1, 1857	2 10 4½	52	...	...	3 13 10
Saint Bazil,	Victoria,	John Lynch,	Feb. 17, 1853	5 6 3	52	...	...	0 15 0
Sussex Portage,	King's,	William S. Peakes,	Aug. 1, 1851	0 17 0	52	...	...	1 3 1
Tabucintac,	Northumberland,	Roderick M'Leod,	Sept. 1, 1857	4 3	52	...	...	0 12 3
Taylor Town,	Sunbury,	Robert M. Bailey,	Oct. 20, 1853	0 10 3	52	...	...	0 18 4
Taylor Village,	Westmorland,	Charles Taylor,	...	...	52	...	...	...

Report of all Way Offices in New Brunswick, &c., Year ended 30th September 1857.—Continued.

NAME OF WAY OFFICE.	County.	Name of Way Office Keeper.	Date of Appointment.	Revenues collected.	Number of Bags.	Night duties.	Sunday duties.	Salary.
Ten Mile Creek,	Saint John,	John S. Parker,	Feb. 9, 1852	£1 18 6	52	..	..	£0 13 10
Tilley's Landing,†	Sunbury,	T. B. C. Burpee,	Oct. 17, 1854	10 7 11½	256	..	..	3 10 10½
Tracadie,	Gloucester,	James Young,	Aug. 2, 1851	4 6 9	52	..	..	0 18 9
Upham,	King's,	Joshua C. Upham,	Feb. 15, 1856	9 0 3½	104	..	..	1 18 1
Upper Bay du Vin,	Northumberland,	William Dickens,	May 28, 1853	0 18 7½	182	169	..	3 9 4
" Brighton,	Carleton,	W. B. Tomkins,	Mar. 26, 1853	0 18 3	52	..	..	0 11 10
" Buctouche,	Kent,	Samuel Jerore,	June 18, 1857	0 3 3	13	..	..	0 2 10
" Gagetown,	Queen's,	James R. Curry,	June 13, 1856	3 16 0	117	..	..	1 6 3
" Kent,	Carleton,	George Milbury,	Oct. 20, 1852	1 0 4½	52	..	..	0 12 1
" Queensbury,	York,	S. E. Atherton,	May 25, 1857	6 14 3	104	..	..	1 13 11
" Sackville,	Westmorland,	Edwin Ayre,	Mar. 8, 1854	10 17 1	156	..	..	2 11 7
" Southampton,	York,	John S. Patterson,	June 23, 1853	2 0 9	104	..	..	1 4 2
" Sussex,	King's,	John M. Leod, Jr.	July 26, 1852	8 0 7	312	..	..	3 15 11
" Wicklow,	Carleton,	S. H. Estabrooks,	Jan. 31, 1855	4 0 10½	312	312	39	6 15 7
" Woodstock,	Do.	W. Woodworth,	Mar. 28, 1854	19 9 9	312	234	52	8 1 5
Victoria,	Do.	Charles R. Boyer,	Feb. 2, 1852	9 11 2½	312	312	39	7 1 2
Washademoak,	Queen's,	John Colwell,	Jan. 6, 1856	0 18 9	52	..	..	10 11 10
Webster's Creek,	Victoria,	C. E. Slocomb,	Mar. 9, 1857	3 16 0	52	..	..	0 17 7
Westcock,	Westmorland,	Thomas Lyons,	Jan. 27, 1854	3 11 8	52	..	..	0 17 2
Westmorland Point,	Do.	Thomas E. Oulton,	Oct. 1, 1853	11 8 7	208	..	..	3 2 10
Wickham,	Queen's,	Robert Golding,	Feb. 2, 1852	5 3 10½	195	..	..	2 4 2
Wicklow,	Carleton,	John Hollin,	Sept. 25, 1852	3 15 1	312	312	39	6 15 0
Williamstown,	Do.	Thomas Lindsay,	July 8, 1854	3 11 4½	52	..	..	0 17 1
Wood Point,	Westmorland,	William Clark,	Jan. 7, 1856	3 4 10½	52	..	..	0 16 6
Wong's Cove,	Queen's,	R. Snodgrass,	Feb. 9, 1856	4 13 1½	52	..	..	0 19 3

* Office closed 23rd May 1857.

† Name of Office changed to Dumbarton.

‡ Converted into Post Office, September 2nd, 1857.

V. B. HUTCHISON, *Chief Clerk.*

J. M. JOHNSON, JUN.
Postmaster General.

No. 9.

Report of New Post and Way Offices established during the Year ended 30th September 1857.

Name of Office.	Post or Way Office.	County.	Date of Appointment.	Name of Postmaster or Way Office Keeper.
Buctouche,	Post Office,	Kent,	Oct. 6, 1856,	Charles Jas. Smith.
Annagance,	Way Office,	King's,	Mar. 12, 1857,	George Cogle.
Armstrong's Brook,	Do.	Restigouche,	Feb. 10, "	John C. Bent.
Bartibog,	Do.	Northumberland,	Mar. 25, "	William Johnston.
Doherty's Mills,	Do.	Kent,	June 4, "	Joseph Doherty.
Keswick Ridge,	Do.	York,	Mar. 19, "	Abraham M'Keen.
Lakefield,	Do.	King's,	... ..
New River,	Do.	Charlotte,	July 14, "	William M'Gowan.
Niguac,	Do.	Northumberland,	Mar. 25, "	George E. Letson.
Taylor Town,	Do.	Sunbury,	Sept. 3, "	Robert M. Bailey.

J. M. JOHNSON, JUN.,

*Postmaster General.*V. B. HUTCHISON, *Chief Clerk.*

No. 7.

REPORT of all existing Contracts for the conveyance of Mails in the Province of New Brunswick, length of each—number of miles contracted for per annum—mode of carriage

NAME OF ROUTE.		Name of Contractor.	Distance in Miles.	No. of Miles contracted for per annum.	No. of Trips per Week.
From	To				
Andover, Do.	Fort Fairfield, Tobique.	William Everett, Robert Hallett,	7 24	1,456 2,496	2 1
Bathurst,	Shippigan,	John Frizel,	60	8,216	New Bandon 19; 2, Shippigan 60; 1
Bend,	Amherst,	William Hickman,	44	13,728	3
Black River,	Hardwicke,	Wm. M'Naughton,	18	1,872	1
Buctouche,	Coates' Mills,	Adam M'Intyre,	12	1,248	1
Campbellton,	Flatlands,	Benj. Thompson,	10	1,040	1
Chatham,	Shippigan,	Thomas Barry,	70	7,280	1
Do.	South Nelson,	William M. Kelly,	7	2,184	3
Canning,	Mail Steamers,	Joseph Hoben,	4	156	..
Edmundston,	Saint Francis,	John Emerson,	36	3,744	1
Fredericton,	Chatham,	Robert Orr,	105	21,840	2
Do.	Grand Falls,	James R. Topper,	137	62,400	6 to Woodstock; 3 Grand Falls,
Do.	Foot Messenger,	William Seymour,	4	156	..
Do.	Mail Steamers,	Do.	4	156	Twice per day Summer Season,
Do.	Stanley,	James Malone,	25	2,600	1
Do.	Saint Stepha,	Daniel Donahoe,	72	7,488	1
Do.	Woodstock, (N. side)	James Wiley,	72	7,488	1
Gagetown,	Gaspereau,	Joseph Stockford,	100	10,400	1
Do.	Washademoak,	Do.	29	3,016	1
Do.	Mail Steamers,	Elias Vail,	3	1,872	..
Do.	Nerepis,	John Beattie,	22	2,288	2
Grand Falls,	Canadian Boundary,	John Hartt,	49	15,288	3
Hampstead,	Oatnabog,	William Dunn,	6	624	1
Hampton,	Springfield,	Malcom King,	16	3,328	2
Harvey, (A. C.)	Salmon River,	Owen Morris,	18	1,872	1
Hillsborough,	Albert Mines,	Oliver B. Graves,	6	1,872	3
Do.	Caledonia,	William Baizley,	14	1,456	1
Do.	Curryville,	Oliver B. Graves,	8	832	1
Kingston,	Lyons' Point,	John T. Appleby,	16	1,664	1
Lepreau,	Maces Bay,	Robert Hope,	44	468	1
Maugerville,	Mail Steamers,	Thomas Lindsay,	4	156	..
Memramcook,	Dover,	Peter Bourgois,	16	1,664	1
Mill Stream,	Head of Mill Stream,	Cornelius R. Parlee,	14	1,456	1
Mouth of Nerepis,	New Jerusalem,	John Sharp,	37	3,848	1
Mouth of Mill Stream,	Washademoak,	Howard D. M'Leod,	41	4,264	1
Musquash,	Dipper Harbour,	James Harvey,	10	1,040	1
Newcastle,	Bend,	William M. Kelly,	95	29,640	3
Do.	Campbellton,	Do.	123	38,376	3
Do.	Red Bank,	Peter Russell,	14	1,456	1
Oak Point,	Mail Steamers,	John Palmer,	4	312	12
Oromocto,	Do.	Robert Bryson,	4	312	12
Do.	South Branch,	Benjamin Bailey,	50	2,600	1
Richibucto,	Weldford,	Joseph Scollick,	44	2,288	1
Sackville,	Cape Tormentine,	Joseph Allan,	43	7,072	2 Bay Verte, 25; 1 Cape Tormentine, 43,
Do.	North Joggins,	William M'Haffey,	15	1,560	1
Do.	Upper Sackville,	Do.	4	1,248	3
Salisbury,	Elgin,	William Mullins,	45	2,340	1
Do.	Harvey,	Oliver B. Graves,	42	13,104	3

No. 7.

showing the date of each Contract—the name of each Contractor—the Routes embraced, and contracted for, and annual payment per Contract, Year ended 30th September 1857.

Mode of Conveyance.	Amount of Contract per annum.	Commencement of Contract.	REMARKS.
Vehicle, 1 or more horses, or on horseback,	£22 8 9	1st April 1857	
Do. do. do.	35 0 0	18th May 1857	New Mail Route.
Do. do. do.	80 0 0	6th Jan. 1854	New Bandon, and Caraquet, served by this Ride.
Do. 2 or more horses,	74 15 0	24th July 1855	
Do. 1 or more horses, or on horseback,	22 9 0	6th April 1853	Serving Bay du Vin and Hardwicke.
Do. do. do.	16 10 0	1st July 1857	New Mail Ride.
Do. do. do.	18 0 0	14th Feb. 1854	
Do. do. do.	61 5 0	6th July 1854	Serving Niguac, Oak Point, Tabucintac, Pockmouche and Tracadie.
Do. do. do.	24 9 9	30th May 1855	
Row Boat,	3 0 0		No Contract. Service performed under verbal agreement, during Sum. Season.
Vehicle, 1 or more horses,	34 0 0	6th July 1852	
Do. do.	125 0 0	1st July 1857	
Do. 2 or more horses,	870 0 0	24th Oct. 1853	
On Foot,	5 0 0	5th July 1852	
Do.	7 0 0	Do. Do.	Tending-Let. Boxes. No Contract. Service performed under verbal agreement.
Do.			No Contract. Service performed under verbal agreement.
Vehicle, 1 or more horses,	25 0 0	7th Nov. 1849	
Do. do.	99 15 0	1st July 1857	
Do. do.	87 5 6	1st June 1857	
Do. do.	87 10 0	29th Mar. 1854	Around G. Lake. Serving Offices en route.
Do. do.	23 10 0	13th Nov. 1854	
Row Boat,	10 0 0	Opening Nav. 1857.	
Vehicle, 1 or more horses, or on horseback,	47 9 0	Close of R. St. John	Winter Season of 1856 and 1857.
Do. 1 or more horses,	199 19 0	26th Nov. 1854	
Do. 1 or more horses, or on horseback,	7 10 0	24th April 1856	
Do. do. do.	30 0 0	6th April 1854	
Do. do. do.	14 7 6	24th Oct. 1853	
Do. do. do.	12 15 0	1st May 1857	
Do. do. do.	12 0 0	23rd Do. 1853	
Do. do. do.	6 10 0	1st Do. 1857	
Do. do. do.	20 0 0	28th April 1855	
Do. do. do.	4 10 0	12th Mar. 1855	
Row Boat,	3 0 0		No Contract. Service performed under verbal agreement, during Summer Season.
Vehicle, 1 or more horses, or on horseback,	15 0 0	6th July 1854	Serving Taylor & Bellevous Villages.
Do. do. do.	9 0 0	5th April 1854	
Do. do. do.	45 0 0	6th Do.	
Do. do. do.	35 0 0	4th Nov. 1854	
Do. do. do.	13 0 0	17th Oct. 1854	
Do. 2 or more horses,	345 0 0		
Do. 1 or more horses,	449 10 0	30th Oct. 1856	
Do. 1 or more horses, or on horseback,	16 5 0	5th Mar. 1855	
Row Boat,	6 0 0	Opening Nav. 1857	
Do.	5 0 0	Do. 1857	
Vehicle, 1 or more horses, or on horseback,	17 10 0	1st July 1857	Circular Ride.
Do. 1 or more horses,	24 10 0	28th Feb. 1857	Circular Ride.
Do. 1 or more horses, or on horseback,	43 0 0	6th April 1853	
Do. do. do.	13 0 0	1st Aug. 1853	
Do. do. do.	12 0 0	1st Mar. 1853	
Do. do. do.	25 0 0	25th Feb. 1857	
Do. do. do.	103 5 0	1st May 1857	Circular Ride.

Report of all existing Contracts for the conveyance of

NAME OF ROUTE.		Name of Contractor.	Distance in Miles.	No. of Miles contracted for per annum.	No. of Trips per Week.
From	To				
Salisbury,	Hillsborough,	Oliver B. Graves,	28	5,824	2
Shediac,	Great Shemogue,	Dom. R. Reshan,	22	2,288	1
Sheffield,	Little River,	Benjamin S. Taylor,	16	1,664	1
Springfield,	Collina,	James J. M. Scovil,	9	936	1
Do.	Sprague's Point,	Walter C. Davis,	3	312	1
Spruce Lake,	Pisarinco,	Thomas Dean,	8	832	1
Saint Andrews,	Campo Bello,	James M'asters,	18	1,872	1
Do.	Grand Manan,	William Gatscomb,	63	6,552	1
Saint George,	L'Etete,	George Dick,	9	936	1
Saint John,	Annapolis,	John Walker,	58	10,092	Twice in Summer and once in Winter.
Do.	Carleton,	John Eagles,	1 1/2	936	6
Do.	Fredericton via Ner.	James Bradley,	65	3,380	Say 26 weeks, 1
Do.	Do. do.	Richard Kelly,	65	23,660	Say 26 weeks, 7
Do.	Do. via River,	Hatheway & Small,	84	39,312	Say 26 weeks, 9
Do.	Harvey, (A. C.)	Oliver B. Graves,	81	8,424	1
Do.	Indian Town,	William Bradley,	2 1/2	1,820	13 during Summer, once during Winter,
Do.	Kingston,	Alex. M'Alary,	20	2,080	1
Saint John,	Salmon River,	Alex. Fownes,	40	10,608	Twice to St. Martins, once to Salmon R.
Do.	Calais,	Alex. Boone,	98	61,152	6
Do.	Sussex Vale,	Washington Alden,	47	14,664	3
Do.	Do. via Salt Springs,	George M'Ewen,	43	4,472	1
Do.	Ten Mile Creek,	William Wallace,	32	3,328	1
Saint Stephen,	Saint James,	Alex. Clendenin,	40	2,080	1
Do.	Upper Mills,	William T. Rose,	7	2,184	3
Sussex Vale,	Bend,	Douglas King,	47	14,664	3
Do.	Elgin,	F. C. Buchanan,	30	3,120	1
Do.	New Canaan,	Arthur M'Lean,	31	3,224	1
Tilley's Landing,	Oromocto,	T. B. C. Burpee,	11	1,144	Twice during Winter, say 26 weeks,
Woodstock,	Houlton, (Me.)	James R. Tupper,	14	8,736	6
Do.	Victoria Line,	Robert Hume,	80	4,160	1
			2658	547,720	

RECAPITULATION.

Length of Mail Routes, - - - - 2,658 Miles.
 Distance travelled per annum, - - - - 547,720 "

V. B. HUTCHISON, Chief Clerk.

Mails in the Province of New Brunswick.—Continued.

Mode of Conveyance.	Amount of Contract per annum.	Commencement of Contract.	REMARKS.
Vehicle, 1 or more horses, or on horseback,	£45 10 0	1st May 1857	
Do. do. do.	19 0 0	20th Mar. 1857	
Do. do. do.	25 0 0	1st April 1857	
Do. do. do.	8 0 0	13th Feb. 1856	
Do. do. do.	4 0 0	5th Jan. 1856	
Do. do. do.	25 0 0	5th July 1854	
Sailing Vessel,	25 0 0	Do. do.	
Do.	87 10 0	1st Sep. 1857	
Vehicle, 1 or more horses, Steam Boat,	12 10 0	19th Jan. 1856	
	500 0 0		Mr. Walker has always declined entering into a Contract.
On Foot,	15 0 0	7th Feb. 1853	
Vehicle, 1 or more horses,	100 0 0	1st Aug. 1857	Summer Season.
Do. do.	274 9 5	From closing Nav.	Winter Season.
Steam Boat,	350 0 0	20th April 1857	
Vehicle, 1 or more horses, or on horseback,	99 15 0	1st May 1857	
Do. do. do.	42 10 0	1st Sep. 1857	
Vehicle, 1 or more horses,	24 0 0	8th Dec. 1855	
Do. do.	48 0 0	30th April 1855	
Do. 1 or more horses, or on horseback,	950 0 0	1st Sep. 1857	
Do. 1 or more horses,	210 4 4	1st June 1855	
Do. do.	45 0 0	1st Dec. 1855	
Do. do. do.	35 0 0	1st June 1850	
Do. do. do.	35 0 0	17th April 1854	Circular Ride.
Do. do. do.	25 0 0	1st Sep. 1857	
Do. 2 or more horses,	149 0 0	1st June 1855	
Do. 1 or more horses,	32 0 0	1st April 1856	
Do. do. do.	44 0 0	24th Nov. 1855	
Do. do. do.	12 10 0	1st Dec. 1855	Winter Season of 1856 and 1857.
Do. 2 or more horses,	52 10 0	6th Jan. 1852	
Do. 1 or more horses,	60 0 0	27th Sep. 1852	Circular Ride.
		£6622 7 3	

RECAPITULATION.

Cost per annum, - - - - £6,622 7 3
 Average pay per mile, - - - - 0 0 2 12-13 nearly.

J. M. JOHNSON, Jr., Postmaster General.

No. 8.
REPORT of all Fines, and Deductions from the Pay of Mail Contractors for Loss of Time, or any other cause, Year ended 30th September 1857.

ROUTE.		Name of Contractor.	Nature of Offence.	Date of Fine.	Amount.	Whether remitted, and for what cause.
From Fredericton	To Grand Falls,	James R. Tupper,	Loss of Mail Bag,	Oct. 8, 1856,	£5 0 0	Remitted. M. Bag found: satisfactory explanation given.
Do.	Saint John,	Richard Kelly,	Loss of time,	Nov. 24, "	5 0 0	Not remitted.
Newcastle	Bend,	William Kelly,	do.	" 27, "	3 0 0	Do.
Fredericton	Saint John,	Richard Kelly,	do.	Dec. 1, "	5 0 0	Do.
Saint John	Saint Martins,	A. Fowns,	do.	" 6, "	5 0 0	Do.
Newcastle	Bend,	William Kelly,	Carelessness,	Jan. 30, 1857,	5 0 0	Do.
Fredericton	Saint John,	Richard Kelly,	Loss of Time Bill,	March 19, "	0 10 0	Do.
Do.	do. via the River,	Richard Kelly,	Loss of Time Bill,	June 2, "	5 0 0	Remitted. Satisfactory explanation given.
Do.	do. via the Nerepis,	F. W. Hatheway,	Miscarriage of Mail,	June 17, "	2 10 0	Not remitted.
Saint Andrews	Saint Stephen,	Felix Clair,	Loss of Time,	" 20, "	1 10 0	Remitted on recommendation of Postmaster of Saint Andrews.
Saint John	Fredericton, via the River,	F. W. Hatheway,	Leaving Oromocto Mail at Sheffeld,	July 18, "	5 0 0	Remitted. Mail Bag being forwarded and satisfactory explanation given.
Fredericton	Woodstock,	J. R. Tupper,	Loss of time,	" 29, "	5 0 0	Remitted. Satisfactory explanation given.
Saint John	Sussex Vale,	Washington Alden,	Repeated loss of time,	Aug. 3, "	2 10 0	Not remitted.
Bend	Amherst,	William Hickman,	do.	" 5, "	2 10 0	Do.
Fredericton	Stanley,	James Malone,	Loss of time,	" 3, "	1 0 0	Remitted. Satisfactory explanation given.
Newcastle	Campbellton,	William Kelly,	Miscarrying Dalhousie Mail for Armstrong's Brook to Bathurst,	" 6, "	2 10 0	Not remitted.
Saint John,	Sussex Vale,	Washington Alden,	Loss of time,	" 6, "	3 10 0	Do.
Sussex Vale	Bend,	Douglas King,	do.	" 6, "	3 10 0	Do.
Fredericton	Chatham,	Robert Orr,	do.	" 8, "	2 10 0	Remitted. The error being in Time Bill of Postmaster, Chatham.
Do.	Saint Stephen,	Daniel Donaghue,	do.	" 8, "	1 0 0	Not remitted.
Do.	do.	do.	do.	" 29, "	1 10 0	Do.
Do.	do.	do.	do.	" 18, "	2 10 0	Do.
Do.	do.	do.	do.	Sep. 30, "	5 0 0	Remitted. On promise of greater punctuality.
Saint John	Saint Martins,	A. Fowns,	do.	" 30, "	1 0 0	Not remitted.

V. B. HUTCHISON, Chief Clerk.

J. M. JOHNSON, JR. Postmaster General.

No. 10.

Estimated Revenue and Expenditure of the Post Office Department in New Brunswick for the Year ending 31st October 1858.

REVENUE.

Amount of Postage of Towns in New Brunswick, exclusive of Packet Postage,	£6,500	0	0
Amount of Unpaid Postage received from, and Paid Postage sent to the United Kingdom, Bermuda, and Newfoundland,	1,700	0	0
Amount of Way Letter Postage,	400	0	0
Amount of Ship Letter Postage,	600	0	0
Amount of Postage Stamps sold,	1,000	0	0
Estimated Gross Revenue,	£10,200	0	0
Deduct Packet Postage due to Great Britain,	£1,300	0	0
“ Refused, Redirected, and Missent Letters,	600	0	0
	1,900	0	0
Estimated Net Revenue,	£8,300	0	0
Estimated Amount required in aid,	6,287	15	11
	£14,587	15	11

EXPENDITURE.

General Post Office, Fredericton, exclusive of Postmaster General's Salary,	£680	0	0
Post Office, Saint John,	1,350	0	0
Post Office, Fredericton,	450	0	0
Other Post Offices,	1,850	0	0
Way Offices,	560	0	0
Mail Routes (Regular Service),	7,000	0	0
Express Mail Service,	750	0	0
Balance due Postmaster at St. John to 30th September, 1857,	282	15	11
Commission to Deputies on Sale of Postage Stamps,	100	0	0
Ship Letter Gratuities,	290	0	0
Telegraphing and Advertising,	150	0	0
Printing and Stitching 500 Copies Report; 500 do. Regulations,	100	0	0
Blank Forms, Stationery, &c.	275	0	0
Travelling Expenses and Contingencies,	150	0	0
Salary of Postmaster General,	600	0	0
	£14,517	15	11

J. M. JOHNSON, Jun.
Postmaster General.

V. B. HUTCHISON, Chief Clerk.
General Post Office, Fredericton, 1857.

No. 11.

REPORT of Letters of Value received at the Dead Letter Office, General Post Office, New Brunswick, Year ended 30th September 1857.

When received.	Name and address of sender.	To whom addressed.	Contents.	How disposed of.	No. of Receipt.
1857. Feb. 15.	Mary Glaving, Care of Dr. George Harding, Partridge Island, St. John.	William Barker, By Geelong, Victoria, Port Philip, Australia.	American 3d piece.	Sent to Postmaster of St. John, 21st February 1857.	1
Feb. 15.	Ann Holbrook, Saint John.	Mrs. Sarah Randalls, Eastport, Me.	*Five Shillings Commercial Bank Note.	Sent to P. M. St. John, 21st Feb. returned; Ann Holbrook having gone to the United States.	2
Feb. 15.	T. C. Allan, Newcastle, Miramichi.	Mrs. Margaret M'Donald, Care of Mr. M'Intyre, Northgate, Dundee, Scotland.	Bill of Exchange for Six Pounds Sterling.	Sent to Postmaster of Newcastle, 21st February 1857.	3
Jan. 31.	Daniel Ward, Lepreau, N. B.	Emily M. Ward, Carleton, Saint John.	†One 5 & two 38 Frontier Bank Bills, all \$11.	Sent to Way Office Keeper, Lepreau.	4
Jan. 31.	Susan Campbell, Bathurat,	Mrs. Mary Ann Buchanan.	One Gold Ear Ring.	Sent to Postmaster of Bathurst, 21st July 1857. Sent to Chatham, 22d Apr. 1857.	5
Feb. 25.	Ann M'Masters, Saint John, N. B.	Doctor M'Masters, Mrs. Shaws, Queen Street. St. Catherines, C. W.	Three Dollars.	Sent to Postmaster, Saint John, 26th February, 1857. The delivery receipt sent to Canada 9th March 1857.	
Feb. 25.	James Ritchie, For Michael Haley, Restigouche.	Mrs. Michael Haley, Grand Trunk Office, Great St. James Street, Montreal.	Draft on Quebec for Five Pounds, Currency.	Sent to Postmaster of Dalhousie, 26th February 1857. Receipt sent to Canada 9th March 1857.	
Feb. 15.	J. W. Weldon, Richibucto.	Alexander James, Esq., Barrister at Law, Saint John, N. B.	£1 13 9.	Sent to Postmaster of Richibucto 28th February 1857.	6
Feb. 15.	George M'Auley, Kingston, (Kent.)	Address illegible.	A Note of Hand.	Delivered by W. Office Keeper, Kingston, Kent, Feb. 7, 1857	7
March 3.	Francis E. Good, Woodstock.	John Fitzpatrick, Paisley, Scotland.	Passage Certificate from Liverpool to St. John.	Sent to Postmaster of Woodstock, March 3, 1857.	8
March 3.	John Long, Fredericton.	Mrs. Julia Long, Kenah, Co. Cork, Ireland	Bank of England Note for £5 Sterling.	Delivered to John Long by V. B. Hutchison, Mar. 3d, 1857.	9
March 1.	Isaac Styles, Hopewell.	Mrs. Isaac Styles, Care James Rogers, St. John.	Sixpence, (silver.)	Sent to Way Office Keeper at Hopewell, March 7th, 1857.	10
Feb. 28.	James Martin, Saint John, N. B.	Elizabeth Martin, Cloney, Co. Donegal, Ireland.	Bill of Exchange for £3 Sterling.	Sent to Way Office Keeper, Wickham, March 13. Sent to Way Office Keeper, Hampstead, July 8.	11
April 30.	Elick Steen, Carleton, Saint John.	Miss Jane Fitzsimmons, Calais, Milltown, Maine.	Three Five Shilling Bills.	Sent to Postmaster, Saint John, April 7th, 1857.	12
June 19.	None.	Mrs. Thomas Dwyer, 488, Commercial Street, Boston.	Two Ten Dollar Bills.	Sent to Postmaster of Boston, 19th June 1857.	13
May 20.	James Bond, Saint John.	Robert Magill, Care John M'Dowell, Co. Antrim, Ireland.	Bill of Exchange for £4 Sterling.	Sent to Secretary General Post Office London, July 12, 1857.	14
July 1.	William Logan, Saint John.	Thomas B. Harris, Boston.	New Brunswick Bank Draft for \$1,690.	Sent to Postmaster of Saint John, 7th July 1857.	15
July 1.	Ellen O'Hara, Saint John.	Patrick O'Hara, Dunbrock, Co. Derry, Ireland.	Bank Exchange for £6 Sterling.	Sent to Postmaster of Saint John, 7th July 1857.	16
July 1.	Elizabeth & John Kirkland, Newcastle, Miramichi.	F. J. Kirkland, Lee Village, Maine.	Silver 3d piece and Hair.	Sent to Postmaster, Newcastle, 8th July 1857.	17
Sept. 7.	Jane M'Question, Quaco, St. Martins.	Miss Mary M'Kie, Saint John.	Bank Bill, Five Shilling.	Sent to Postmaster of St. Martins, 7th September 1857.	18

J. M. JOHNSON, JR., *Postmaster General.*V. B. HUTCHISON, *Inspector of Dead Letters.*

* Letters and contents handed to late Postmaster General, 26th May 1857.

† Letter states twelve Dollars were enclosed.

**REPORT OF THE CHIEF COMMISSIONER OF PUBLIC WORKS
FOR THE YEAR 1857.**

OFFICE OF BOARD OF WORKS, Fredericton, February, 1858.

*To His Excellency the Honorable John Henry Thomas Manners-Sutton, Lieutenant Governor and
Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY,

In accordance with the provisions of the Act 18 Vict. cap. 7, sec. 2, establishing a Board of Works in this Province, and requiring the Chief Commissioner to make an annual "Report to the Governor in Council of all the Great Roads, and any other Provincial work upon which public money has been expended;" the undersigned has the honor to submit this General Report for the year 1857, accompanied by an Appendix, in which are embraced the following Statements and Reports:

A.—Statement shewing the amount expended by the Board of Works during the year, distributed under different heads; and of Warrants drawn on the Provincial Treasury in favour of this Department.

B.—Statement of amounts over or under expended by the Supervisors on the 1st of November 1857.

C.—List of new Bridges built the last season, with the principal dimensions and cost of each.

D.—Correspondence with the War Department relative to a Site for the Bridge over the Grand Falls of the River Saint John, with Bills of Materials and Specification, and Contract with Mr. Tomlinson for the erection of the Works.

E.—Reports and Correspondence relative to the deepening and buoying out the Horse Shoe Bar at the Mouth of the Miramichi River.

F.—Reports on the state of the Buildings, &c. on Hospital or Hardwood Island, near Saint Andrews.

G.—Report on the improvements executed by the late John Wilson at Dark Harbour, in the Island of Grand Manan.

H.—Replies to Circular Letter from the Chief Commissioner of Board of Works to Mill-Owners at Saint John, respecting the working of the Dredge at their Wharves.

GREAT ROADS AND BRIDGES.

GENERAL OBSERVATIONS.

Throughout the Province there are forty two lines of Great Road, comprising 1630 miles of Road, 470 large Bridges, and about 1400 small ones. Of the 470 large Bridges, a number have been recently erected on streams, the communication across which was

formerly maintained by Ferries. Amongst these are the Nepisiguit, North West Miramichi, Little Tracadie, and Tabusintac. The Nepisiguit, finished in 1855, at a cost of £2,800; the North West Miramichi, completed in 1856, at an outlay of £6,583; the Little Tracadie, completed in 1857, at a cost of £850; and Tabusintac, opened in October last, and on which the expenditure, when completed, will be £2000. Bridges have now been erected over every stream crossing the different lines of Great Road throughout the Province, that convenience requires or economy will admit, except four, viz. the River Saint John at the Grand Falls, Big Tracadie, Pokemouche, and Caraquet; the first in the County of Victoria, on the Road leading to Canada, and the last three in the County of Gloucester, on the line of Road leading around the Gulf Shore.

Of the forty two Great Roads, nearly all have been opened, turnpiked, and made passable for travel. Amongst those still unfinished, are the lines from Fredericton to Richibucto in the County of Kent, and from Oak Bay, in the County of Charlotte, to Eel River, in the County of Carleton.

A considerable portion of these Roads passes through uncultivated and thinly settled districts; and although on some of the lines the inhabitants from their numbers and position might be expected to contribute by statue labour to the support of the Roads, yet the amount realized from this source is found to bear a very insignificant proportion to the sum expended.

It will be observed by Your Excellency that the amount appropriated by the Legislature during the Session in June last for the Great Road service, was considerably less than the expenditure of previous years. After providing for the erection of such new Bridges as were absolutely necessary, and repairing such others as were unsafe, there remained but a small sum to each line of Road to keep it in passable condition. In addition to this circumstance, the season has been unusually severe and destructive to turnpike Roads, and during the months of October and November the rainy weather continued for the greater part of the time, and the consequence has been that lines of Road over which heavy and constant teaming have passed, (such as those from Fredericton to Woodstock, and from Saint John to the Bend of Petitcodiac,) were very much cut up and injured. These lines should receive the earliest attention in the Spring.

The moving of earth in connection with the Roads, and turnpiking in particular, should always be done in the early part of the season; this rule has not in all cases been strictly adhered to; and particular instructions should be given for the future to parties having charge of a Road, that all such work should be effected before the first of August in each year, except the repairing of such damages as may occur from time to time.

The fact that a number of the large streams that were a few years ago crossed by Ferries are now spanned by expensive Bridges, renders it more and more important that great care should be taken to select the best and most durable material for these structures, that they should be erected upon the most approved and economical designs and plans, and that as far as practicable their erection should be contracted for in the Fall or Winter season, in order to give the Contractor an opportunity of obtaining cedar, hachmatac, or other durable description of wood, which in many districts in the Province can only be brought from swamps and other difficult places on the snow or ice.

In order to carry out this principle the Board have had all the Bridges on the different Roads carefully examined, and the result has proved that at least thirty require to be rebuilt during the ensuing season. A number of these have had plans, specifications, &c. prepared for them, and during the last six weeks contracts have been let, and arrangements have been completed for the reconstruction of fifteen of the most important ones. The prominent objects observed in the designs for the new Bridges have been the use of the most durable timber, and the reduction of the planking as much as possible. The following Table will serve to shew how far these results have been obtained:—

Name of Bridge.	Timber used.	Roadway.
Long's Creek,	Cedar,	Pine.
Dow's Creek,	Cedar,	Gravel.
Negro Brook,	Cedar,	Gravel.
Head of Bellisle,	Hacmatac,	Pine.
Johnston's Cove,	Pine,	Pine.
Digdeguash,	Cedar,	Pine.
Bartibog,	Cedar,	Pine.
Ellis's Brook,	Cedar,	Gravel.
Sweeney's Brook,	Cedar,	Gravel.
Burnt Church River,	Cedar,	Gravel.
Steward's Brook,	Cedar,	Gravel.
Rideout's, Carleton County,	Cedar,	Gravel.
Widow Shaw's,	Cedar,	Gravel.
Siga's River,	Cedar,	Gravel.
Rimeau Thibault's,	Cedar,	Gravel.

Of the foregoing Bridges it will be observed that ten of them are to be erected of cedar, three of cedar blocks or bents with pine superstructure, one of hacmatac and pine, and the remaining one over Johnston's Cove, entirely of pine.

The total length of planking on these Bridges is 1887 feet, which will be reduced in the new ones to 756 feet, most of them being either filled solid or floored over with cedar and covered with gravel their entire length without any planking at all.

In addition to the advantages above mentioned, by letting these Bridges in the Winter season, their cost will be at once ascertained, and assist in making a more correct estimate of the necessary amount required for the Road service the coming season.

GREAT ROADS.

No. 1.—*From Saint John to Nova Scotia Line.*—132 Miles.

This line of Road has had for a number of years a large amount of travel upon it. In addition to the heavy Mail coaches passing over it daily, the fertile and flourishing Settlements of Upper Sussex, Pleasant Valley, and Studholm, send large quantities of farming produce over the western end of the line to the City of Saint John.

From Saint John to Hampton, a distance of 22 miles, the Railroad operations have been carried on during the past year, the track crossing the Great Road eight times, and

and running near to it for the greater part of the distance. Most of these crossings will ultimately be avoided, and the Railway when finished be passed either under or over the turnpike, but during the progress of the works much inconvenience has been necessarily experienced by the travelling public, but not more, it is believed, than is usual and unavoidable in such cases. Until the Railway is completed it will be impossible to keep the Road in its former travelling condition, or to prevent to some extent the operations from interfering with the comfort of travellers.

From Hampton to Hayward's Mills the distance is about 43 miles. On the eastern end of this section the drainage and small Bridges have been to some extent neglected, but the more important works are all new, and in good condition. In February last, the superstructure of the Bridge at Roache's, which was nearly new, was carried away by an unusually high and dangerous ice freshet. The Bridge has since been repaired, and a wing has been erected on the upper side of the western abutment for the purpose of preventing the recurrence of a similar accident.

From Hayward's Mills to the Nova Scotia line, a distance of 67 miles, all the Bridges are in good condition, and with the exception of repairs, principally railing, nothing of any consequence will be necessary for the ensuing year. The Road generally on this section was in a good condition till cut up by the heavy traffic and wet weather of last Fall. The portions that have been gravelled are an exception to the rest, and have stood the season without sustaining injury.

Only two new Bridges will be necessary between Saint John and the Nova Scotia line the next year, unless some unexpected damage should occur from ice or water in the Spring. The construction of the large Bridges at Hampton Ferry and Sackville, by the Board of Works, on this line of Road, have been nearly completed during the year, particulars of which will be found in another part of this Report.

No. 2.—*From Saint John to Saint Andrews.*—66 Miles.

From Saint John to Lepreau the Road is in excellent condition; the Bridges are all in good order, and nearly the whole distance is turnpiked and gravelled. No new Bridges have been built during the year, nor will any be necessary for the next season.

From Lepreau to Saint Andrews, about 40 miles, and especially from Lepreau to Saint George, the drainage of the Road is defective, and the bushes have overgrown the sides, and need skirting. This portion of the line is not equal to the Saint John end, either in original location or present condition. The larger sized Bridges are good, some of the smaller ones need repairs, and one requires renewing.

No. 3.—*From the Bend of Petitcodiac to Shediac.*—15 Miles.

Before the completion of the section of the North American and European Railway between the Bend and Shediac, this Road was the thoroughfare from the Bay of Fundy to the Gulf of Saint Lawrence, and was therefore much cut up by the passing of heavy loads. It has been greatly improved by the filling up of holes and ruts with small broken stones, and is now in a good state. There are no Bridges on it worth naming.

No. 4.—*From Dorchester to Shediac.*—16 Miles.

The Fall rains had a very injurious effect on this Road, which is ungravelled and flat, and it is consequently not in very good condition. The Bridges have been more
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or less repaired during the year, and for the next season further repairs will be necessary, especially on Landry's Bridge, but no new ones will be required.

No. 5.—*From Shediac to Richibucto.*—36 Miles.

The Road from Shediac to Cocagne, 7 miles, part of which was made new some years ago, is in a fair travelling condition. From thence to Buctouche, 9 miles, the Road is much worn, and the drainage after heavy rains is consequently inefficient. Thence to Richibucto, 18 miles, the side drains require clearing out, and other repairs are necessary.

The peculiarity of this line is the succession of long Bridges over the Shediac, Cocagne, Big and Little Buctouche, and Richibucto. The Shediac Bridge, 790 feet long, built eighteen years ago, is in good travelling condition, and may probably stand two or three years. The Bridge over the Cocagne River is 1968 feet long, and was built in 1836. No Draw was originally constructed in it, and last year a portion had to be taken up to permit a vessel to pass. It will be necessary to put some repairs upon it this season, to make good this place, and for other purposes. The Bridge over Little Buctouche River, 1450 feet long, has been repaired this year, and some further expense will be necessary next, but the Bridge is in general fair condition. The Bridge over Big Buctouche River, 1327 feet long, has also been disturbed during the year for the purpose of letting a ship pass, and will require some small repairs next year. The Bridge over the Richibucto, 1350 feet long, is in good condition. The only Bridge requiring any heavy repairs, amounting to a partial renewal, is the one across Weldon's Creek, at Richibucto, 415 feet long, now over twenty five years old, and therefore not to be considered safe much longer.

No. 6.—*From Richibucto to Chatham.*—40 Miles.

This Road is generally over a flat country with a light sandy soil, and not a difficult Road either to make or keep in repair. In the month of October last two Bridges were injured by a storm, and besides the repairs temporarily put upon them, an additional expenditure will be necessary next year to restore them to their former state of efficiency. One new Bridge over Little Bay du Vin River will have to be rebuilt at an estimated expense of £25.

No. 7.—*From Miramichi to Pokemouche.*—62 Miles.

Of the £150 appropriated for this Road the past year, £30 10s. has been expended in finishing the railing of the Little Tracadie Bridge, £17 10s. for damages to land, £5 10s. for ropes for the two Ferries at Big Tracadie and Tabusintac, and the remainder in necessary repairs to Bridges and Culverts, excepting a small sum laid out in improving the Road over some marshy places, where previously, in wet weather, it has been almost impassable.

During the year the hand-railing has been finished on the Little Tracadie Bridge, and the whole of this fine structure is now complete, at a cost of about £850. The Tabusintac Bridge, though not yet quite finished, is passable for teams, and the ferry there has ceased to be used since last October. Up to the date of last Report, 1100 feet of a solid block had been completed at the north side of the River, at a cost of £914 7 10, and a contract had been let for the timber required for the remainder of

the Bridge. Since then the completion of the Bridge has been accomplished by Mr. Elliot, at a cost, including the timber, (£328 6 2) of £966 5 10, including also the Draw and a Bridge over a hollow at the south end of the main Bridge, and almost a part of it. The whole Bridge is 1600 feet long; the water-way, consisting of three spans of 70 feet each, a Draw of 14 feet; and a canoe opening on the flats of 20 feet. The piers in the channel are very substantial, being 60 feet by 30 feet at the bottom, and 45 feet by 22 feet at the top. The timber is large sized, sound, cut in the winter, and well ballasted. The truss and planking is pine, and the Bridge is expected to last, without material repairs, for twenty five years. The hand-railing still remains to be finished, and when this is done, the total cost of the Bridge will be about £2000.

Two small Bridges have for some time been in a dangerous state, and the undersigned recently authorized the Supervisor to let contracts for cedar for their erection next Spring. The price at which the two contracts to supply this have been taken amounts to £90, and the estimate to complete the Bridges next Summer is £70, making the total cost of the two £160.

The next important work on this Road is the deviation on the north side of Little Tracadie; the old Road is not only very circuitous, but from having been neglected for some time, in view of the completion of the direct line, it is now almost impassable. The new line has been laid out, and cleared all the way, by work under the Labour Act, and a number of poles have been cut and hauled to form a marsh floor over the wet ground.

No. 8.—From Bathurst to Pokemouche.—51 Miles.

The general state of this line of Road is inferior to most of the Roads in the northern Counties. The expenditure the past year has been principally in repairs to the Bridges, many of which are old and much worn. Contracts have been entered into for the delivery, during the present Winter, of cedar logs and timber for new structures over Sweeney's Brook and Ellis's Brook, which will cost, when completed, about £250. The Caraque River still remains a Ferry. In 1855 a sum of £150, taken from the Special Grant for the County of Gloucester, was expended in procuring timber, which was rafted near the site of the contemplated Bridge. A second appropriation made for the same purpose was expected to have been expended during the last season, but the Contractors to supply the timber failed satisfactorily to fulfil their engagement, and at the same time some of the rafts supplied under the first contract were permitted to go adrift. There is however a considerable quantity of timber yet remaining, and it would be advisable to have it erected into an abutment on the eastern shore during the coming season, the estimated cost of completing which would be £500. This block would be a great accommodation to travellers; and render the Ferry available during low water.

No. 9.—From Bathurst to Belledune.—23 Miles.

This Road is in excellent order, and most of the Bridges are of durable materials, well built, and in good condition. Two of them require new covering during the next season, and the one over Bathurst Basin, half a mile long, and planked with hemlock the whole way, will require more or less repairing to keep it passable. This Bridge is not at all in good condition, and is an exception to the rest. It consists of forty eight blocks principally of pine and hemlock, some of which have been forced
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by the expansion of the ice as much as six feet out of the original line. In another year or two it will be necessary to reconstruct the whole, and it is therefore not advisable to expend more in repairs than is necessary for the safety of passengers. From its position in the middle of the Town of Bathurst, there is an immense amount of travelling continually across it, and when reconstructed it should be in such a way as to insure its permanency and stability, the action of the ice exerting an immense side-thrust on the southern side of the Bridge.

No. 10.—*From Belledune to Metis.—62 Miles.*

From Belledune to Dalhousie, 27 miles, a continuation of the preceding Road, and forming with it probably the best line in the Province, is in very good order. Forward to Campbellton it is a fair average Road, and requires but a small sum to keep it up, and from Campbellton towards the Upsalquitch, it is less travelled, and requires some extensive alterations to make it equal to the remainder. No new Bridges have been built the last year, and the one most immediately requiring attention is Eel River, the present structure having been reported for two or three years is now very much dilapidated. One or two other Bridges need repairs, and one may require raising in consequence of the erection of a Mill on the Stream immediately below it. The Bridge in question over Louson River is undoubtedly too low, and has at present a steep and difficult approach on both sides. It is 350 feet long, built on nine cedar blocks, and the erection of a dam below it not being contemplated at the time it was built, is unprovided with a ballast floor, or any means of counteracting the buoyancy of the cedar, when exposed to the additional head of water. In raising it, it will be easy to remedy this, and the expense will be comparatively trifling, whilst the present superstructure is all good, and could be replaced without materially interfering with the traffic.

During the last season a number of cedar logs were obtained for raising the Road at McNeil's, and are now on the spot. This is an awkward pitch, and the worst place on the line; the labour necessary to complete it is estimated at £55. The outlay on this line of Road, and the preceding, will, in another year or two, cease to form any considerable amount, as the whole of the work executed for some time has been of an extremely durable character, and the Bridge work is fast approaching a close. If Eel River Bridge is finished the ensuing season, Jacquet River and one or two small ones will alone remain, not built of cedar, and substantial for years to come.

No. 11.—*From Newcastle to Bathurst.—50 Miles.*

From Bathurst to Tabusintac, 21 miles, the Road is in much the same state as last year, and two of the Bridges are in a precarious condition, one of which, over Little Bass River, it is recommended to rebuild the next year.

From Tabusintac to Newcastle a considerable portion of the Road has been turnpiked during the last season, and is now in a fair average state, but the Bridges need some slight repairs, and the one across Bartibog requires rebuilding, and arrangements have been made accordingly for its construction of more durable materials than the present Bridge, which is pine and hemlock exclusively.

The greater part of this Road runs through an unsettled district, and there is therefore no statute labour to depend upon; the travelling upon it is not heavy, and contracts let upon it are necessarily prosecuted under some disadvantage from the parties living at a distance.

No. 12.—*From Fredericton to Newcastle.*—102 Miles.

From Fredericton to Boiestown, about 39 miles, the Road is laid out for a considerable distance over a hilly and difficult country, and involving very heavy works of construction and maintenance, especially the portion skirting and in places almost overhanging the Nashwaak River. The Bridges on this section are in fair travelling condition; one of them over Porter Brook has been repaired during the year, and it is proposed next Spring to put an additional bent under it, which will probably be sufficient for two or three years.

Between Boiestown and Newcastle, the Road is very much cut up, and several of the Bridges are old and nearly worn out. During the year three new Bridges have been erected, all of durable materials. Of these the one at Underhill's Tavern is a very substantial affair, being one solid wharfing of cedar logs, 220 feet long and 25 feet high, with a sufficient water-way underneath. It is covered with 18 inches of gravel, and will probably stand good for forty years. The other two Bridges that have been renewed the last year, have had culverts and earthen embankments substituted for the old structures; the one in Ludlow Parish is of stone, and the second over Mullin's Brook, near Nelson, has a cedar water-way 4 feet square and 40 feet long, over which the embankment, 18 feet high, is carried on a level.

Several of the heavy Bridges on this line of Road will require the next season more or less repairs. The long covered Bridge over the Renous especially requires attention. The main span is 150 feet clear length, having two Roadways supported by a lattice truss, and covered. Soon after it was built in 1851, the centre of the span began to settle down stream. In the Winter of 1852, ropes and tackle were secured to the ice, and the truss was drawn bodily up stream, and probably strained from the perpendicular. From that period it has been gradually moving up stream, and now forms a complete bow. In this condition it is obviously unsafe, as the strength in this description of truss depends upon its being maintained truly perpendicular.

The large Bridge across the S. W. Miramichi, built in 1847, with the same description of truss, and with hemlock abutments and piers, has the superstructure, consisting of three spans of 112 feet each, in very good condition, but the hemlock piers and abutments are fast decaying. The Bridge over the Burnt Land Brook at Boiestown is old and unsafe, and should be renewed next season; and several other Bridges on this section, the material of which they have been principally constructed being hemlock, will prove for some years to come a source of inconvenience and expense.

No. 13.—*From Fredericton to Saint John.*—66 Miles.

From Fredericton to Government House the Road is in very good condition, but the Bridges are some of them old, and will gradually require renewing. During the year some very substantial work has been done, and as the travel on this Road during the Summer and Autumn is not heavy, it has not been cut up and destroyed as on some other lines. Three small Bridges have been built, one of them near Fredericton entirely of stone, a second at Stephen Glazier's of pine and cedar, and a third over Muzzrall Stream with stone abutments and pine superstructure. In addition to these the Bridge over the Oromocto has been completed by the Board of Works, as reported afterwards.

From Government House to Saint John, the Road is in very fair order, and the
Bridges

Bridges are all good except the one over Nase's Stream, at the mouth of the Nerepis, which is old and may require to be renewed the coming season. During the year one new Bridge near Dr. Bayard's, has been built of cedar, the Road raised two feet, and the hills at each side cut down. A considerable amount of gravelling and draining has been also done on the Road, and the whole distance from Fredericton to Saint John is generally in superior travelling condition.

No. 14.—*From Fredericton to Woodstock.—63 Miles.*

This is one of the most difficult and expensive Roads in the Province to keep in an efficient state of repair; for its length there are more Bridges and Culverts, more sharp curves and steep declivities, and less favourable ground for road making, than usual. It has besides an amount of travelling over it greater than any other, excepting perhaps the line from Saint John to the Bend. Notwithstanding therefore the heavy expense that has been bestowed upon it for the last and several preceding seasons, it is not in that satisfactory state that it is desirable it should be.

In the early part of the season, the freshet did a considerable amount of damage, and three Bridges required unusual repairs to make them passable. During the Summer a fourth Bridge, over Elligood's stream, suddenly failed, and had to be at once renewed; and the Bridge at Kelly's Creek, 22 feet high and 70 feet span, required an entirely new superstructure. Contracts have recently been let by the Board of Works for three Bridges over Negro Brook, Long's Creek, and Dow's Creek, respectively; and the large heavy embankment to supersede the old Bridge over Sullivan's Creek, has been so far completed as to be opened to the public.

In addition to the Bridges now under contract on this line, it is possible that one or two others may fail in the Spring.

No. 15.—*From Woodstock to River DeChute.—40 Miles.*

This Road, leading from Woodstock to the River DeChute, passes through a well settled and valuable country, and the travelling upon it in some seasons of the year is very heavy. The Bridges originally were all of hemlock, and some of the old ones still remain. During the year two new ones of cedar have been built in place of two old ones of hemlock, and arrangements have been made for the erection of two others of the same durable material. In addition to these, the Bridge over the Little Presqu'île, built partly on bents and partly on blocks, the stringers of which are defective, are to have these renewed, and be otherwise strengthened, with a view to its being made to stand for two or three years longer.

No. 16.—*From River DeChute to the Grand Falls.—33 Miles.*

This Road is in fair condition, and the Bridges, excepting one small one over Brayson's Creek, are in good order; several of them have been repaired during the season, but no new ones have been necessary. In several places, especially near the Tobique Settlement, the location of the Road is immediately on the bank of the Saint John River, and requires considerable attention to maintain it of the requisite dimensions, as the banks are sandy, and liable to damage from the ice and freshets.

No. 17.—*From Grand Falls to the Canadian Boundary.—50 Miles.*

From Grand Falls to the Little Falls, a distance of about 38 miles, the Road is generally over a flat and level country, the soil being a dense blue clay, on which the

frost has a powerful action. A great deal of work has been done on the Bridges this season, three having been built new, and five repaired, besides the Madawaska Bridge left unfinished last year. Arrangements have been made for timber this Winter for the purpose of erecting two new ones next Summer; and besides these, the Quisibis Bridge is in a precarious condition. This unfortunate Bridge has received continual repair almost since the date of its erection, and in all probability will require additional work next season.

From Little Falls to the Canada line, a distance of about 12 miles, the Road was originally made by the Canadian Government as a part of the inter-colonial route to connect the Saint John and the Saint Lawrence. When the new Road now making from the Riviere du Loup to the Canadian line is further advanced, the part in New Brunswick will be of more consequence than at present, and may require extensive repairs, but at present its condition is equal to any other similarly situated Road.

No. 18.—*From Little Falls to Saint Francis.*—32 Miles.

This Road, extending from Edmundston on the north bank of the River Saint John, to the mouth of the Saint Francis, is still very incomplete, but is gradually improving; several of the Bridges have been repaired, and one new one built, during the season. Besides this, the worst places on the line have had the ruts and muddy hollows filled with gravel, three bad hills have been cut down, and about one mile of new Road near the Saint Francis River, opened and turnpiked.

No. 19.—*From Grand Falls to American Boundary.*—3 Miles.

This short line extending from the Lower Landing of the Grand Falls to the American line, is in very good order. The Steamers and Tow Boats which bring the supplies for the lumberers on the Upper Saint John and its tributaries, discharge their cargoes at the Lower Landing, to be teamed directly into the woods, or hauled round the Falls previous to transshipment on the River above. The part of the line over which this traffic passes, is therefore liable at some seasons to much wear upon it, and requires consequently more attention than the part nearer the American line, which is principally used by the inhabitants of the neighbouring State.

No. 20.—*From Pickard's Store to American Boundary.*—5 Miles.

This Road is still incomplete, but it has during the season been improved. The expenditure upon it is more effective from the fact of its having no important Bridges, the building and maintenance of which would abstract from the portion to be laid out upon the Road generally; and by gradually improving it in this way, it is expected shortly to be in as good condition throughout as other lines.

No. 21.—*From Buttermilk Creek to American Line.*—9 Miles.

This Road, like the two preceding lines, is principally used as an outlet for the inhabitants of the State of Maine to the River Saint John. There are no Bridges upon it, and its general state is good. A deviation laid out, and on which the land damages were paid as reported last year, has been completed this, and is an improvement on the old location.

No. 22.—*From Woodstock to Houlton.*—11 Miles.

A considerable portion of the expenditure on this Road for the last two or three years, has been absorbed in a deviation laid out some time since, and partially executed. This alteration is now nearly complete, and as there are no Bridges of any consequence upon the line, the expenditure for the future will be more available for the improvement of the Road.

The traffic on this line has much increased within the last few years. Independently of its forming the principal communication between the State of Maine and the navigable part of the Saint John River, a very large exportation of cattle and agricultural produce from this Province passes over it towards the great United States markets of Bangor and Boston. The opening of the American Railway from Portland to Bangor on the one side, and the contemplated Provincial Railroad from Saint Andrews to Woodstock on the other, have increased and will continue to do so for some years, the international traffic over this short Road, and give it an importance greater than its mileage might indicate. It is therefore desirable that the work on the Road should be done in a substantial and thorough manner, to withstand the existing and contemplated traffic.

No. 23.—*From Fredericton to Saint Andrews.*—78 Miles.

The Road is in good order, and the Bridges, of which there are thirteen, are many of them nearly new, and excepting Digdeguash and Johnson's Cove, in good order. During the year a new Bridge has been built over the Lower Trout Brook, and others have been repaired. Some culverts have been put in, and several miles turnpiked. The rebuilding of the Bridges at Digdeguash and Johnson's Cove, have recently been let by contract from the Board of Works for £173 and £162 10s. respectively.

At a point about 22 miles from Saint Andrews, the main line of the New Brunswick and Canada Railway crosses the Road, and a Station House and other facilities for travelling, have been provided by the Company. This will necessarily cause a considerable increase of traffic, in the haulage of cordwood, timber, and supplies, to and from the Railway, and the wear of the Road in this locality in consequence will require considerable attention, to preserve it in a satisfactory and efficient condition.

No. 24.—*From Waweig to Saint Stephen.*—9 Miles.

Leaving the Great Road from Fredericton to Saint Andrews near Waweig, it crosses that River on a long Bridge, and passing round the head of Oak Bay, over Denny's Stream, is continued on to the Town of Saint Stephen. There is abundance of good material in the district, the Road is in excellent order, and the five Bridges in a good state of repair.

No. 25.—*From Roix to Oak Bay.*—16 Miles.

This line branches off at Roix from the Great Road leading from Saint John to Saint Andrews, and runs towards Saint Stephen, joining the Great Road again at the head of Oak Bay, crossing in its course the Digdeguash River and the Saint Andrews and Canada Railway. It is pretty level, but unnecessarily crooked, and has hitherto been in a bad condition, except for Winter use. A good deal of work was done on it during the present year, and with a little dressing up in the Spring, it will, next year,

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be in a fair travelling state. The principal Bridge is that over the Digdeguash, the greater part of which is nearly new, but the old part, at the west end, will require repairs next season.

No. 26.—*From Oak Bay to Eel River.*—74 Miles.

Beginning at the Head of Oak Bay in Charlotte County, this Road runs in a northerly direction through the country, a large portion of which is yet in a wilderness state, to the mouth of Eel River, on the west Bank of the River Saint John. Much of the ground is rocky and swampy, but the line in general is very level. There are large and flourishing Settlements at the ends of it, and very few Roads in the Province have such an amount of Winter traffic. Although this line has been long on the establishment, and is of great importance to the interests of the western part of the Province, yet, from the smallness of the Grants, and the great cost of construction, it is not yet passable for wheel carriages all the way through. From Oak Bay to Little Digdeguash, about half the distance, it can now be travelled throughout the year, though a great part of it is very rough. There are only four small Bridges on it, and if once well finished, it could be maintained at comparatively small expense.

The northern end of the Road from Eel River has been much cut up the last season by the operations of the New Brunswick and Canada Railway, which runs nearly parallel to the Road, and the Contractors for which have carried a great part of their supplies, iron, and other materials, over it. During the prosecution of these works the traffic on this Road, will be on parts very heavy, and it will consequently require more attention than would be otherwise necessary.

No. 27.—*From Dead Water Brook to Saint Stephen.*—17 Miles.

This line leaves the Great Road from Fredericton to Saint Andrews, at Dead Water Brook Bridge, a few miles west of the River Magaguadavic. Thence crossing the Digdeguash, and the Saint Andrews and Canada Railway, it runs through a very level country to the Town of Saint Stephen. Between Dead Water Brook and Digdeguash, 3 miles, it has not yet been opened. From that point to the Oak Bay and Eel River Road, has been but partly made; thence to Moore's Mills, it has been turnpiked the greater part of the way, and forward to Saint Stephen, it is very good. There are four Bridges on it at present, two of them good, the other two old. A new additional Bridge will be required over the Digdeguash when the Road is opened the whole length. When this Road is completed, the distance from Fredericton to Calais will be reduced to about 63 miles.

No. 28.—*From Lower Trout Brook to the Town of Magaguadavic.*—38 Miles.

Commencing near the northern boundary of Charlotte County, this Road passes over the Flume Ridge, down the western side of the Magaguadavic River, through the Village at the Upper Mills, and crossing the Young Bridge, extends to the Town of Saint George. About 14 miles of the upper end of the Road is unfinished, and barely passable, but from the Upper Mills downwards the turnpike is pretty good all the way. The freshet last Spring gullied out and injured a large portion of the Road on the intervale near the Young Bridge, the repair of which cost £18 15s. There are one large and several small Bridges on the line, all in tolerable condition, but one

of the spans of the Young Bridge requires strengthening by additional stringers, and other small repairs; the remainder of the Bridge will probably not require any outlay the coming season.

No. 29.—*From Salisbury to Harvey.*—44 Miles.

This Road, after leaving the Saint John and Nova Scotia Road, crosses the Petitcodiac River into the Parish of Coverdale, passing through a district but thinly settled. In this Parish the Road is generally flat, and with unfavourable materials for road making, its present condition is indifferent. It then passes through the Parishes of Hillsborough and Hopewell, crossing a hilly district through which the making and maintenance of the Road is difficult and expensive. The Bridges, some of them large and important structures, are generally in good condition; four of them were repaired last year, and for the ensuing season two or three will need minor repairs, and one over M'Ray's Creek will require rebuilding.

No. 30.—*From Isaac Derry's to Point Wolf.*—25 Miles.

The eastern section of this Road, from Isaac Derry's to Salmon River, is in passable condition. Early last year an ice freshet seriously damaged the Bridge over this stream, and the Supervisor was authorized to procure the necessary timber and proceed at once with the repairs. The cost of this absorbed the greater portion of the Grant for the Road, and prevented the carrying out of the contemplated improvement on that portion of the Road west of the Salmon River, which is at present unfinished, and which consequently remains in the condition reported last year. Of the other two Bridges on the line, one was new in 1856, and the other built in 1851 is still in good order, and neither will require any outlay for the coming season.

No. 31.—*From Saint John to Crooked Creek, County Albert.*—73 Miles.

A great portion of this line is still in an unsatisfactory condition, and several miles from near King's County line to Dorman's are scarcely passable for a carriage. A number of the Bridges have been repaired during the year, and one over the Crooked Creek has been rebuilt at a cost of £323. These expenditures have used a large portion of the appropriation of last Session, and left but little for the improvement of the Road elsewhere. The travel is increasing every year, and it is therefore desirable that the line should not remain in its present unfinished condition. Several small Bridges will require renewing next year, but the heavy structures are generally either new or in good condition.

No. 32.—*From Saint John to Quaco.*—30 Miles.

For some distance out of the City of Saint John towards Loch Lomond, this Road is much cut up by the heavy traffic upon it; forward to Quaco, it is in good order, and the Bridges are all in passable condition, except one small one, which requires to be renewed next season. During the past year £40 was expended in repairs on the Bridges, but no new ones have been built, and the balance of the Grant was laid out in gravelling and improving the Road.

No. 33.—*From Hampton to Belleisle.*—8 Miles.

This is a crooked, hilly Road, badly located in the first instance, and could be materially improved, if the amount of traffic upon it justified the expense. One small Bridge

and two culverts have been erected, and some other repairs made during the year, and for the ensuing season no extraordinary outlay will be required.

No. 34.—*From Scribner's to Belleisle.*—25 Miles.

This Road in the County of King's is somewhat out of repair, and several of the cross-ways and culverts will require improvement next season.

No. 35.—*From Nerepis to Gugelown.*—23 Miles.

The general state of this Road is a fair average with the rest of the Province, has been well turnpiked, and skirted, but requires to be gravelled to keep the Road in permanent shape. Four of the Bridges are in good condition, but three of them have been built originally without hand-railing, and have consequently an unfinished appearance. The Road passes through a well settled and good farming district, especially in the valley of the Nerepis, and the teaming of agricultural produce to Saint John is the principal traffic on the line.

No. 36.—*From Fredericton to Jemseg.*—30 Miles.

From Fredericton to Plummer's in the Parish of Maugerville, the present state of the Road is good; thence to Mr. Lunt's the line crosses a low alluvial flat, on the east bank of the River Saint John, and the lower part of this section is so reduced in breadth by the continual wearing away and action of the freshets, that in places it is insufficient for the passage of two teams abreast. The remainder of the distance from Mr. Lunt's to the Jemseg Ferry is in pretty good order. There are ten Bridges altogether, most of them comparatively new and in good condition. Of the two that require attention, the one over Trout Creek, built in 1847, must be repaired next season, and the other at Easty Creek remains in the same condition as mentioned in the last annual Report. As the old floating Bridge used here for some time is now almost past service, it will be necessary next season that some definite action should be taken to make this place passable and secure.

No. 37.—*From Jemseg to the Finger Board.*—29 Miles.

This line passes through a rugged and hilly district, and though the materials for Road making are generally good, the country that is crossed is too rough to permit an easy communication. It is, however, in as good condition for travelling as can be expected, and the Bridges, excepting two, are in good order. The one at the head of Belleisle, reported last year, was carried away by the Spring freshet, and the Board of Works recently let a contract for its reconstruction on a more permanent plan than the last. The timber to be used in the piled bents is hacmatac, with pine superstructure, and the cost complete will be £294.

No. 38.—*From Cole's Island to Cape Tormentine.*—40 Miles.

This Road passing over low marshy land is not in very good condition. There are only three considerable Bridges, of which one over Sunken Island requires rebuilding, and another over the Gaspereaux River, built in 1848 with hemlock abutments, and the largest Bridge on the line, will require repairing next season.

No. 39.—*From Fredericton to Kent County Line.*—56 Miles.

From Fredericton to Little River Mills, 21 miles, the Road is in passable condition, but requires skirting and draining. From Little River to Queen's County line, some parts are in good condition, and others require additional work to finish the turnpike and complete the formation. Beyond Queen's County line the Road is more or less unfinished; five miles have been cleared but not yet turnpiked, and three miles to the Kent County line have not yet been opened. The Bridges with one or two exceptions, need repairs, and next season one will require rebuilding over the south branch of the Salmon River, and a small one is requisite in the unopened portion, to complete the communication.

No. 40.—*From Kent County Line to Richibucto.*—44 Miles.

This Road is still unfinished, and the portion from Hudson's Brook to Queen's County line is not yet passable for waggons. The greater part of the expenditure has been at the Richibucto end, two Bridges have been repaired, culverts built, and the turnpike improved. A part hitherto only 12 feet wide has been opened out the full breadth, and a considerable portion of the distance from Richibucto to Bass River is now in a tolerable condition. One of the Bridges will require repairing during the next season, and that over the Gaspereaux should be rebuilt.

These two lines of Road will form, when finished, a communication between Fredericton and Richibucto, and their early completion will ensure another important through route from the River Saint John to the Gulf Shore.

No. 41.—*From Tilley's Landing to Little River.*—12 Miles.

During the last year 180 rods of the intervalle which extends from Tilley's Landing for two miles towards the Little River Mills, has been turnpiked and gravelled, and is now in good condition. The other part of the intervalle will require a similar course of proceeding before it can be maintained in efficient repair. The upper portion of the route, from the intervalle to the Mills, and all the Bridges are in good preservation, and will not require repairing next season, unless damaged by the Spring freshet, to which a considerable portion of the route is exposed.

No. 42.—*From Sussex Vale to Upham.*—12 Miles.

Upon this Road two small Bridges have been built, and one has been repaired during the last season, and they are now all in good condition. The expenditure on the Bridges required nearly all the appropriation, and the amount left for the Road was insufficient to keep it in repair; it is consequently at present out of condition.

The foregoing lines of Great Road will require the present year the erection of thirty new Bridges, and repairs to fifteen others, the estimated expense of which is £5,205.

The ordinary repairs and improvements to the various Roads, including small Bridges under £25 cost, and Culverts, are estimated at £7,295, making the total required for the Great Road service for the next year, £12,500.

The above is exclusive of liabilities and balances due on special Bridge contracts already entered into, and which will be hereafter described.

BRIDGES BUILT BY THE BOARD OF WORKS.

No. 1.—*Sullivan's Creek Bridge.*

This Bridge, or rather Culvert, has been nearly finished during the year; the putting up of the hand-rail having by arrangement with the Contractor been postponed till the action of another winter upon the embankment should have more thoroughly consolidated it. Meantime the travel is passing over it, the place of the hand-rail being temporarily supplied by a row of logs hauled for protection on each side. The hand-railing is on the ground, painted, and ready to be put down as soon as the settlement of the bank shall be determined, and the level of the grade restored. The slopes of the embankment have been neatly dressed off, and will soon grass themselves, and there does not appear to be any danger of slips or slides of the earthwork, either in the excavation or embankment. The heavy freshet of last Spring passed through the culvert with safety, and since then an additional footing of large granite has been built on the up-stream side of the earth-work, as a further protection against the rise of water, and to prevent any scouring or washing away by land floods or Spring freshets.

The breadth of the Road, both in cutting and embankment, is 26 feet. The slopes are $1\frac{1}{2}$ horizontal to 1 perpendicular in the former, and $1\frac{1}{4}$ to 1 on the bank, and the surface drainage is carried away clear of the new work altogether. The gradient is 1 foot rise in 17 on the south side, and 1 foot in 11 on the north side, the large embankment itself and the small cutting and raised work to connect with the old Road on the north side being level. The total height of the embankment from the floor of the culvert on the lower side is 75 feet; length of the culvert 220 feet, rise or grade in that distance nearly 10 feet, or a little over 1 foot in 20 for the descent of the water through the archway. Total length of deviation from the junction with the old Road at either end, nearly 1900 feet.

A small sum has been retained in hand, and is still due to the Contractor, and will be paid when the embankment is levelled off, and the hand-rail finished and complete.

No. 2.—*Hampton Ferry Bridge.*

The progress of the work at this Bridge from its commencement has been slow and tedious, occasioned by a number of causes, some of which were explained in the Report of the Chief Commissioner last year. During the past season the work has been prosecuted very nearly to completion, the piers in the stream, shore abutments, and truss work, have all been finished. The approach-embankments have been raised to their proper height, and made complete with the exceptions of a portion of rip-rapping and the hand-rail, and the whole work was sufficiently advanced in October last to admit of the Bridge being opened for the public use. This is the last of five large and important Bridges erected in the County of King's since the Autumn of 1854, the total cost of which is as follows, viz:—

Hammond River,	...	...	...	...	...	£7,500
Hampton Ferry,	....	...	....	....	....	3,250
Trout Creek,	....	....	....	....	....	650
Roache's,	....	....	....	....	....	350
Smith's Creek,	....	....	....	....	....	250

 £12,000

No

No. 3.—Oromocto Bridge.

The tenders for the erection of this Bridge were opened 8th June, and the work was let to Mr. Archibald M'Lean for £930, which includes £435 previously paid to Mr. Temple, the contractor for supplying the Timber. The piles were all driven by steam power, and wherever the nature of the ground required they were iron shod, and hooped before driving. The average depth to which they were driven in the clay on the north side was 14 feet, in the hard ground of the south side 9½ feet, the depth of each being carefully gauged, and an account filed in this Office. The superstructure is similar to Trout Creek Bridge, on the Road from Saint John to Nova Scotia, excepting that the iron work is generally stronger, and that tamarack knees have been introduced instead of diagonal braces.

The Bridge was opened for traffic in September last, though not taken off the Contractor's hands in consequence of portions of the work being incomplete. On the 11th of November the Steamer "Transit," in coming down the Oromocto River, ran at full speed against the northern draw-pier, and seriously damaged the piles, breaking five and injuring two others. In consequence of the lateness of the season and the delay in procuring new timber, the repairs have only been as yet temporarily executed. The time of the year rendering the draw of course unnecessary, stringers have been thrown over the openings, and planked. It is intended to repair the damage before the ice breaks up in the Spring.

No. 4.—Grand Falls Bridge.

The erection of a Bridge at this place across the Saint John River, has engaged the attention of the Legislature for some years, but so many difficulties, presented themselves besides the natural and engineering obstacles, that nothing has been done to carry out the undertaking, until the present season. The land on both sides the River is a Reserve of the Ordnance Department of the Imperial Government, and it consequently became necessary to obtain the approval of the War Office to any erection on their land, or liable to interfere with their arrangements. The correspondence on this subject, conveying the necessary authority for the construction of the Bridge and the right of way for approaches, is given in detail in the Appendix. In the month of August last, a thorough exploration and examination of the whole course of the ravine, the connexion with the Village, the Bridge across the Little River, and the communication with the present line of the Canada Road, was made by the Surveyor General, assisted by Mr. Tomlinson, and the sites of the Bridges and location of the connecting Roads definitely settled.

Of the various designs and plans that had been proposed for the long span necessary for the main Bridge, the Commissioners decided that the method proposed by Mr. Tomlinson, was the most feasible and economical. Full copies of the Specification, with Bills of Materials, and Mr. Tomlinson's Contract, will be found in the Appendix, and a copy of the Plan is herewith laid before Your Excellency, to illustrate the details of construction.

It will be seen by reference to these documents, that the work proposed to be done comprises a Bridge over the Saint John River, 190 feet span, with approaches at both ends, the Road down Broadway, the Bridge over the Little River, 80 feet span, and approaches, the Road between the two Bridges, and another continuing the line to a

junction with the present Canada Road. Arrangements were finally concluded with Mr. Tomlinson to complete the whole of the work for the sum of £5000; this sum being made up from detailed statements of the cost of every separate portion of the work, enabling the Commissioners to compare the prices with similar work performed under contract elsewhere.

Up to the present time the work done has been confined to the Little River Bridge; the masonry of the Bridge over the Saint John; the road work, which is well advanced; and the procuring of timber for the truss.

No. 5.—*Sackville Bridge.*

A contract was let on the 11th of April to Mr. Hugh Gallagher, of Sackville, in the County of Westmorland, for £4,500, for this Bridge, to be completed by the 1st October. The general plan is for two abutments of 107 and 98 feet respectively, and two piers in the channel 12 feet wide at the top, supporting a lattice truss Bridge of a total length of 428 feet, in three spans, the centre one being 140 feet and the others 120 feet.

The piers and abutments up to high water mark, are faced with square timber, fitted close, the corners dovetailed, and protected by birch planking and iron straps. From the level of high water neap tides, the piers and abutments are carried up with masonry, laid dry and filled solid with earth and stone. As this is the only part not constantly wet with salt water, the durability of these piers and abutments may be considered almost equivalent to rubble masonry. The lattice truss work over the spans contains an unusual amount of timber, and is of a stronger description than the old Bridge, and being covered from the weather ought to be durable and permanent for a number of years. When this fails the cost of renewing the Bridge will be confined merely to the superstructure, and be very much less than the present outlay. Though the Contractor had not completed the Bridge at the time specified, yet the old Bridge kept up the communication, and the public did not suffer any inconvenience in consequence. At the present time it is finished except the covering, approaches, and ornamental fronts at each end of the truss.

No. 6.—*South West Oromocto Bridge.*

The particular site for this Bridge was carefully examined and marked out by the Surveyor General and myself in the month of September last. Plans and specifications were subsequently prepared; the general design being two shore abutments, each 25 feet long; one block or pier in the middle of the stream, 14 feet wide at the top; and two spans of 60 feet each; making the total length 185 feet. The top of the Bridge is to be level, and 20 feet above the height of the bed of the River measured on the up-stream side in its present condition. The material for the abutments and pier to be cedar, and to be well ballasted with stone; and the material for the superstructure to be of good merchantable pine.

The erection of this Bridge was let by tender on the 13th day of November last to Mr. Alexander Thompson, of the County of York, for the sum of £467 10s., to be completed on the 1st day of October next.

The foregoing Bridges are large and expensive structures, and will probably all be finished during the present year. Their united cost when completed will be £19,710, of which about £7,500 will require to be paid during the present fiscal year.

INTERNAL NAVIGATION.

DREDGING MACHINE.

The Dredge commenced working 29th April at Godard's Mills, Union Point, above the Falls of the Saint John, and worked there till the 19th day of May, and again portions of the time from June 11th to July 10th, in all 24 days, removing 418 scow loads, equal to 11,286 cubic yards. From May 20th to June 10th, making 18 working days, the Machine was at Jouett's Mills in South Bay, where 14,877 cubic yards were excavated. From July 11th to the 3rd of September, the Dredge was working below the Falls, at the Ferry Landing on the Carleton side, and removed 5,400 cubic yards of clay. The regular working of the Machine was very much interfered with at this place by the action of the tides, and the average quantity removed per day, during the 45 working days engaged at the Ferry Landing, was only 120 cubic yards, the working time being seldom more than five hours out of the twenty-four. The greatest performance on any one day was 9 scow loads or 243 cubic yards. From the 4th to the 25th of September the Machine was excavating the ground in front of Adams' Wharf in Carleton, removing altogether in 15 days, 2,862 cubic yards, the tidal delay being nearly the same here as at the Ferry Landing. On Saturday the 26th of September the Machine was towed up to the Grand Lake to resume the widening of the Channel left unfinished the year before, and to clean out the bottom. It remained at this work till the 10th November, altogether 26 days, removing in that time 13,014 cubic yards. From the 16th to the 29th October was lost in consequence of the hull leaking badly, and the rough weather, and on the 11th November the Machine was finally laid up for the season in the Jemseg.

During the year the Dredging Machine has from various causes lost considerable time in repairing, and removing from place to place. Some alteration in the machinery was necessary before commencing the year's operations; the whole of the running gear was overhauled and partly renewed, and the hull caulked and strengthened. From 11th June to 10th July, great delay was occasioned by the breakage of the main bucket roller, and during that period, whilst lying at Godard's Mills, only 7 days work was performed. From the 12th to the 17th of September, whilst working at Adams' Wharf, the state of the weather prevented the Steamer from towing the laden scows out of the Harbour, and both at this place and the Ferry Landing a day was frequently lost from this cause. The work of the season has been altogether—

	Days.	Cub. Yards.	Cub. Yards.	
Godard's Mills,	24	11,286	470.25	per day.
Jouett's Mills,	18	14,877	826 5	"
Ferry Landing,	45	5,400	120	"
Adams' Wharf,	15	2,862	191	"
Grand Lake,	26	13,014	501	"

In explanation of the discrepancy between the quantities per day at the Ferry Landing and Adams' Wharf, it must be observed, that at the former the Machine was left at every tide perfectly dry, whilst at Adams' she could work at low water, and, as at the Landing, till the water was fifteen feet deep. Beyond this depth, the bucket-ways became too steep for digging, and the flood tide was consequently lost at both places.

At

At Jouett's Mills the material was soft mud, and the Machine made fifteen hours good work per day. The calculation of quantities is from the scow loads removed, each load being 50 tons, or 27 cubic yards. To correct this quantity, at the Grand Lake an exact measurement was taken of the ground gone over. The length of the cut being 1260 yards, the width 16 feet, and the average depth 6 feet. Multiplying these quantities together, gives a total of 13,440 cubic yards, which is within three per cent. of the quantity as calculated above.

During the time the Machine was at Saint John, the fuel used was principally Pictou coal, and the consumption per day was about two chaldrons, at an average cost of 27s. 6d. per chaldron. On the Grand Lake the fuel used has been hardwood, and the consumption from two to two and a half cords per day, the price being about 20s. per cord piled 6 feet high. The difference of cost between wood and coal would appear therefore to be in favour of the former.

The net disbursements on account of the Dredging Machine during the fiscal year ending October 31, 1857, amounted to £1,305 18 6, after deducting the sums received from the undermentioned parties, for work executed for them:—

Messrs. Jouett & Co.,	-	-	-	-	-	£144	0	0
Mr. Josiah Adams,	-	-	-	-	-	36	0	0
Mr. John Godard,	-	-	-	-	-	208	0	0

To each of these parties a Circular was addressed from the Office of the Board of Works, of which the following is a copy:—

Board of Works, Fredericton, 30th Sept. 1857.

GENTLEMEN,—Be kind enough to send, for the information of the Chief Commissioner, the dimensions of the cut made by the Dredge at your Wharf, the value that you attach to the improvement, and any remarks or suggestions that may occur to you, relative to the employment of the Machine in similar localities.

Yours most respectfully, ASA COY, *Secretary.*

The replies that have been received to this communication are given in Appendix H.

The operations of the Dredge for the ensuing season should be principally directed to the Oromocto Shoals, where nothing has been done last year, and where the experience of the past season leads to the expectation that a deep water channel could be maintained. The portion excavated the year before does not appear to have been materially injured or filled up by the freshets or accumulation of sand that is yearly being deposited in the neighbourhood.

Much additional expense has been occasioned the past year by the repeated removal of the Dredge from place to place, and by repairs and damage incident to the work in the tide-way. For the ensuing season it is anticipated that these sources of expenditure may be diminished, and the estimate for all purposes for next year is consequently £1100.

SAINT JOHN RIVER.

The expenditure during the past year for the improvement of the Navigation of this River, has been small compared with that of former years, and the outlay, amounting to £217, has been confined principally to that part of the River between Fredericton and

and Woodstock. These operations have been mainly directed to the improvement of the Towing Path on the margin of the River, for the use of the horse-boats. Advantage was taken of the low water to remove the boulders and blast away the projecting rocks, from the path round various points in the neighbourhood of the Meductic Falls. The operations extended round most of the worst places from Green's Point, below the Nackawickac River, to the Governor's Table Rock, above the upper pitch of the Falls. At Green's Point, a sufficient Path has been made over 150 rods in length. At Ingraham's Point, where the water runs very rapidly, the rocks and boulders were removed, and the old one-horse path widened out and improved, to admit two horses abreast; and at the Governor's Table a ledge was blasted away, and boulders removed, to form a passable Towing Path. Besides these very important alterations for the safety of the horses employed in towing, some improvements were made in the Path at Betts' Rapids, below Woodstock, and at other intermediate points on the River.

The Meductic Falls is still the great obstacle to the navigation both to Steam and Tow Boats, and it is desirable for the ensuing season, that a sum should be expended at this place, partly in further improvements to the Towing Path, and partly for the removal of some rocks in the Steam Boat channel, for which a Grant of £200 would be necessary. It is also desirable that further improvements should be made in the Towing Path at several points between Woodstock and the Grand Falls, for which purpose £100 should be appropriated.

SOUTH WEST MIRAMICHI.

Mr. Robert Swim, the former Commissioner, was appointed to take charge of the improvements on this River, and to prosecute the works left unfinished in 1855. For this purpose operations were commenced on the 20th of July, in removing some rocks and ledges where holes had been previously drilled, and the blasting of which, and removal of the fragments by grapnels, was completed. Working upwards, most of the Bars were improved, in some places by blasting, in others by the plough and scraper; and during the interruption occasioned by two Freshets, one about the middle of August, and the other on the 1st of September, the party were employed on the Towing Path. The whole expenditure for the season has been £276: and though considerable work still remains to complete the Bars, yet that section of the River below Doak's Bridge has, during the two seasons, had every important Bar more or less improved.

HORSE SHOE BAR, MIRAMICHI BAY.

In February, 1856, a petition was presented to the House of Assembly, and subsequently referred to the Board of Works, from the Justices of the Peace of Northumberland, praying that an examination might be made of the Horse Shoe Bar, at the mouth of the Miramichi River, and that a Grant might pass for the purpose of improving the Navigation of the said River and Harbour. In May, 1857, Her Majesty's Surveying vessel "Gulnare," Captain Orlebar, arrived in the River with instructions to co-operate with this Department in the necessary examination of the Bar. The Reports forwarded by Captain Orlebar, and the Engineer employed by the Board of Works, will be found in the Appendix, together with a letter from Captain Orlebar to the Provincial Secretary, and the reply of the latter. The opinion arrived

at, by sounding and examining the nature of the obstruction, appears to be that no system of dredging or clearing out the Channel would have any beneficial effect on the navigation, commensurate with the expense, whilst the discovery of a second, and less intricate Channel across the Bar, affords additional safety to the Shipping, and lessens probability of detention at this point. The buoys which indicate the present Channel are taken up every Fall and replaced in the Spring, and steps have been taken so that next season the new Channel as well as the old will be carefully buoyed out, and the difficulty that has been already experienced very much obviated.

PUBLIC BUILDINGS.

No. 1.—*Government House.*

From the nature of the construction of these Buildings, their age and condition, and probably from the imperfect arrangement of some parts of the original design, a considerable annual expense is unavoidable in their maintenance. All the Out-houses and Offices are of wood, and from the time they have been occupied, are in a state of decay, and will gradually require renewing. In the month of February last, a fire broke out in the southern wing of the main Building, in consequence of the insecure position of one of the stoves. The damage done was inconsiderable, but to guard against a recurrence of the same, the whole of the stove pipes have been overhauled, the franklins and dumb stoves re-set, and other provisions made to secure the premises from fire. In a storm in October some injury was sustained from the wind, and a portion of the fencing was destroyed in the same manner previously. This has been replaced, other necessary alterations and renewals made, and the furniture of the public reception rooms repaired and added to.

No. 2.—*Legislative Buildings and Public Offices.*

The Legislative Buildings and the different Public Offices have all received more or less repairs and improvements during the year. In the House of Assembly, the plaistering fell down from the lobby ceiling, and had to be renewed. The carpets throughout are much worn, and have been repaired to last over the present Session, but will require new ones before another year. Some expenses have been incurred on the premises used by the Executive Council, Auditor General, Provincial Secretary, and Surveyor General, for ordinary repairs and maintenance. In the month of November, attempts were made to rob the Fredericton Post Office, and the Crown Land Department, and some inconsiderable damage was done to the doors, &c., of the former Building, which was immediately repaired, and besides re-papering the walls, and other improvements, the Office has received in addition a new stove, table, and other furniture.

To meet the outlay for the necessary repairs of the Legislative Buildings, Public Offices, and Government House, for the ensuing season, the undersigned would recommend that the sum of £750 be placed at the disposal of Your Excellency.

No. 3.—*Buildings on Hospital Island, near Saint Andrews.*

In the month of October, the undersigned, accompanied by the Surveyor General, visited this Island, situated in the Bay, about 6 miles from the Town of Saint Andrews. There are four Buildings on the Island—

No. 1.	Hospital,	60	feet	by	25	feet.
No. 2.	Do.	50	“	22	“	“
	Keeper's House,	20	“	24	“	“
	Shed,					a small building.

These erections were carefully examined, agreeably to the direction of Your Excellency in Council to that effect. The correspondence relative to these Buildings, and the Report on their present condition, are appended to this General Report. As there has been no necessity for their use for some time, and their present condition is such that at a short notice they might be made available, the undersigned has not thought it advisable to recommend any extensive repairs at the present time.

All the foregoing is respectfully submitted.

W. H. STEEVES, *Chief Commissioner.*

APPENDIX A.

No. 1.

Statement shewing the Amount paid on Government Buildings in Fredericton, from 1st November 1856, to 31st October 1857, for expenditures within the year.

House of Assembly and other Buildings.

(Government House not included.)

T. Williams,	....	....	....	....	£3	13	9
G. A. Perley,	....	....	....	....	1	18	9
G. Pattison & Co.	....	....	....	....	4	4	0
T. Doran,	....	....	....	....	0	7	6
T. Stewart,	....	....	....	....	5	10	9
J. Nesbit,	....	....	....	....	4	14	9
E. O'Brien,	....	....	....	....	1	14	0
J. Burchell,	....	....	....	....	1	10	0
A. Block,	....	....	....	....	5	0	0
T. R. Robertson,	....	....	....	....	1	7	6
A. H. Clark,	....	....	....	....	4	1	7
S. R. Miller,	....	....	....	....	1	11	6
R. H. Payne,	....	....	....	....	38	12	0
R. Dunn,	....	....	....	....	54	8	10
D. Elliott,	....	....	....	....	5	5	7
W. Shannock,	....	....	....	....	0	2	6
J. Neil,	....	....	....	....	1	3	1

Carried forward, £135 6 1

	<i>Brought forward,</i>	.....	.....	£135	6	1	
C. P. Smiler,	.....	.....	.....	0	6	3	
S. A. Akerley,	.....	.....	.....	1	9	8	
J. Kilburn,	.....	.....	.....	2	0	0	
O. Carman,	.....	.....	.....	1	15	0	
J. Crowley,	.....	.....	.....	0	15	0	
P. Kirlin,	.....	.....	.....	0	12	6	
J. C. Campbell,	.....	.....	.....	0	9	0	
J. Morgan,	.....	.....	.....	0	15	0	
J. Russell, (Carman,)	.....	.....	.....	0	14	0	
J. Edgar,	.....	.....	.....	1	15	0	
J. Kelly,	.....	.....	.....	2	15	0	
R. Kertson,	.....	.....	.....	0	10	0	
William M'Beath,	.....	.....	.....	57	10	0	
T. Rutter,	.....	.....	.....	4	12	0	
							£211 4 6
Legislative Council Chamber.							
J. Holland,	.....	.....	.....	£4	3	9	
T. G. Allen,	.....	.....	.....	7	8	3	
J. Eggar,	.....	.....	.....	5	0	0	
							16 12 0
Government House.							
J. Donahoe,	.....	.....	.....	£1	4	0	
J. Neil,	.....	.....	.....	4	10	9	
G. Pattison & Co.	.....	.....	.....	11	5	6	
C. Pierce,	.....	.....	.....	8	15	5	
A. Limerick,	.....	.....	.....	39	10	5	
T. Stewart,	.....	.....	.....	17	7	2	
A. Block,	.....	.....	.....	31	10	11	
Hatheway & Small,	.....	.....	.....	0	1	6	
W. S. Estey,	.....	.....	.....	19	1	9	
J. Rielly,	.....	.....	.....	0	7	6	
George Todd,	.....	.....	.....	2	15	0	
J. Holland,	.....	.....	.....	20	0	0	
D. Elliott,	.....	.....	.....	21	15	9	
J. Landry,	.....	.....	.....	42	10	0	
J. Russell, (Tinman,)	.....	.....	.....	5	0	0	
J. Russell, (Carman,)	.....	.....	.....	0	6	0	
J. Davis,	.....	.....	.....	0	10	0	
R. Chestnut,	.....	.....	.....	0	6	6	
J. M'Donald,	.....	.....	.....	1	14	0	
T. Rutter,	.....	.....	.....	4	17	3	
C. P. Smiler,	.....	.....	.....	13	13	9	
D. V. B. Ormsby,	.....	.....	.....	3	7	6	
							£227 16 6
	<i>Carried forward,</i>	.....	.....	£250	10	8	

	<i>Brought forward,</i>	....	....	£250	10	8	£227	16	6
J. Moore,	....	....	....	1	9	0			
Myshrall & Richey,	....	....	....	1	9	0			
J. Agnew,	....	....	....	15	6	6			
P. Burns,	....	....	....	1	0	0			
S. H. Dearing,	....	....	....	0	15	0			
R. Dunn,	....	....	....	28	14	3			
C. Macpherson,	....	....	....	4	13	0			
J. M. Blair,	....	....	....	6	11	0			
J. Virtue,	....	....	....	0	7	6			
J. Bryson,	....	....	....	0	4	0			
A. J. Booth,	....	....	....	1	2	6			
S. Jackson,	....	....	....	0	13	9			
Ann Squires,	....	....	....	4	7	6			
Mrs. Clark,	....	....	....	3	6	6			
P. Parker,	....	....	....	0	16	3			
A. P. Miller,	....	....	....	26	16	3			
S. A. Akerley,	....	....	....	2	6	11			
							350	9	7
							£578	6	1

Office Board of Works, 31st October 1857.

ASA COY, Secretary.

No. 2.

Statement shewing the Amount expended on Public Buildings in Fredericton prior to 31st October 1856, and paid for between 1st November 1856, and 31st October 1857.

Legislative Library.

A. Mitchell,	....	....	....	£147	14	2			
T. Armstrong,	....	....	....	2	8	0			
C. Macpherson,	....	....	....	4	11	0			
G. Pattison & Co.	....	....	....	14	5	3			
							£168	18	5

Government House.

G. Pattison & Co.	....	....	....	£6	1	1			
A. Limerick,	....	....	....	99	9	3			
T. Rutter,	....	....	....	104	8	8			
							209	19	0
							£378	17	5

Office Board of Works, 31st October 1857.

ASA COY, Secretary.

No. 3.

Statement shewing the Sums paid by the Board of Works for improving the Inland Navigation, from 1st November 1856, to 31st October 1857.

J. A. Maclauchlan, St. John River, expended in 1856 but paid in 1857,	£1,300	0	0
L. R. Coombes, do. do. do. do.	14	16	9
Thomas Miller, Saint John River,	100	0	0
Jared Ingraham, do.	100	0	0
R. Swim, South West Miramichi,	259	0	0
Expended in Survey of Horse Shoe Bar, Miramichi Harbour,	17	5	0
	<hr/>		
	£1,791	1	9
Expenses of repairing & working Dredging Machine,	£1,693	18	6
Less—Received on Account of Services, as follows:—			
J. Godard,	£208	0	0
E. D. Jouett & Co.	144	0	0
Josiah Adams,	36	0	0
	<hr/>		
	388	0	0
	<hr/>		
	1,305	18	6
	<hr/>		
	£3,097	0	3

Office Board of Works, 31st October 1857.

ASA COY, *Secretary.*

No. 4.

Statement shewing the whole amount paid by the Board of Works on Great Bridges, from 1st November 1856, to 31st October 1857.

Sullivan Creek,	£3,084	5	6
Hampton Ferry,	1,463	3	7
Sackville,	3,080	7	10
Oromocto,	907	12	3
Magaguadavic,	10	4	3
South Bay,	60	3	6
Musquash,	30	0	9
Grand Falls,	436	19	0
Hammond River,	33	0	0
Estey Creek,	17	3	0
Missiquash,	325	16	0
	<hr/>		
	£9,448	15	8

Office Board of Works, 31st October 1857.

ASA COY, *Secretary.*

No. 5.

Statement of General Expenditures on the Great Roads, including unpaid balances from previous years, paid by the Board of Works between the 1st November 1856, and 31st October 1857.

Armstrong, J.	£70	0	0	<i>Forward,</i>	£6,013	4	7
Burpee, J. C.	100	0	0	Kelly, W. M.	500	0	0
Burpee, J.	95	0	0	Lewis, W.	27	5	10
Burnett, G.	95	0	0	Mathews, R. S.	503	2	1
Coburn, M.	171	4	3	Mowatt, D.	268	19	4
Curry, G. W.	630	0	0	Moore, G.	100	0	0
Charters, S. C.	413	3	0	Morton, G. A.	80	0	0
Covert, J. S.	50	0	0	M'Lean, A.	237	1	8
Crocker, R.	400	0	0	M'Allister, A.	96	16	6
Cotterell, T.	30	0	0	M'Clelan, T.	533	12	2
Campbell, T. B.	50	0	0	M'Callum, H.	100	0	0
Dow, Asa	327	10	1	M'Callum, A.	150	0	0
Davidson, A.	880	9	1	Nase, P. Jun.	40	0	0
Elliot, F.	238	5	0	Oulton, G.	75	0	0
Fitzgerald, W.	200	0	0	O'Brien, M.	100	0	0
Gagnon, P.	150	0	0	Pratt, J.	75	0	0
Grimmer, J.	175	0	0	Piers, H. Jun.	40	0	0
Gibson, A.	125	0	0	Robertson, J.	100	0	0
Gault, J.	544	13	2	Rainsford, L. B.	244	0	0
Girvin, J.	100	0	0	Reed, J. A.	150	0	0
Gallop, A.	275	0	0	Ramsay, A.	300	0	0
Gross, S.	175	0	0	Sewell, J.	100	0	0
Hillman, J.	11	0	0	Scott, N.	94	14	10
Hatheway, G. L.	232	0	0	Tobin, J.	40	0	0
Hitchings, H.	75	0	0	Welling, J.	200	0	0
Jordan, J. Jun.	400	0	0	Wilson, G.	150	0	0
<i>Forward,</i>	£6,013	4	7		£10,318	17	0

Office Board of Works, 31st October 1857.

ASA COY, Secretary.

No. 6.

Statement shewing the Payments made by the Board of Works for special expenditures on the Great Roads, from 1st November 1856, to 31st October 1857.

J. Morrison,	£25	9	2	Repairing Big Nepisiguit Bridge.
D. Mowat,	2	10	0	Road from Saint John to Saint Andrews.
W. H. Heron,	2	0	0	Repairing Nashwaak Road.
J. Boyd,	1	18	9	Waweig Bridge.
J. Biggs,	8	10	0	Repairing Richibucto Road.
R. W. Blair,	30	0	0	Repairing Road in King's County.
J. Morrison,	9	0	0	Services in 1855 on Road in Charlotte.
E. Simonds,	75	0	0	Repairing and altering Nerepis Road.
J. Gillis,	19	5	0	Belleisle Bridge.
A. Boone,	6	10	6	Road from Saint John to Saint Andrews.
M. Crown,	3	0	0	Nashwaak Road.
J. Donahoe,	7	0	0	Building a Bridge in Charlotte County.
J. Crowley,	10	0	0	Attending Draw in Digdeguash Bridge.
R. Holyoak,	21	5	0	Services at Long's Creek Bridge.
N. Cliff,	21	5	0	Repairing Road between Fredericton & Woods'k.
D. Grant,	4	17	6	Do. do. do.
D. M'Kinley,	2	0	0	Do. do. do.
J. Tomlinson,	1	7	6	} Repairing Shugomock Bridge.
T. Temple,	38	10	0	
W. Sidney Smith,	17	10	0	Repairing Road in Prince William.
J. D. Rainsford,	7	10	0	Repairing Bridge in Kingsclear.
G. Turner,	175	17	6	Expended in Kingsclear.
T. B. Wheeler,	39	8	6	Do. on Road from Fredericton to Woodstock.
E. Hanson,	17	10	0	} Claims for labour on Great Road in Charlotte County, under George Anderson, while Supervisor.
J. M'Gratton,	18	0	0	
C. Green,	6	0	0	
H. M'Alena,	21	5	0	
J. Sullivan,	7	18	0	
H. Grennan,	2	14	0	
G. C. Carman, Jun.	2	10	0	
J. Donahoe,	18	0	0	} Bounty for Steam Ferry at Chatham.
G. C. Carman, Sen.	6	0	0	
G. B. Bell,	60	0	0	Douglas Valley Road, under Address.
A. Blair,	70	15	10	Gaspereaux Bridge.
J. A. Beckwith,	8	0	0	Munquart Bridge.
J. Ketchum,	40	11	3	
£808 18 6				

Office Board of Works, 31st October 1857.

ASA COY, Secretary.

No. 7.

A Schedule of Warrants on the Provincial Treasury, received by the Board of Works from 1st November 1856, to 31st October 1857.

13	November,		£619	6	4	Miscoe Light House.
16			30	0	0	Public Buildings.
23	24		1,000	0	0	General purposes.
46	December 13		1,500	0	0	Do.
	1857.					
68	January,		1,500	0	0	Internal Navigation.
70			1,000	0	0	General purposes.
140	March 14		1,500	0	0	Do.
181	May 9		1,500	0	0	Great Roads.
194	20		1,000	0	0	Sackville Bridge.
195			1,500	0	0	General purposes.
209			50	0	0	Advanced to Mr. Matthews.
241	June 26		500	0	0	General purposes.
270	July 13		250	0	0	Do.
296			800	0	0	Do.
319	August 13		3,000	0	0	Great Roads.
347	27		1,000	0	0	Do.
350	28		1,000	0	0	Do.
367	September 4		1,947	1	4	Do.
366			100	0	0	Internal Navigation.
374	10		500	0	0	General purposes.
384	16		500	0	0	Do.
405	29		600	0	0	Do.
412	30		500	0	0	Do.
422	October 9		500	0	0	Do.
426	10		300	0	0	Grand Falls Bridge.
434			500	0	0	General purposes.
444	27		2,088	18	5	Do.
456			500	0	0	Sackville Bridge.
			£25,785	6	1	

Office Board of Works, 31st October 1857.

ASA COY, Secretary.

No. 8.

Statement shewing the Total Amount of Payments by the Board of Works from 1st November 1856, to 31st October 1857, as detailed in the foregoing Statements Nos: 1 to 6; also of Warrants on Provincial Treasury, and other sums received within same period.

No. 1.	Public Buildings,	....	....	....	....	....	£578	6	1
2.	Do.	....	....	....	....	....	378	17	5
	Paid Myshrall & Richey, for Coals for Public Offices,						£49	10	0	
	Government House,						30	0	0	
								79	10	0
84	Carried forward,						£1,036	13	6	

	<i>Brought forward,</i>	...	...	£1,036	13	6
Paid on Account of Miscoe Light House,	...	...	...	1,298	5	6
No. 3. Inland Navigation,	...	...	...	3,097	0	3
4. Special Bridges,	...	...	£9,448	15	8	
5. Supervisors,	...	...	10,318	17	0	
6. Special Expenditures,	...	...	808	18	6	
				<u>20,576</u>	<u>11</u>	<u>2</u>
Travelling expenses of late Board, previous to 31st October 1856,				37	19	1
Do. of present Surveyor General,	...	...	...	12	2	7
Paid for Printing and Binding,	...	...	...	157	15	5
" for Force Pump by Inspector Smith, Saint John,	...	...	...	45	9	6
" Nisbet and Smiler, for Ballot Boxes,	...	...	...	26	6	6
" T. Williams, Salary to 1st February 1857,	...	£60	0	0		
Do. Advances on this year's Salary,	...	38	0	0		
				<u>98</u>	<u>0</u>	<u>0</u>
Paid E. O'Brien, Usher of Supreme Court,	...	...	...	17	10	0
Office Contingencies, Stationery, &c.	...	...	...	44	18	4
On Account of Salaries,	...	...	...	665	8	10
Travelling expenses of the late Board the present year,	...	...	...	82	1	0
Same of present Board to 31st October 1857,	...	...	...	59	19	10
Expenditure of Special Grants from Carleton County by J. Bubar,	...	...	...	75	0	0
Balance due by Provincial Treasurer, as follows:—						
On Warrant 367,	...	...	£200	0	0	
Do. 444,	...	...	280	0	0	
				<u>480</u>	<u>0</u>	<u>0</u>
				<u>£27,811</u>	<u>1</u>	<u>6</u>
By Amount received from Provincial Treasurer, per						
Statement No. 7,	...	...	£25,785	6	1	
Balance in Central Bank last year,	...	...	1,940	10	4	
Special Grants from Carleton County,	...	...	75	0	0	
A Chaldron of Coals sold,	...	...	2	5	0	
Proceeds Sale of A. Blair's camping utensils,	...	...	5	1	6	
An old Window sold,	...	...	1	10	0	
Lot of old Stove Pipe sold,	...	...	1	8	7	
				<u>£27,811</u>	<u>1</u>	<u>6</u>

Office Board of Works, 31st October 1857.

ASA COY, Secretary.

APPENDIX B.

Statement of amounts over-expended on the Roads by the Supervisors, and of the Balances in their hands unexpended on the 31st October 1857.

SUPERVISORS.	Over-expended.	Unexpended.	REMARKS.
Burpee, J. C.	....	£3 4 6	
Burnett, G.	....	1 5 11	
Coburn, Moses	....	1 10 5	
Currie, Geo. G.	....	37 1 1	
Charters, S.	....	7 13 11	
Covert, J. S.	....	10 16 3	Want of proper Vouchers.
Crocker, Rowland	£13 17 0		
Cotterell, Thomas	7 6 6		
Campbell, D. B.	..	2 8 0	
Dow, Asa	....	12 10 2	
Davidson, Alex.	266 3 0	...	Tabusintac Bridge.
Elliot, Francis	....	8 3 5	
Gault, James	7 9 11		
Gagnon, Prudent	....	0 10 2	
Grimmer, John	....	28 6 0	Partly paid since October 31st.
Gallop, Amos	8 12 9	....	Paid.
Hatheway, Geo. L.	2 17 0		
Hitchins, H.	....	0 10 0	
Oulton, George	....	4 0 11	
Jordan, John Jr.	13 4 2		
Kelly, William	104 9 1	....	[curred in 1856. £75 12 7 over-expenditure in-
Matthews, R. S.	....	10 5 8	
Moore, George	....	0 8 7½	
Morton, Geo. A.	....	1 13 7	
MLean, Arch.	£73 1 10	....	Since paid.
M'Lellan, Thos.	....	£4 18 10	
M'Callum, Arch.	...	2 18 4	
Nase, Phillip	27 16 0	....	Since paid.
O'Brian, Michael	8 4 4		
Reed, John A.	....	0 2 10	
Ramsay, Arch.	....	1 2 9	
Sewell, Joseph	....	0 7 5	
Welling, John	....	3 7 3	
Wilson, Geo.	....	3 15 9	

APPENDIX C.

New Bridges built during the Year 1857, with principal dimensions and materials.

STREAM, &c.	No of Road	Length.	Spans.		Breadth	MATERIALS USED.				Cost exclu- sive of Com- mission.	DESCRIPTION.		
			No.	Feet.		Abutments	Stringers.	Flooring.	Handrail.				
Hampton Ferry	1	1655	8	73	13	Pine.	Pine.	Pine.	..	£ 3250	0	0	Long's Truss.
Sackville,		609	1	140	24	Stone, & wood.	Spruce,	Spruce,	Covered,	4500	0	0	Howe's Lat.Truss.
Tabusintac.	7	1600	3	70	20	Hemlock	Pine.	Pine.	..	1880	13	8	Queen Post Truss.
Simonds' Creek,	11	200	1	6	20	Stone.	Stone.	Gravel.	Pine.	54	0	0	Stone Culvert.
Mullen's Brook,	12	70	1	4	20	Earth.	Cedar.	Gravel.	Pine.	54	0	0	Cedar Culvert.
Underhill's,		220	1	18	20	Cedar.	Cedar.	Gravel.	Pine.	367	10	0	
Russell's, Ludlow,		..	1	4	20	Stone.	Stone.	Gravel.	Pine.	17	10	0	Stone Culvert.
Mazzerall's Stream,	13	..	1	21	20	Stone.	Pine.	Pine.	Pine.	8	10	0	
Thomas' Brook,		..	1	5	20	Stone.	Stone.	Gravel.	Pine.	6	10	0	Stone Culvert.
Oromocto,		315	1	45	20	Earth.	Pine.	Spruce.	Pine.	968	0	0	
Doctor Bayard's,		..	..	..	..	Cedar.	Cedar.	Gravel.	Pine.	12	0	0	
Elligood's,	14	..	..	..	..	..	..	..	..	29	10	0	
Sullivan's Creek,		336	1	6	26	Stone.	..	Gravel.	Pine.	5500	0	0	Stone Culvert.
Boyd's Creek,	15	110	1	48	22	Cedar.	Cedar.	Spruce.	Pine.	36	5	6	Cedar Bents.
Foster's Creek,		90	1	50	22	Cedar.	Cedar.	Hemlock	Cedar.	31	2	6	Do.
Elbare's,	17	..	..	..	..	Cedar.	Cedar.	..	..	40	0	0	
Cyr's Brook,		..	..	..	..	Cedar.	Cedar.	..	..	78	0	0	
Indian Village,		..	..	..	..	Cedar.	Cedar.	..	..	89	0	0	
Baptiste Gamond's,	18	94	..	..	20	Cedar.	Cedar.	..	Cedar.				
Lower Trout Brook,	23	102	1	22	18	Hemlock	Hemlock	Cedar.	Pine.	25	10	0	
Crooked Creek,	31	..	1	50	..	Birch.	Pine.	Spruce.	Spruce.	323	15	0	
Jeffrie's Mill Stream	42	..	..	..	..	..	..	..	..	12	10	0	

APPENDIX D.

GRAND FALLS BRIDGE.

I. Letter from the Chief Commissioner of the Board of Works to Captain Freeth, Royal Engineers, Saint John.

Office Board of Works, Fredericton, 4th Sept. 1857.

SIR,—The Government of this Province are desirous of erecting a Bridge over the River, at the Grand Falls, in the County of Victoria. Enclosed are sketches showing the design of the proposed erections, together with the Approaches, connecting Roads, &c. Will you have the kindness to inform this Department, at your earliest convenience, if the Ordnance are willing these erections should be made, as the Government will, if no objections are offered, proceed immediately with the works.

I have the honor to be, Sir, your obedient servant,

W. H. STEEVES,
Chief Commissioner Board of Works.

Captain Freeth, Royal Engineer Office, Saint John.

II. Letter from Captain Freeth to the Chief Commissioner.

Royal Engineer Office, Saint John, N. B. 7th Sept. 1857.

SIR,—I have the honor to acknowledge the receipt of your Letter, dated 4th inst., respecting the erection of a Bridge over the Saint John River, at the Grand Falls, and to acquaint you that the subject will be at once submitted to the War Department authorities, the result being communicated to you as soon as known at this Office.

I have the honor to be, Sir, your obedient servant,

JAMES H. FREETH,
Capt. R. Engineers.

W. H. Steeves, Esquire, Chief Commissioner
Board of Works, Fredericton.

III. From the same to the same.

Royal Engineer Office, Saint John, N. B. 27th Sept. 1857.

SIR,—Referring to my Letter to you dated 7th instant, in reply to yours dated 4th instant, I have the honor to acquaint you, that it appears that permission has already been granted in the Memorandum of the Inspector General of Fortifications, dated 9th July 1856, to the Commanding Royal Engineer, Nova Scotia, for the erection of the Bridges and Road mentioned in your Letter above quoted, and that the circumstance was notified to the Honorable the Provincial Secretary by my predecessor, Lieutenant Colonel Ford, in a Letter dated 5th of August 1856. There exists consequently no objection on the part of the War Department to the immediate execution of the work.

I have the honor to be, Sir, your obedient servant,

JAMES H. FREETH,
Capt. Royal Engineers.

W. H. Steeves, Esquire, Chief Commissioner
Board of Works, Fredericton.

IV. From Lieut. Colonel Ford to the Provincial Secretary.

Royal Engineer Office, Saint John, 5th August, 1856.

SIR,—With reference to the correspondence which took place some time since on the subject of the contemplated Road and Bridges through the Land of the War Department at the Grand Falls, on the River Saint John, I have now the honor to state, for the information of His Excellency the Lieutenant Governor and Executive Council, that a communication has been received from the War Department, whereby permission is granted to the Colonial authorities in New Brunswick to construct the Road and Bridges in question.

Presuming the said works will be executed in accordance with the sketch transmitted from the Surveyor General's Office, I am not aware that any personal inspection on my part, in conjunction with the Colonial authorities, will be necessary; should it however be desired, I shall be prepared at any time to proceed to the Grand Falls for that purpose.

I have, &c.

(Signed)

E. T. FORD,
Lt. Col. Royal Engineers.

Specification for building Bridges over the Saint John River and Little River, at Grand Falls, in the County of Victoria, and for the Approaches and connecting Road.

GENERAL DESCRIPTION.

From Broadway to the western abutment of the Bridge over the Saint John River, the Road is to be constructed to the breadth of 26 feet, and to the inclinations marked in the accompanying profile. The western abutment is a block of rubble masonry with cut quoins and capstones, on a foundation of solid rock, which is to be quarried down to an even bed to receive it. The eastern abutment is a heavy block of the same description of masonry carried up from the rock foundation to the same level as the western abutment, and constructed to receive the strain of two wrought iron chains, hanging in a catenary curve over the River, and secured by strong anchorage at the back of each abutment. On these chains the Bridge is to be built according to the annexed plans, and as will be specified more particularly afterwards. From the eastern abutment of the Saint John Bridge, a truss Bridge, consisting of three spans, each of 48 feet, extends over the intermediate chasm to a stone abutment, of the same character of masonry as the main Bridge, and firmly founded on the high ground east of the chasm. From this abutment to the Little River, a well finished gravelled Road 26 feet wide, and on an easy grade, is to be constructed according to the plans hereto annexed. The Little River is to be crossed by a trussed Bridge 80 feet span, supported by queen posts, and resting on abutments of squared cedar; the whole length of improvement from Broadway to the east end of Little River Bridge being 2165 feet. From this point to the junction with the present line of the Canada Road, a passable Road for travel, equal to the average of the present Great Roads, is to be completed. In performing this work an expenditure of at least £200 to be made, and the same to be done to the satisfaction of the Chief Commissioner.

MASONRY.

Western Abutment, Saint John Bridge.—The rock to be carefully cleaned off, and all rotten or shaky stone and earth to be removed down to a solid bed before the masonry is commenced. The rubble work is then carried up to a plinth height, 4 feet below the level of the Bridge seat, and carefully levelled off to this height 24 feet 2 inches wide, and running back to nothing where it meets the natural rock, as it rises from the bank of the River. On this bed, first class rubble masonry, with cut stone quoins, commences with a 4 inch set-off all round, and carried up with a batter of 1 in 12, is furnished on top with a cut stone course 1 foot thick, and projecting 4 inches all round. On this course are bedded iron castings that form the seat for the truss Bridge, and the saddles over which the tension chains pass. The stones to receive these castings are dressed perfectly true and level, and between them and the castings a sheet of lead is interposed, to insure perfect contact over the whole surface. The whole of the rubble masonry is to be composed of good flat bedded stones hammer-dressed on the face, and laid on their natural bed; the mortar is to be composed of well burnt lime of approved quality, and the sand the best that can be procured, mixed in the proportion of two and a half of sand to one of lime, and to be well wrought together.

Eastern Abutment, Saint John Bridge.—After the bushes and earth are cleared away over the whole surface covered by the abutment, down to the solid rock, a block of rubble

rubble masonry is to be carried up perpendicularly 36 feet long and 29 feet wide to plinth height, 22 feet below the Bridge seat, when the work is carefully levelled and dressed off. On this is a set-off all round of 4 inches, and the same character of first class rubble is carried up as in the western abutment with a curved batter, and finished on the top with a cut stone course of the same dimensions and projection, and castings bedded in the same manner, for the Bridge to rest upon; the two abutments being brought to the same level at the top, and the saddles exactly square and true with each other in every direction. In the middle of the eastern abutment a cavity is to be left in the mason work, protected by a wooden box, down which the main tension chains will pass to the back of the abutment, and be anchored to the lowest courses of the masonry. The average height of the abutment will be 27 feet, and its dimensions at the top about 24 feet by 30 feet. The clear span between the two abutments to be 190 feet, and the quality of work and materials the same.

Intermediate Piers of Land Arches.—Two intermediate Piers in the Truss Bridge east of the Saint John River to be built of rubble masonry in the form of a double cross, and carried up to a plinth height 33 feet below the roadway. The length of these on the top will be 27 feet, the extreme breadth under the cross sills will be 8 feet, and the thickness of the walls on the top 2 feet, the batter being in all parts 1 in 12 to the bottom. The distance apart from centre to centre will be 48 feet; the height of one from the ground will vary from 4 feet to 6 inches, and the other will average 14 feet. The top of each will be well finished off to receive the sills and cross sills of the upright timbers forming the intermediate piers, and the materials and character of the workmanship the same as the abutments of the Saint John River Bridge.

Land Abutment of Truss Bridge.—The foundation of this abutment will be on the solid rock, the height of face about 10 feet, and its dimensions on top will be 23 feet by 20 feet. The character of the masonry is to be the same as the main River Bridge, it is to be fitted to the rock in the same manner, and be carried up with batter, plinth, quoins, and cornice, the same as the westward abutment.

MAIN BRIDGE OVER SAINT JOHN RIVER.

Iron Work.—The two main chains consist each of 4 parallel bars of best hammered iron, the links varying in length from 21 feet to 22 feet 6 inches. Each bar will be 4 inches by 5-8ths of an inch, excepting 2 bars in the three centre panels, which are 4 inches by $\frac{1}{2}$ inch, the least section of each chain in the centre being 9 square inches, and at the ends 10 inches. These chains are anchored in the rock behind the western abutment, pass over the cast iron saddles forming the Bridge seat, cross the River in a catenary curve with a versed sine of 15 feet, pass over the cast iron saddles on the top of the eastern abutment, and are finally anchored at the lower part of the back of the abutment, being so secured as to involve lifting the whole of the block of masonry before yielding to the strain. The bars composing the chain are forged with a round eye at each end, and at the joint the bars in one length each pass between two bars in the other length: a turned iron bolt $2\frac{1}{4}$ inches diameter, accurately fitting the hole bored through all the eyes, and coupling the whole together, so as to distribute the strain equally amongst the bars composing each link. At each coupling a cast iron socket is fitted between the chains and rests upon the main bolt which is made long enough to receive it. A cross bolt passes between each pair of opposite sockets, and regulates the

the distance of the chains apart as well as forming a tie to resist the thrust of the diagonal braces that keep the posts and caps in their respective positions. Resting on each socket is a vertical post of pine timber 8 by 8 inches in the middle panels, and 7 by 7 inches in the end pannels, on the top of which a hacmatac cap, 7 by 13 inches, is framed, and supports the truss Bridge. Diagonal braces framed into the cap, abutting against the opposite socket, and locking together at the intersection, keep the posts in vertical position laterally, and brace the caps and posts firmly together sideways. The length of each set of bars varies to allow for the different angles in which they lie with respect to the Bridge, so as to keep the posts and caps at an uniform distance at the top, and at an equal angle with the curved truss. As an additional security to prevent the Bridge settling under an unequal load, the three centre panels are further connected by two diagonal bars 4 by $\frac{1}{2}$ inch, on each side of the Bridge, from the bottom chord of the main truss, 31 feet 6 inches from the centre of the Bridge, to the socket at the foot of the post, the same distance from the centre on the other side, and crossing each other in the middle at each side of the Bridge.

Wood Work.—The side trusses, which also form the protection on each side of the Bridge, are about 200 feet long, 7 feet deep, and built with a camber in the middle of 5 feet. They are each formed of a top chord 16 by 8 inches, and a bottom chord 18 by 10 inches, kept apart by diagonal braces 5 by 8 inches, and bolted together by two iron bolts $1\frac{1}{2}$ inch diameter, at every 5 feet. These bolts pass through the bottom chord, and carry under each pannel a swing girt 6 by 10 inches, except over the upright post, where they screw up on the underside of the cap before mentioned, which forms the swing girt for that panel. There are four of these small panels in the truss to each of the panels formed by the upright posts resting on the chains, so that there are three intermediate swing girts between each of the main posts and caps. From the underside of the chord, close to the swing girt on each side of the cap, a diagonal strut is framed on to the upright post to strengthen it and keep it from springing or changing its position; and similar braces frame on the underside of the cap inside and outside of the post, to strengthen it in the opposite directions, and add to the lateral stability of the Bridge; and on the top of the cap which is lengthened out for this purpose, another diagonal brace is framed to the top chord of the truss, to preserve its perpendicularity, so that every part of the truss is framed and braced to the uprights carried by the main chains. Any tendency to lateral movement is counteracted by a series of diagonal lateral braces from the end of one cap to the opposite end of the one on each side of it, these braces being bolted to the underside of each swing girt as it intersects them. The flooring of the Bridge for 9 feet wide in the centre, will be formed of hacmatac planking 4 inches thick, placed longitudinally of the Bridge, in as long lengths as can be obtained, and spiked down to each swing girt as it crosses them. The other three feet on each side is of 3 inch plank of white pine, the whole rounded over from side to side to give a crown of 4 inches in the centre of the Bridge to throw off the water. Before driving the spikes to secure the planking, an augur hole is to be bored sufficiently large to receive the head of the spike $1\frac{1}{2}$ inches deep in the 4 inch planking, and $1\frac{1}{2}$ inches deep in the 3 inch plank, the spike driven to the bottom, and the hole plugged up with a tight pine plug levelled off with the surface of the flooring. A rain gutter to be formed 9 inches from the inside of the truss work by inclining the outside plank 1 inch inwards, so as to keep the water from running to

to the outside of the flooring, and dripping down the bottom chord and upright posts. The whole of the timber work to be gauged and planed to the dimensions given in the Bill of Timber, and the whole to be fitted with the most perfect joints. All the work to be primed over when framed, and the joints well painted when put together. When the whole is completed it is to have two more coats of white lead and oil. The ends of the truss where they rest upon the abutments are let in, and well fitted to cast iron shoes, through which pass bolts attached to the main chains, and when the truss is finished, and every thing in position, by screwing up these bolts, any amount of the tension strain before borne by the anchorage, can be transferred to the truss; so as to counteract the tensile strain of the truss by the compression of the chains, and relieve the anchorage from a portion of the strain. The ends of the truss and the iron work connected with these bolts, and the portion of the main chains passing over the saddles, are covered over with an ornamental casing of timber to protect them from the weather and injury, and to form an ornamental approach to the Bridge; the whole to be finished in accordance with the annexed plan and detailed drawings. The whole of the iron work to be well painted and varnished, and the main chains or any other part to be subjected at any time to such test of strength as may be satisfactory to the Board of Works.

LAND BRIDGE OVER RAVINE.

Intermediate Piers.—Each to consist of 8 upright pine posts, 4 on each side, 14 by 14 inches at the bottom, and 12 by 12 inches at the top, framed into sills 10 by 14 inches of cedar, resting on the mason work before specified. The outside posts extend up to the main cross cap, the other three frame on to a stretcher 9 feet below the cap, protected on the top by a casing which preserves them from the weather, and forms a skew-back for the arch braces, which extend to the underside of the chord. Diagonal braces 9 by 12 inches, are framed between the stretcher and the cap, to stiffen the cap and bind the whole together sideways. The inclined position of the uprights giving them immense lateral strength, enables the bent to stand on its own base without additional girts or braces. Stretchers are framed across between each set of 4 posts half way along their length, to preserve them from warping or springing. The wood work of the two piers above specified to be painted stone colour.

Trussed Handrail.—To be 5 feet high, and to consist of 18 panels 8 feet long each, with diagonals, braces, and iron connecting tie bolts, as shewn in the detailed drawings, and resting on the two piers and abutments above specified. The floor is to be formed of 6 by 9 inch hachmatac stringers resting on the swing girts of the truss, and covered with 3 inch planking laid transversely to the Bridge, with a space of one inch between the ends of the planking and the truss work, to preserve the latter from the dripping of the Bridge. The superstructure to be continued in a similar form over the eastern abutment of the main Bridge, and to be painted and finished to correspond with it.

LITTLE RIVER BRIDGE.

Abutments.—The abutments to be of squared cedar, with dovetailed ties, and half lapped corners, bolted together with $\frac{1}{2}$ inch iron bolts, and built with a batter of 1 inch to the foot up to high water mark, and square above that. A wing or shear-water to be built both up and down stream to meet the bank, also of cedar, and connected with the abutments. The outside spaces formed by the ties and face of the work to be fitted

fitted solid with stone, and the foundation of the wing dams and abutments to be protected by rip-rap stone work.

Superstructure.—This consists of a light truss 80 feet span, supported at four intermediate points by queen posts and arch braces, which are fitted inside and outside of each truss, and bolted to the top and bottom chord at each intersection. The truss is to be 7 feet 8 inches high, and built with a camber of 2 feet in the middle. The top chord is to be 8 by 8 inches, and bottom 8 by 18 inches. The length of each panel 7 feet 6 inches, diagonal braces 6 by 8 inches, and tie rods $1\frac{1}{2}$ inches diameter. The tie rods pass through the bottom chord, and carry a swing girt 7 by 12 inches, on which the longitudinal stringers, 6 by 8 inches, and the three inch plank flooring, rest. The arch braces of the queen post truss are each 6 by 12 inches at the bottom and 6 by 10 inches at the top. The queen posts are 6 by 11 inches, and the straining beams 6 by 18 inches; a cap 9 by 12 inches connecting the top of each pair of queen posts. The whole is to be framed out of sawn timber as it comes from the mill, the joints only planed and squared, and the whole painted with three coats of mineral paint.

EARTHWORK.

West of Saint John River.—From Broadway to the western abutment of the Bridge, the Road is to be 875 feet long and 26 feet wide. The inclination for 300 feet from the Bridge is to be 1 in 10, and an average of 1 in 20 for the remainder of the distance, no where exceeding a ratio of 1 in 14. The crown of the middle is to be 12 inches, and the slopes in the cutting to be $1\frac{1}{2}$ by 1.

Between the Saint John and Little River Bridges.—The Road to be 26 feet wide, with 12 inch crown in the middle, and slopes of $1\frac{1}{2}$ to 1, the distance is about 750 feet, and the grades according to the annexed profile.

The whole of the work is to be executed in a substantial and workmanlike manner, with the best materials that can be procured; and it is distinctly understood, that no advantage is to be taken by the Contractor, or any one in his employ, of any omission either in the plans or specifications; but that the whole is to be executed and completed in good faith, and in accordance with the intent and meaning of such specification, comprehending whatever may be necessary to complete the work, though not particularly mentioned.

Witness—ASA COY.

JOSEPH TOMLINSON.

W. H. STEEVES, *Chief Com'r.*

BILL OF MATERIALS IN SUPERSTRUCTURE.

GRAND FALLS BRIDGE.

BILL OF TIMBER FOR SPAN OF 190 FEET.

Pieces.	Description.	Length, Ft.	Inches.	Inches.	Feet, B.M.
2	Bottom Chords,	200	10	10	3,334
2	Do.	200	10	8	2,733
2	Top Chords,	200	7	12	2,800
2	Do.	200	9	8	2,400
144	Braces,	7	5	8	3,360
8	Posts,	6	8	12	384
8	Caps, (Hacmatac,)	23	13	7	1,395
27	Girts, do.	17	10	6	2,295
4	Posts,	21	7	7	343
4	Do.	20	8	8	427
4	Do.	16	7	7	261
4	Do.	10	"	"	164
32	Corner Braces,	7½	5	5	500
16	Braces,	22	"	"	733
18	Lateral Braces,	24	5	6	1,080
12	Hacmatac Plank,	200	9	4	7,200
8	Pine do.	200	9	3	3,600
					33,009

BILL OF WROUGHT IRON.

16	Length in Chains,	22 6	4	$\frac{5}{8}$	3,006
16	Do.	22	"	"	2,940
28	Do.	21	"	"	4,910
12	Do.	21	4	$\frac{1}{2}$	1,683
16	Length in Diagonals,	22	"	"	2,352
8	Do.	26	"	"	1,390
16	Lengths to Anchorage,	3 6	5	1	935
6	Do.	15	4	1	1,202
4	Do.	26	1½	1½	1,044
6	Do.	10	4	1	802
4	Do.	10	1½	1½	409
2	Do.	5	1½	1½	102
4	Anchor Pins,	4 6		3 diam.	398
4	Do.	2		3 "	177
24	Link Pins,	1		$2\frac{3}{8}$	360
12	Connection Bolts,	3 6		$2\frac{1}{4}$	567
148	Truss Bolts,	7 9		$1\frac{1}{8}$	3,749
288	Bottom Chord,	1 8		$\frac{5}{8}$	432
144	Top do.	1 6		$\frac{5}{8}$	216
8	Cross Ties,	18		1	389
	Bolts for Braces, &c.				500
					27,563

BILL OF CAST IRON.

Pieces.	Description.	Length. ft. and in.	Feet.	Inches.	Weight, lbs.
2	Anchor Plates,	3	2½	2	1,200
4	Saddles,	2 6	2½	2	2,000
4	Shoes for end of Chords,			900 lbs.	3,600
2	Bearing Blocks in Abutments,	1 6	1½	2 in.	360
	Rests for Saddle Pins,				400
16	Sockets for Posts,			100 lbs.	1,600
148	Washers,			3 "	444
540	Do.			½ "	270
40	Nuts on Link Pins,			6	240
					10,114

APPROACH TO GRAND FALLS BRIDGE.

BILL OF TIMBER FOR THREE SPANS OF 46 FEET EACH.

Pieces.	Description.	Ft. and In.	Inches.	Inches.	Feet, B.M.
2	Top Chords,	34 6	5	12	345
6	Do.	35 6	5	12	1,065
2	Do.	28	5	12	280
4	Do.	17	8	8	363
2	Do.	29 6	8	8	315
6	Do.	35 6	8	8	1,136
6	Bottom Chords,	35 6	9	8	1,278
2	Do.	32	9	8	384
2	Do.	30	9	8	360
2	Do.	20 6	9	7	215
2	Do.	35 6	9	7	373
2	Do.	35	9	7	370
2	Do.	32 6	9	7	341
2	Do.	29	9	7	304
2	Do.	15 6	9	7	157
54	Braces,	6 4	6	8	1,367
108	Counter Braces,	3	5	8	1,080
14	Posts,	5 2	6	10	362
8	Side Braces,	6	5	6	120
12	Spur Braces,	14	8	9	1,008
2	Wall Plates,	27	7	10	369
21	Girts, (Hacmatac,)	22	7	13	3,503
	Floor Joist,	1000	6	9	4,500
					19,598

TRESTLES.

TRESTLES.

Pieces.	Description.	Feet.	Inches.	Inches.	Feet, B.M.
2	Posts, 14 x 14 top,	36	12	12	1,014
6	Do. do.	28	12	12	2,366
2	Do. do.	30	12	12	845
6	Do. do.	22	12	12	1,859
2	Caps,	27	12	12	648
2	Girts,	23	12	12	552
4	Braces,	9	9	10	270
2	Sills,	29	10	14	677
4	Cross Sills,	7	10	14	327
					8,558
168	Plank,	20	12	3	10,080

BILL OF WROUGHT IRON.

42	Truss Bolts,	6 feet 6 inches long,	1½ in. diameter,	1146 lbs.
4	do.	5 " 4 " "	1 " "	60
218	Bottom Chords,	1 " 5 " "	5/8 " "	326
124	Top Chords,	1 " 3 " "	5/8 " "	160
18	Bottom Lateral,	1 " 7 " "	5/8 " "	30
				—1723°

BILL OF CAST IRON.

84	Washers,	3 pounds each,	....	....	....	252 lbs.
8	do.	2 " "	....	....	....	16
620	do.	½ " "	....	....	....	310
8	Cast Iron Caps,	40 " "	....	....	....	320
						—908

QUEEN POST BRIDGE OVER LITTLE RIVER.

BILL OF TIMBER, SPAN 80 FEET.

Pieces.	Description.	Ft. and In.	Inches.	Inches.	Feet, B.M.
8	Arch Braces,	37 6	6x12 and	6x10 top.	1,800
8	Posts,	17	6	11	748
2	Stretchers,	24	6	18	432
2	Caps,	18	9	12	324
4	Braces,	9	6	7	126
4	Do.	7	6	6	84
2	Top Chords,	30 3	8	8	323
4	Do.	28	8	8	597

Bridge over Little River.—Bill of Timber.—Continued.

Pieces.	Description.	Ft. and In.	Inches.	Inches.	Feet, B.M.
2	Bottom Chords,	37 6	8	10	512
2	Do.	36 6	8	10	499
2	Do.	14	8	10	191
2	Do.	37 6	8	8	400
2	Do.	29	8	8	306
2	Do.	21 6	8	8	230
44	Braces and Counters,	9	6	8	1,584
8	Posts,	6	6	8	192
2	Swing Girts,	18	9	12	324
8	Do.	17	7	12	952
4	Floor Timbers,	87	6	8	1,392
	Keys and Clamps,	74	8	2	99
87	Plank,	15	12	3	3,915
					<hr/> 15,030

BILL OF WROUGHT IRON.

20 Bolts,	8 feet 6 inches long,	1 $\frac{1}{2}$ in. diameter,	....	600 lbs.
4 do.	" "	$\frac{3}{4}$ " "	....	80
124 do.	1 foot 6 " "	$\frac{3}{8}$ " "	....	250
				<hr/> 930

BILL OF CAST IRON.

40 Washers,	3 pounds each,	....	....	....	120 lbs.
8 do.	2 " "	....	....	....	16
248 do.	$\frac{1}{2}$ " "	....	....	....	124
					<hr/> 260

BILL OF TIMBER IN ABUTMENTS.

66 Sticks of Cedar,	24 feet, not less 10 in. rise.
28 do.	21 " "
2 Wall Plates,	28 x 12 x 12.
8 Skew Backs, (Tamarack,)	12 x 8 x 10.
350 Ties,	12 to 24 x 8 x 8 at butt.

IRON BOLTS.

500 Spike Bolts, 1 foot 6 inches long by $\frac{3}{4}$ diameter.

ARTICLES OF AGREEMENT

Made and entered into this tenth day of October, in the year of our Lord one thousand eight hundred and fifty seven, between Joseph Tomlinson, of the County of Victoria, of the first part, and Her Majesty Queen Victoria, of the second part.

The said Joseph Tomlinson, hereinafter styled the Contractor, for the consideration hereinafter mentioned, hereby covenants and agrees with Her said Majesty the Queen, to complete the Bridges and Approaches over the Saint John and Little Rivers, at the Grand Falls in the County of Victoria, with the Roads from the Broadway to the Saint John Bridge, from the Saint John River to the Little River, and from the Little River to the Canada Road, according to the Specification hereto annexed, (which is hereby declared to be part of this Contract,) and according to the Plans thereof now on file in the Office of the Board of Works, signed by the Chief Commissioner of the Board of Works and by the said Contractor respectively; and that he, the said Contractor, will, under the inspection, instruction and direction of the said Board of Works or Officer in charge, to be appointed by the said Board of Works to superintend the same, complete the above mentioned works to the satisfaction of the said Board of Works, and in a substantial and workmanlike manner, on or before the 1st day of December (1858) eighteen hundred and fifty eight.

And it is further agreed that all materials for the work shall, before being used, be subject to the inspection and approval of the said Board of Works, or the Officer in charge, and if disapproved of they shall be removed by the Contractor; and if in the opinion of the said Board of Works, or the Officer in charge, there shall from any cause be reasonable ground to apprehend that the work will not be completed in the manner and within the time specified, the said Officer shall notify the Contractor in writing thereof; and if the Contractor shall not thereupon, without delay, increase or alter the force employed, or the materials to be used, or the mode of workmanship, to the satisfaction of the said Board or Officer in charge, the Board of Works shall have power immediately to stop the whole or any part of the work, and to determine this Contract, and to enter into new Contracts for the completion of the work; or to employ, at the expense of the Contractor, such additional force or different materials, as may be necessary to complete the work; and all moneys expended for such purpose by the Board of Works shall be considered as so much paid for or on behalf of the Contractor, and in part performance of this Contract, and any loss sustained in consequence of the Board of Works entering into any new Contract for the reasons aforesaid, shall be chargeable to the said Contractor; who hereby agrees that he will not in any manner, directly or indirectly, prevent, obstruct, or interfere with any workmen or persons engaged under such new Contract from working upon the said work.

And it is further agreed that if, during the construction of the said works, it shall be deemed necessary or expedient by the Board of Works to change the Plans or Specifications of any part or portion of the work, the Contractor shall forthwith make such alterations, the increased or diminished expense of which is to be determined by the said Chief Commissioner, as in his judgment may appear right and equitable.

And it is further agreed that the Contractor shall be responsible for the stability of the work to be done by him under this Contract, and for all losses or injury sustained, until the same shall be finally taken off his hands by the said Board, or Officer in charge.

And

And it is further agreed that in consideration of the due performance of this Contract, by the said Contractor, Her Majesty the Queen will pay to the said Contractor, his heirs, executors, administrators or assigns, the sum of five thousand pounds (£5,000) currency, in manner following, that is to say, from time to time as the work progresses, and at the rate of eighty per cent. of the value of the quantity done, to be estimated by the Chief Commissioner or Officer in charge of the work.

In witness whereof, the said Contractor has hereunto set his hand and Seal, and the said Chief Commissioner of the Board of Works, on behalf of Her Majesty the Queen, has also hereto subscribed his name, the day and year above written.

Signed, Sealed and
delivered in presence of

ASA COY.

JOSEPH TOMLINSON.
W. H. STEEVES, *Chief Com'r.*

APPENDIX E.

No. 1.

Captain Orlebar's Report on the Horse Shoe Bar, Miramichi River.

Gulnare, Miramichi River, Jan. 2nd, 1857.

SIR,—I have the honor to inform Your Excellency, that I have just completed the necessary Survey and Examination of the Miramichi Horse Shoe Bar, and its alleged obstructions, and have to Report as follows:—

In the first instance having erected stations and taken angles, I prepared a plan on the enlarged scale of four inches to the mile, and carefully sounded the Bar, reducing the same to low water, ordinary spring tides. This re-examination I compared with our Survey completed twenty years ago, and found that in both, a more direct channel, passing to the northward of the lump, could be obtained, with deeper water by two feet than in the present one used by the Pilots, in which they deflect to the south, on the line of two Beacons erected on Fox Island.

Secondly, being joined by Mr. T. T. Vernon Smith, of the Board of Works, on Monday last, and this morning by Mr. Angus M'Eachern, Pilot, I returned with them and again sounded the channel, as well as the one now used by the Pilots, and found still a difference of two feet in favor of the new channel. Mr. Smith at the same time ascertained at different portions that the bottom was of loose sand and gravel. In the afternoon we ran the Gulnare through the channel with the same result, shewing that by this new channel there is as much water as can be carried across the flats between the Horse Shoe and Oak Point.

Thirdly, that I therefore recommend shortly that two additional Buoys be placed, one red, on the north side of the channel where shoalest, which is when the west point of Fox Island is in line with the point of trees called Jean Obert's point, and another white, on the south side of the channel close to the lump. The right placing of these Buoys would be best effected by Mr. Angus M'Eachern, who was with me and knows the marks of the channel, and is an intelligent, conscientious and faithful Pilot.

But I do not recommend any dredging for the further deepening of the channel, because from the nature of the bottom, which is loose sand and gravel, I cannot think

it would be of any permanent benefit. I will do myself the honor of transmitting for Your Excellency's inspection a trace of the channels referred to in this Report, and also a trace of the changes that have lately taken place in the outer Bar, and which I have hopes will be engraved and published by the Admiralty.

I have the honor to be Your Excellency's humble servant,

JOHN ORLEBAR,

*Commander, Surveying Gulf of Saint Lawrence,
Nova Scotia, New Brunswick, Cape Breton, &c.*

T. His Excellency J. H. T. Manners-Sutton,
Lieutenant Governor, &c. &c. &c.

No. 2.

Report of T. T. Vernon Smith, C. E., on Horse Shoe Bar.

Fredericton, June 5th, 1857.

SIR,—According to your instructions of 28th May I proceeded to Chatham on Friday the 29th ultimo, and on Saturday met Capt. Orlebar, of Her Majesty's Surveying Vessel "Gulnare." After conferring with him on the best means of ascertaining the information required, and examining the charts of the Miramichi River made twenty years before by Captain Bayfield, and recently verified by Captain Orlebar, we arranged to proceed together to the Horse Shoe Bar on Monday; and in the meantime I procured such simple boring tools as would enable me to ascertain the nature and material of the formation, and the probability of dredging or blasting operations, if necessary to be made, being permanent. On Tuesday morning we were met by one of the Branch Pilots on the Station, (Angus M'Eachern,) and whilst he and Captain Orlebar examined a new channel across the shoal, which has been discovered by the latter, whilst verifying Captain Bayfield's soundings, I ascertained the nature of the bottom in six different places across the Bar, to a depth of 20 feet below low water mark. For this purpose Captain Orlebar kindly lent me the large surveying boat, belonging to the "Gulnare," and a crew of eight men, and though the weather was rather stormy, yet the borings were made with sufficient accuracy to determine all that was necessary.

The Miramichi River is funnel shaped from Chatham downwards for about 30 miles, being nearly $\frac{1}{2}$ of a mile wide at Chatham, and at least 15 miles across the Horse Shoe, 25 miles below Chatham. Immediately below the shoal two large Islands, Fox and Portage, contract the main channel to less than 3 miles wide, and across this channel, and apparently connecting the two Islands, the Horse Shoe Shoal has been found, with its concave side towards the sea, and its convex extremity some distance up the River. Outside of these Islands, and some three miles below this shoal, the true bar of the River extends across the channel, probably 12 or 14 miles long, and totally unconnected with either Islands or the Shoal in question. The Horse Shoe is therefore of a different description altogether from the ordinary bars found at the mouth of all tidal Rivers, and which at the Miramichi has in places only 5 feet of water upon it, whilst the Horse Shoe, except in one or two points or lumps referred to hereafter, has never less than 15 feet.

Five out of the six borings gave a packed yellow or greyish sand, of different degrees of fineness, precisely such as would have been occasioned by the disintegra-

tion of the sandstone rocks which line the River from the mouth of the Bartibogue upwards. The sixth trial was harder, and more of the nature of gravel, and was near to one of the peculiar lumps alluded to before, and on which at low water there is only 10 feet. None of the shoal is however too hard for dredging, and as its edge is now standing at an angle of about 1 in 8, or 1 in 10, it is to be presumed, that as far as the material of which it is composed is concerned, if it were dredged out to any depth, and left at a sufficient angle, the work would remain uninjured by the action of the waves or tidal eddies, and subject only to such change as might be produced by any addition to the shoal, or cause similar to that which originally deposited the present formation at this place. The testimony of the Pilots, borne out by a comparison of the soundings by Captain Bayfield twenty years ago, and Captain Orlebar last week, shews that in form, dimensions, slope, and depth of water, the Horse Shoe has not altered during that period.

Of the nature of the lumps I cannot speak definitely. I was unable from the roughness of the water, and the difficulty of finding an object only 60 or 70 feet in diameter, under 10 feet of water, in an open sea-way, to obtain a boring directly in the centre of the one near to the new channel, but from its shape, from the increased coarseness of the sand round it, and from the fact that the water is deeper in the neighbourhood of the lump, I am inclined to think that it must be the remains of an old wreck, which, carried down by the ice, has become embedded in the sand, and in certain states of the weather or the tides forms a nucleus round which the water eddies, leaving the heavier or coarser materials in the centre, and scooping out the sand round the original obstruction. Some 30 years ago, during one winter no less than 7 vessels were carried down by the ice, sunk and deposited near this spot, and as the ice which runs down the River every Spring, obstructed here by the two Islands across the channel, generally jams and melts over the Horse Shoe, this shoal has no doubt been the burial place of nearly every vessel that has ever been carried away by the ice, and destroyed in the Port of Miramichi. Under this supposition, blasting operations would probably be needed to remove these submerged vessels, were it necessary to dredge in their vicinity, but no unusual engineering difficulties would appear to exist against the removal of any portion of the shoal, wherever the depth of water is too little, or the navigation requires it, nor would the channel so obtained be liable to derangement unless by the same action, the melting ice, which has evidently caused a great portion of the difficulty now experienced.

With respect to the depth of the water on the shoal, and its sufficiency for the present wants of the Harbour, the Report of Captain Orlebar to His Excellency the Governor, accompanied by a chart of soundings, will give, I presume, all the necessary information. The Buoys are at present not exactly in the line of deepest water, and the new channel recommended by Captain Orlebar, when buoyed out, will give the Pilots the option of two deep-water channels, either of them sufficient for any vessel now frequenting the Port. On Tuesday afternoon, we ran the "Gulnare" four times over the Bar with an easterly wind, without any difficulty in either direction, carrying 18 feet water at half tide, trying both the old and new channel out and in. The delay which has hitherto been experienced by large vessels has occurred principally during the prevalence of easterly winds, when the narrowness of the channel has prevented them tacking or beating to windward. The remedy for this would be the employment of

of a Tug Steamer, for which there appears great necessity in this River, and which would enable vessels to get out with the wind in any quarter; and without this, it scarcely appears that any amount of dredging or blasting would enable vessels in the Fall of the year to proceed to sea so quickly as they might wish.

It is further observable, that with a west wind over the Bar there is of course much less water than with the wind from the sea, and that therefore a tug steamer, taking a vessel out to sea against the wind, might have probably 23 feet of water in the channel, which a wind favorable for the vessels sailing out might reduce to a little over 20 feet. From all the evidence we could collect, no accident has yet occurred on this shoal, that the employment of a suitable tug might not have prevented, and the service of such a vessel would facilitate the trade of the Harbour very much more than the cutting of any additional channel at the point indicated.

All the above is respectfully submitted by your obedient humble servant,
T. T. VERNON SMITH, C. E.

To the Hon. Charles Macpherson, Chief Commissioner, &c.

No. 3.

Letter from Captain Orlebar to the Provincial Secretary.

Gulfmore, S.E. Coast Nova Scotia, 27th June 1857.

SIR,—Having completed the Plan of Miramichi Bay on the scale of two inches to the nautic mile, I have the honor to inclose, for the information of His Excellency the Lieutenant Governor, a trace from that plan, of the soundings upon the Horse Shoe and outer Bar; and also the proposed position of the two buoys on each side of the new channel, as referred to in my report of the 2nd of June. I wish to direct the attention of His Excellency, and those interested in the navigation of that noble River, to the fact, that the channel, sounded by us upon the Horse Shoe Bar, affords a depth equal to that which we found upon the outer Bar, and therefore, if notwithstanding my report, it is thought desirable to deepen the channel on the Horse Shoe, the same deepening would be necessary upon the outer Bar. I have however great hopes, that if the direct channel, now explored, be buoyed and used, there will be found little comparative difficulty in getting the largest vessels through; the advantage of sailing in shallow water in the direction of the stream being so great.

In conclusion, I have to beg to be informed as early as possible, whether the authorities will act upon my recommendation as to the placing of the buoys, so that I may have them inserted upon the plan I am about sending to the Admiralty; the Hydrographer having stated his intention to engrave the same immediately for the information of the public.

I have the honor to be, Sir, your most obedient servant,

JOHN ORLEBAR,

To the Hon. S. L. Tilley, Provincial Secretary, &c.

Commander in charge Admiralty Survey, &c.

No. 4.

Letter from the Provincial Secretary to Captain Orlebar.

Secretary's Office, Fredericton, 11th July 1857.

SIR,—I am directed by His Excellency the Lieutenant Governor to acknowledge and thank you for your letter of the 27th of June last, forwarding a Plan of Miramichi Bay,

Bay, and to inform you that the Channel recently discovered by you will be buoyed immediately, according to your suggestions. You will therefore be pleased to insert the Buoys in the Plan you are about sending to the Admiralty.

I have, &c.

S. L. TILLEY.

To Capt. Orlebar, North Sydney, Cape Breton.

APPENDIX F.

Letters and Reports on the state of the Buildings, &c. on Hospital or Hardwood Island, near Saint Andrews.

No. 1.

Letter from M. H. Perley, Esquire, Emigration Officer, to Provincial Secretary.

Fredericton, 4th December 1856.

SIR,—I have the honor to acquaint you that Captain Jones, Assistant Emigration Officer at Saint Andrews, has again brought under my notice the dilapidated state of the Public Buildings at Hospital Island, and the necessity of something being done to prevent their going to utter ruin.

It is suggested by Captain Jones that an immediate inspection of these Buildings should take place, with the view of ascertaining their exact state and the costs of repair; that if an Officer of the Board of Works cannot be sent for that purpose, some person at Saint Andrews should be appointed to perform the duty. He mentions Mr. Thomas Berry, as a very fit person, and states that Mr. Berry is the principal builder at St. Andrews, a good judge of work, a man of substance and character, who has always been employed by the Ordnance Department to execute their work in that quarter.

I beg to recommend that Captain Jones and Mr. Thomas Berry be appointed to examine the Public Buildings on Hospital Island, and to report what repairs are necessary, with an estimate of the expense, for the information of His Excellency in Council.

I have the honor to be your very obedient servant,

M. H. PERLEY,

H. M. Emigration Officer.

The Hon. R. D. Wilmot, Provincial Secretary.

No. 2.

Letter from Thomas Jones, Esquire, Immigrant Agent at Saint Andrews, to Chief Commissioner of Public Works.

Saint Andrews, 3rd February 1857.

MY DEAR SIR,—You may remember a conversation I had with you, at Saint John, respecting the inspection of the Hospital Island Buildings here, when you requested me to write to you on the subject.

Some time ago, I formally reported to the Government, through Mr. Perley, the dilapidated state of those Buildings, and suggested that some competent person should be commissioned to inspect and report upon them.

The

The other day he informed me, that the matter had been referred to your Department, by, I think, a Minute of Council, recommending Mr. Thomas Berry of this Town to do so, in conjunction with myself. If you could not spare any one from your office to perform the duty, there could not be selected a fitter person than the same Mr. Berry. He is our principal mechanic here, and is thoroughly acquainted with all kinds of work. He has always been employed by the Ordnance Department, and is a man of character and substance.

Will you be good enough to give this matter your earliest consideration.

I am, my dear Sir, yours very truly,

THOMAS JONES,
Immigrant Agent.

The Hon. Charles Macpherson, Board of Works.

No. 3.

Report of the Honorable Messieurs Steeves and Brown on the present state of the Hospital Buildings.

Office Board of Works, 14th October 1858.

To His Excellency The Honorable John Henry Thomas Manners-Sutton,
Lieutenant Governor, &c. &c. &c.

Agreeably to an Order in Council, dated the 15th day of August last, calling upon this Department for a report on "the Buildings on Hospital Island, near Saint Andrews, in order that their condition may be ascertained, and as to what repairs may be necessary," the undersigned beg leave to report that—On the 12th day of September we visited the Island, which is situated about 6 miles in an easterly direction from Saint Andrews, and has an area of about 3 acres. The property on the Island belonging to the Government consists of four wooden Buildings, and one Sail Boat, viz:—Two Hospitals, a Keeper's House, and a Shed.

No. 1 Hospital is 60 feet by 25, has two flats and a basement story, the latter partly under the surface of the ground. The upper flat is without divisions, has a planed floor, but no further finish. The lower flat is divided into four rooms and an entrance hall; the rooms have all been plastered, and are in fair condition. There have been originally two chimneys, but both have fallen down; the outside of the building has been shingled and painted. We directed the Keeper to clear up the rubbish from the fallen chimneys, and to close the holes in the roof to prevent the rain and snow from falling into the building.

No. 2 Hospital is 50 by 22 feet, has been shingled but not painted, and appears generally in good condition; the inside has no finish further than benches and sleeping berths, is well adapted for a Summer Hospital, but would be cold for Winter.

The Keeper's dwelling is 24 by 20 feet, is divided into two rooms and a bed room. The Boat was built two years ago, is 16 feet keel, and cost eleven pounds.

The Keeper has a wife and family, lives on the Island, has charge of the establishment, and receives £25 per annum for his services.

We found no patients on the Island, and from the condition of the buildings are of opinion that no further repairs are necessary at present, than those ordered on the roof of No. 1 Hospital.

Respectfully submitted,

W. H. STEEVES,
JAMES BROWN.

No. 4.

Report of T. Jones, Esquire, to Chief Commissioner Board of Works.

Immigration Office, St. Andrews, 17th January, 1858.

SIR,—I hope I have not deferred too long the following statement respecting the Quarantine Island here, which I recollect you requested, and I promised to send you.

When the Surveyor General and yourself visited the Island, in company with me, last October, I think you agreed that it was of about four acres in area, and was situated between six and seven miles in the Bay to the northeast of Saint Andrews, and that the burial ground and buildings on it occupied about a fifth of the whole Island.

This Island was granted to the Justices of Charlotte, in trust, in the year 1832, on their application, in consequence of the arrival of a ship from Europe with Asiatic Cholera on board. It was called in the grant, Little Hardwood Island, but has since been more commonly known by the name of Quarantine or Hospital Island.

The Legislature furnished the funds also in that year to build the Dwelling House, for the accommodation of a medical man, and the keeper of the Island, and for the erection of the Hospital and Shed, which stand on the northern side of the Island. In 1848 there was a great influx of Immigrants and much ship fever, when the Legislature again furnished funds for the erection of an additional building, which is the large Hospital, which you may remember stands on the southern end of the Island.

These Buildings, together with an ineffectual attempt to obtain water, by the sinking of a deep well, through the solid rock, and subsequent alterations and repairs, have cost the Province between £500 and £600.

The care of this Island, in the absence of sickness, was entrusted to an elderly person of the name of Holland, who was paid a small annual sum by the Superintendent Mr. Boyd, and on his resignation, continued by me, till 1856, when a more suitable Keeper was, at my instance, appointed by the Government, on the representation of Mr. Perley, Her Majesty's principal Immigration Officer, with a salary of £25 per annum. This Keeper, Laughlan Hanlon, is paid quarterly by the Deputy Treasurer here, on a certificate from me of the faithful discharge of his duties. You carefully examined all the buildings on the Island, and I believe came to the conclusion, that by taking down what remains standing of the two stacks of chimneys in the northern Hospital, and substituting stoves, with short brick chimneys from the beams, for them, very little more was required to make the buildings available for some time to come.

Agreeably to your instructions, the dilapidated brick work has been taken down, the apertures in the roof boarded over, and the good bricks piled away under cover, for future use.

I would respectfully suggest that the earlier in the Spring these stoves were provided, and the chimneys built, the better, lest immigrants or Sailors should be placed in quarantine before that Hospital, the only one which has a fire place, might be ready for them.

I have had once before the honor of representing to the Government, with the approval and concurrence of Mr. Perley, and I now beg leave to do so again, the superior eligibility of the southern end of St. Andrews Island (that long Island which lies directly in front of the Town) over little Hardwood Island, as an Hospital station.

It

It is within sight of signals, it is but a short distance from the Town, and can be reached at all hours and in all weather; it possesses fuel and an abundance of spring water, and is sufficiently isolated to preclude the possibility of infection.

The present quarantine station is far removed, is difficult of approach in some weathers, and at all times in the autumn and winter. It is destitute of spring water, fresh water for use is brought from a neighbouring Island, or caught in a tank under the dwelling house; all which, when sickness prevails, exceedingly increase the expenses of superintending, provisioning, Doctors, and attendants. The place I allude to could be obtained, at the present time, on very moderate terms.

I have the honor to be, Sir, your obedient servant,

THOMAS JONES,
Assistant Immigration Officer.

The Hon. W. H. Steeves, Chief Commissioner,
Ac. &c. Ac., Fredericton.

APPENDIX G.

Report of T. T. Vernon Smith, C. E. on Dark Harbour, in the Island of Grand Manan.

Fredericton, 2nd September, 1857.

SIR,—According to instructions received from the Provincial Secretary, I left Fredericton on the 27th ultimo, and accompanied the Solicitor General to Eastport, in the State of Maine, where the Messrs. Wilson of Saint Andrews had provided a Pilot Boat and assistants, and from there we proceeded together to Grand Manan. The tide suiting, we were enabled to run the vessel directly into Dark Harbour, where she lay till our return the following evening. The distance from Eastport to Quoddy Head Light House is 12 miles, and from there across the North Channel to Dark Harbour, about 8 miles farther.

The Island of Grand Manan occupies an exposed situation almost at the mouth of the Bay of Fundy, and divides the entrance to the Bay into two unequal channels, of which the northern passage between the Island and the State of Maine, though much narrower than the other between Grand Manan and the Nova Scotia coast, is the route usually preferred by vessels bound from New York and trans-atlantic ports to Saint John, Saint Andrews, or the Bay of Fundy. This preference for the northern channel, especially in the night time, or during foggy weather, is accounted for by the bolder coast of the Island on this side, the lights on the American main-land, the directness of the course, the freedom of this channel from rocks or small Islands, and for its affording numerous well known, easily recognized, and prominent objects, from which to shape their course or calculate their position. Along the entire length of the Island of nearly 20 miles, this northwestern shore presents only a succession of lofty mural precipices from 150 to 300 feet high, of basaltic trap; the surf dashing violently against the large loose stones, which time and the weather have dislodged from their position above, and heaped in wild confusion at the base of the cliff beneath. In only three places on this side is the Island at all accessible from the sea, Money Cove, Dark Harbour, and Bradford's Cove, and only at Dark Harbour is there the slightest chance for even a boat to secure a shelter from the violent storms to
which

which the exposed situation of the Island renders it liable. The opposite side of the Island which faces the southwest is on the contrary generally an easy slope towards the sea, with a low sandy beach, indented by numerous Bays and Harbours, and affording ample accommodation for the coasting vessels to shelter, and facilities for the prosecution of the fisheries, which is the principal employment of the inhabitants, who have consequently established themselves in the neighbourhood of these Harbours, and formed a series of well settled thriving villages, presenting an agreeable contrast to the stern wilderness of the northwestern side.

Dark Harbour itself is an indentation or estuary in the wall of rock, into which a small rivulet empties itself, disclosing a romantic valley of great depth and singular beauty, which affords access to the interior by a practical ascent on either side of the gorge. This estuary is a scalene triangle, the two land sides of which are respectively 800 and 1,050 yards long, and the seaward side of which was, before Mr. Wilson's improvement, a shingle beach, 1,220 yards long, over 100 yards wide at low water, and 10 or 12 feet above the highest tides. The Harbour was therefore originally a salt-water lake, cut off from direct communication with the sea by this sea-wall or shingle beach, through which the salt water would easily percolate, and maintain the level at high and low water within a few feet within and without the Harbour. The area of this pond was about 100 acres at high water, and its depth at the lowest tide from 7 to 9 fathoms. In a Report to the Colonial Government by D. M'Donald in 1809, speaking of this Harbour, he says "could a passage be made and maintained into this pond, through the sea-wall, this would be the most secure and commodious Harbour on the whole Island. This sea-wall as it is called, or barrier to the pond, is composed of portable large round stones, which admit the rise and fall of the tide in the pond, nearly on a level with the tide outside, without any particular outlet." The opening through the barrier made by Mr. Wilson, permitted the tide to rise higher than formerly by about 8 feet, and killed the forest trees on the former beach, whilst at low water Admiral Owen estimated that the water inside was 12 feet above the outside level.

The formation of this shingle beach or barrier across the mouth of the estuary is a perfectly well understood geological phenomenon, wherever a prevalent set of tide or storms, sweep round a projecting cape, the loose debris at the foot of which is within the depth to which the action of the water extends. To more thoroughly understand the causes that originally produced this singular barrier, and which are still in constant and violent action to reproduce it, and close up the opening by which access to the Harbour is now obtained, it is necessary to look into the constitution and position of the rocks which, originally composing the headland that forms the southwestern boundary of the Harbour, have first been detached from their position by the action of frost and the weather, then rolled by the tide into the cylindrical shape in which they are now found on the barrier, and ultimately deposited by the storms in their present position. Near the Saw Mill at the upper extremity of the Harbour may be seen exposed at low water the dark red arenaceous clay which evidently forms the underlie of the basaltic trap mountains that compose the western side of the Island. Gradually sloping sea-ward Mr. Wilson's jetty rests on the same clay founded in about 3 feet water at ordinary low tide, and running still further sea-ward it forms for about 200 yards a beach from 18 to 20 feet deep at low water round the base of the cliffs, at
which

which distance, the soundings suddenly increased to 40 and 45 fathoms, which is said to be the average general depth of the north channel, to the American main-land, or Campo Bello Island. On this submarine bench or ledge of 200 yards in width, the detached masses of trap dislodged from the precipice 320 feet above the water, and broken into fragments by the fall, are rolled backwards and forwards by the advance and retrogression of the tides, and by the action of the waves, till their original pentagonal or triangular shape is converted into the cylindrical or nodular form now seen on the barrier. This process facilitates their easy removal and upheaval afterwards, whenever a wave of unusual magnitude breaks on the water worn fragments, or a storm of the energy often witnessed on this coast dashes them along the slippery shingle far above high water mark. The noise made by these rolling stones grinding and pounding on each other in a heavy storm, is said to be at this place sometimes almost deafening, whilst the transporting power of the waves is borne testimony to by the pile of boulders, which since the formation of Mr. Wilson's jetty, have been carried on to and over the cribs, built nearly 10 feet above high water mark. The cliffs themselves are evidently volcanic, presenting the same columnar appearance and vertical structure as the Giant's Causeway in Ireland, or the Blomidon Cliffs in Nova Scotia, and though the connection has scarcely been noticed, the Island altogether appears to be a continuation of that remarkable chain of extinct volcanoes, which commencing at Cape Blomidon, on the western side of the Bay of Mines, has left a wall of columnar trap, and from Blomidon to Briar Island, a distance of 120 miles, forming the northern escarpment of the Nova Scotia Coast, presenting the same general structure, and magnificent outline, the same organic formation, and the same average height of about 300 feet above the ocean.

The object of the Commission being to determine the value and utility of the works erected by the late John Wilson, Esq., we found, on examination, that the position of the jetty on the south side of the Cut has been admirably chosen to intercept the rolling stones driven by the prevailing southwest wind along the base and slope of the sea-wall; and if the materials had less mobility, this one jetty would probably have been sufficient to have maintained the channel open under its lee. The jetty has been well and solidly built, the bottom course resting, as before observed, on the clay below the boulder barrier; its dimensions are of sufficient size to resist any storm that can bear upon it, and as far as it goes, it answers admirably; but it is evidently too low, and the boulders in heavy weather wash over it, and are fast filling up the channel on the other side. On the north side of the channel, one square crib has alone been placed, founded, not on the solid substratum like the south pier, but simply resting on the boulder barrier itself, the nature of which is too unstable to prevent the separate stones from washing away from underneath it whenever the peculiar set of the tides favors such an operation. It is by no means improbable that this block will go bodily away during the present winter. In its present condition this block is altogether unserviceable, either to keep the channel open or to resist the movement of the shingle during the prevalence of northwest storms. The consequence has been that the action of the tides has broken a passage through the barrier at the north side of this block, and above half tide the greater portion of the water now finds its ingress and egress outside of the channel altogether, not only destroying its value as a breakwater, but seriously reducing the available area of the pond and injuring the character of the works.

The

The question proposed has had, I believe, principally a retrospective view of the amount of labor actually done; but the present position of the works is so unfinished, the influence of the tides expending their action directly across the barrier so destructive to its future value, that whatever representations are made of the present utility of the Harbour, either as a convenience to the fishing vessels, or as a refuge for the passing schooners and coasters, must be modified by the fact that its usefulness is being fast diminished, and that at no distant day, the channel so well designed, and so laboriously executed, must, for purposes of either shelter or convenience, cease to be serviceable. To complete the works, and render Mr. Wilson's improvement of permanent value, requires the erection of a pier on the north side of the channel, of the same dimensions as the one now on the south side, the raising of the latter at least six feet, the backing of the new north pier to prevent the flood tide from wasting the barrier as at present, and to secure the scouring action of the ebb tide to clear and maintain the channel. The cost of the works was represented to me to have been nearly £1200, of which £350 has been granted at one time or other from the public funds. The expenditure does not seem to have been injudiciously made, considering the difficulties and expense incident to marine works conducted at a distance from the main land, and where the storms are so severe, as on this rock-bound coast; and it is reasonable to infer that at least a similar amount is necessary to complete what has been undertaken, and to make any part of it of permanent utility to the Island.

With a properly secured harbour, and other facilities complete, there is no doubt of the value of this improvement to the whole Island, and especially to the land immediately surrounding the Basin. The largest vessel that has yet passed through the opening was one of 250 tons, nor is it likely that much larger vessels would, under any circumstances, care to venture too close to such high rocks, and run the risk of losing the wind under the lee of such a fearful precipice as would await her on either side of the narrow opening into the harbour; but for small vessels, for the numerous coasters and fishing vessels, and for schooners and other small craft making use of the north channel, there is no doubt that, were the entrance to Dark Harbour made sufficiently secure, its existence would be of great service in some seasons, and might frequently prove a welcome haven in contrary weather, or to wait for a changing wind, or a moderating sea. The fogs which form so serious a drawback to the coasting navigation, are said to be less frequent on this Grand Manan coast than on any other part of the entrance to the Bay of Fundy, and were the works completed at Dark Harbour, in foggy weather the coasting along this shore would be less dangerous, and would be more frequently available than at present; and whilst vessels would run with impunity nearer the cliffs than they now dare venture, the harbour might be not unfrequently the means of saving lives that must otherwise be sacrificed. It is only right to add that even in its present incomplete state the place has been used as a harbour of refuge, and more than once been instrumental in saving life.

I have the honor to be, Sir, your obedient servant,

T. T. VERNON SMITH, C. E.

To the Hon. W. H. Steeves, Chief Commissioner Board of Works.

APPENDIX H.

Replies to Circular from Chief Commissioner Board of Works to Mill-Owners at St. John, respecting the working of the Dredge at their Wharves.

I. From Josiah Adams, Esquire.

Saint John, N. B. 6th October 1857.

SIR,—I have received your note of 1st instant, and in reply I beg leave to state that the dimensions of the cut made by the Dredge at my Wharf are as follows, viz:—Length, 190 feet, Breadth, 35 feet, Depth, 6 feet, on an average; which dimensions I have ascertained this morning at the lowest water we generally have.

With reference to the value of the improvement, I am not at present prepared to give an opinion, as an estimate would depend upon the facility afforded for the mooring of large ships at the Wharf, which can only be ascertained by experience; if such can be moored there with safety, there is no doubt but that the improvement will be of considerable importance to the Harbour and to the shipping interest in general.

It is my opinion if the Boat were so altered as to allow the slide-ways to extend 10 to 15 feet, that the Machine would work to better purpose in this Harbour, as the ebb and flow of the tide are so rapid that it cannot work to advantage as it is.

Yours most respectfully,

JOSIAH ADAMS,

Asa Coy, Esq. Secretary to Board of Works, Fredericton.

Per J. NOWLAND.

II. From Messieurs E. D. Jouett & Co.

Saint John, N. B. 2nd October 1857.

DEAR SIR,—Yours of 30th ultimo is at hand. In relation to your enquiry, as to the dimensions of the cut made for us by the Provincial Dredge, the value of the improvements, &c. we beg to say, that the excavation was made by the Dredge commencing from our Mill to the depth of six feet, and made gradually less in depth as it continued outward into the Bay, to the distance of about 1200 feet, ending at about 2½ feet, the average width about 35 feet. The soil removed was almost entirely clay. The value of the improvement is to us a very much greater sum than the cost, five times greater at least. The Machine worked admirably, doing this work in about 18 days; as however the water was falling at the time, and there was consequently danger of the Machine getting aground, the crew worked early and late. Of the efficiency of Capt. Barker we are pleased to testify to.

We remain your obedient servants,

E. D. JOUETT & CO.

Asa Coy, Esq. Secretary to Board of Works, Fredericton.

NOTE.—No reply received to date from John Godard, Esquire, to Circular addressed to him.

Report of the Commission appointed to enquire into the management of several Public Institutions receiving Provincial aid.

To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

Having been appointed by Your Excellency, Commissioners to examine into the management of several Public Institutions receiving Provincial aid, we beg leave to submit the following Report:—

Our first meeting was held in Saint John, on the fourteenth of October last, for the purpose of determining the best mode of carrying out the important objects contemplated by the Assembly.

Our Commission was, “to enquire into the management of the Provincial Penitentiary, Provincial Lunatic Asylum, Saint John Marine Hospital, and the Light Houses, with a view if possible, of reducing the expense of maintaining the same, and causing such changes, if necessary, in the management thereof, as will best secure the public interest.”

The duties thus assigned us were very important, as they involved the necessity of a thorough examination of the different Institutions, and of every thing connected therewith.

As the expenses of these Institutions amount annually to a very large sum—having last year exceeded £11,000—we first directed our attention to their financial management, with a view of ascertaining in what respects any reduction could be made, consistently with their complete efficiency.

We next directed our attention to the mode in which they were managed, in order to ascertain what improvements were desirable.

The subjects of enquiry have been so numerous, that although we have given to their consideration much attention, and all the time available within the limited period which has elapsed since our appointment—one of our number having been constantly occupied with the details of the work—we have not been able to accomplish that thorough and minute investigation, which longer time would have enabled us to make. We are satisfied, however, that we have ascertained the most important facts, and that the changes we recommend, if made judiciously, will not only materially lessen the annual charges upon the Revenue, but greatly improve the efficiency of the Institutions they affect.

While we have kept in view the desirableness of insuring greater economy in their management—a point which we think can in several instances easily be attained—we have also had regard to their utility, and therefore have not hesitated to recommend in some instances additional expenditures, with a view to that object.

We shall now refer to the different Institutions in the order in which we examined them.

LIGHT HOUSES.

The Light Houses in the Bay of Fundy are sustained by a Fund raised by a tonnage duty, levied under Provincial Statute. This duty is three pence per ton on all vessels except such as may be one hundred tons or under, on which it is provided that there shall be annually paid from twelve shillings to thirty five shillings, according to tonnage. The Light House Fund appears to have been originally created by an Act passed in 1788; several changes in the Law have taken place at different periods, and the amount of tonnage duty has been several times altered; the present Law was enacted in the year 1845.

The amount collected under the Law has hitherto been found more than sufficient to meet the expenditure for this service. The various Light Houses belonging to this Province in the Bay of Fundy, have been erected and sustained, and all necessary improvements made, and current expenses met; the sum of £1,700 was several years ago appropriated to the erection of a Light House on Point Escuminac, at the mouth of the River Miramichi; large amounts have also been paid towards the erection and support of Light Houses on the coast of Nova Scotia, for the joint benefit of the trade of both Provinces; and there is still a considerable balance to the credit of this Fund.

As nearly as can be ascertained, the Light House Fund, from the year 1788 to the close of the last fiscal year, amounted to the sum of £115,307 9s. The charges against the Fund during the same period were £109,395 15 11. There is therefore a surplus of £5,911 13 1.

The Light Houses in the Bay of Fundy, including nine stations, are under the direction of six Commissioners, four of whom reside in Saint John, and two in the County of Charlotte.

The following is a list of the Light Houses, with a description of the Lights, and the expenditure at each Station for 1857:—

STATION.	Description of Light.	No.	Salary of Keeper.	Contingencies ordinary and extraordinary.	Quantity of Oil used.
Partridge Island,	Fixed,	16	{ £100 } 115 }	£293 16 5	
Beacon,	Do.	4	100	20 2 8	{ 124 gals. Seal. 63 " Porpoise.
Quaco,	Revolving,	6	146	47 8 5	{ 271 " Seal. 32 " Porpoise.
Point Le Preaux,	Fixed,	10	100	{ 23 17 10 } 143 18 4 }	{ 540 " Seal. 159 " Porpoise.
Gannet Rock,	Flash,	8	210	96 4 8	{ 451 " Seal. 145 " Porpoise.
Cape Enrage,	Fixed,	6	100	20 16 11	{ 289 " Seal. 100½ " Porpoise.
Machias Seal Island,	2 Fixed,	16	166		{ 700 " Seal. 207 " Porpoise.
Head Harbour,	Fixed,	8	100	337 0 5	{ 211 " Seal. 102½ " Porpoise.
Saint Andrews,	Do.	4	50		{ 179 " Seal. 32 " Porpoise.

These Light Houses are all represented as being in good condition. The buildings are generally comfortable, and the keepers attend punctually to their duties. The lights also are good, and are well and regularly kept. A considerable sum was necessarily expended for repairs on the buildings at Machias and Gannet Rock in 1856, and on Point Le Preaux in 1857; it is not expected that any further large outlay of this kind will be required at any of the stations for several years to come.

The following statement of the whole Light House expenditure for the Bay of Fundy, will exhibit the cost of this Department for the last six years:—

	Salaries and Commissions.	Contingencies.	Cost of Bell Buoy.	Cost of Gas Works, Par. Isl.	Cost of Oil.	Payments to Nova Scotia.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1852	1,052 15 7	799 10 3	664 15 7		701 15 3	247 18 0	3,466 14 8
1853	1,072 15 9	412 1 2	18 7 7	595 14 8	661 4 0	252 1 7	3,012 4 9
1854	1,070 15 10	768 2 6	212 18 11	187 8 10	922 8 10	235 8 0	3,397 2 11
1855	903 5 5	700 17 6	46 19 3	192 1 5	1,153 8 3	265 12 7	3,262 4 5
1856	1,170 12 5	892 5 10	14 10 0	479 9 8	867 3 7	295 0 10	3,719 2 4
1857	1,170 0 4	837 17 4	93 9 11	366 11 4	922 11 8	277 15 3	3,668 5 10
	6,440 5 4	4,410 14 7	1,051 1 3	1,821 5 11	5,228 11 7	1,573 16 3	20,525 14 11

There is no record kept in the books, of oil received and distributed. We have been furnished with a specific statement by the Superintendent, but we recommend that hereafter every item shall be regularly entered in the books, and an Oil account kept with every Station.

The Minute book shews but few meetings of the Commissioners. The business appears to be principally done by the Superintendent, and generally on his own responsibility. On the mode of expenditure, we would remark, that oil is usually obtained by contract, but other supplies are furnished at current rates. The repairs of buildings, and other expenses connected with the stations, are paid for by private arrangement. We doubt not that this course is adopted as the most convenient, but we would suggest that where large repairs are required, it might be advisable to have the work done by contract. It would relieve the Superintendent from unnecessary personal responsibility, and probably would be more economical.

We have examined the scale of salaries paid to the Light House Keepers, and we think them equitable. The duties require great care and diligence, and the position of some of the keepers, especially on such a station as Gannet Rock, is one involving considerable personal sacrifices. The Commissioners appear to have been very careful in selecting the men for these duties.

The salary received by the Superintendent is £100 per annum, besides an allowance of twenty pounds for office rent. The Commissioners also charge a Commission of 5 per cent. on the expenditure, which during the last five years has averaged £89 7 11 a year. This charge for Commissions, although directly contrary to Law, has never been objected to, and the Accounts in which the Commissions have been clearly stated, have been passed by the Auditor General, and by the Committee of Accounts of the House of Assembly. We cannot think this course a proper one, and we recommend that the salaries of all parties connected with this service, be fixed by Law, and the Commissions abolished.

abolished. The amount received by the Superintendent during the last thirteen years, including both Salaries and Commissions, has averaged only £126 2 5.

The accounts for contingencies include repairs and improvements at the stations, fuel, wicks, glass, tinware, blacksmith work, naval stores, boating oil, and various materials, expense of visiting stations, &c. The amount under this head seems large, but we are assured that the various articles are procured at the lowest cash rates, and that the other work is done as economically as practicable.

The Bell Buoy has proved an expensive experiment. It was procured in the year 1852, at a cost of £664 15 7. The charges since have amounted to £386 5 8, thus raising its whole cost to the present time to £1,051 1 3. It is generally admitted that it has not realized the expectations which were originally entertained of its utility, as an efficient alarm to vessels approaching the shore in thick and foggy weather. It is now placed at the northwest end of Partridge Island, where it will be of service as a conspicuous Buoy, marking the entrance of the Harbour. We do not therefore recommend its removal, as we are informed that its expense hereafter will be but trifling, but we think that no further experiments should be made upon it, and that it should be frequently inspected.

We especially call attention to the attempt to substitute Gas for Oil, which has been made at Partridge Island. The project was formally suggested to the Government by the Commissioners of Light Houses in the Bay of Fundy, in their Report dated 20th February 1852. A communication from Mr. Robert Foulis was also published, in which he "proposed the use of Gas instead of Oil, in illuminating the several Light Houses in the Bay of Fundy, assigning several advantages, amongst which were economy and a better light."

To exhibit the economy of gas illumination, he submitted the following "statement of the comparative expense of annual cost for oil to illuminate Partridge Island Light House, and to light the same with gas." See Journals 1852.

Oil Illumination.

Partridge Island Light House consumes nine hundred and sixty gallons of oil per annum, which costs..... £192 0 0

Gas Illumination.

Cost of coal, interest on apparatus, &c., and contingencies,..... 92 0 0

Leaving in favor of Gas Light,..... £100 0 0

The Light House Committee of the House of Assembly referred to this subject in their report, date March 1852, and left any further action to the discretion of the Light House Commissioners, who made an arrangement with Mr. Foulis during the following summer.

The particulars appear in the Commissioners' report, dated 4th March 1853. Mr. Foulis undertook to "superintend the manufacture of the apparatus and the necessary erections for seventy five pounds, and also to instruct the person in charge of the Light House in the manufacture of Gas, &c. for the sum of fifty pounds per annum for four years." The Commissioners assented to this proposition, engaging "when the Gas works were in full and successful operation, to pay him these amounts." See Journals 1853.

The

The Gas works seem to have been completed and in partial operation in 1853, but the expenses thus far largely exceed the original estimate of Mr. Foulis. The whole cost from 1853. to 1857 inclusive, amounts to £1,821 5 11. This is an enormous outlay for this station, and it is the opinion of most of those whom we have examined, that the light produced by the Gas works on Partridge Island is no better than the light produced by Oil.

This experiment, although made with the best intentions, has thus far proved a most costly one, and a large amount of money has been lost to the Province. Without adding the very large sum which was necessarily expended at first in erecting the Gas works, and in procuring the apparatus, the annual expense of the station is materially increased by the substitution of gas for oil. The following may be considered a fair statement of the relative cost of gas and oil on the Island, under present management.

Expense of Partridge Island Station with Gas Light, allowing usual average of contingencies, &c.....	£484	1	4
Do. do. with oil light, allowing usual average of contingencies,.....	360	0	0
Increased expense,	£124	1	4

This statement is made up after careful examination of expenses in both cases, and may be relied on. It shows plainly that the sum of £124 1 4 may be saved yearly to the Province.

It is the opinion of many that a change in the mode of conducting the gas works will reduce the yearly expense below the amount which oil light would cost, as the works are in good condition, and would be valueless if thrown into the market for sale; we do not absolutely recommend their abandonment, but we have no hesitation in saying that as the sum of £124 1 4 may be saved by returning to the use of oil, unless the gas light can be furnished as economically, it will be wrong to continue its use.

The oil used in the Bay of Fundy Lights is Pale Seal and Porpoise; the former is cheaper than the latter, but cannot be used in cold weather. Porpoise oil is necessary about 4 months in the year. The expense of oil of late years has been much increased by the advance in price. The statement from the Superintendent will show the quantity of oil furnished and consumed at the different Stations since 1852. See Return.

There are 78 lights at the nine stations; it is generally estimated that each of these lights consumes from 50 to 70 gallons of oil yearly, the amount varying in consequence of the quality of the oil and the state of the atmosphere. Last year five stations with 34 lights consumed 2178 gallons, thus averaging 64 gallons for each burner.

Our attention has been called to the comparative merits of the oil now used, and Paraffine oil, both as to their cost, and to their applicability to Light House purposes. The Paraffine oil is strongly recommended, "as an illuminating agent," and "on account of the power of light which may be obtained from it." The subject is well worthy of the attention of the managers of the Light Houses, and we think that before the contracts for oil are made for another year, the merits of this oil should be in some way tested, as it may be found advantageous to use it.

This Province pays annually to the Government of Nova Scotia, a sum for the support

port of the Light Houses on Cape Sable Seal Islands, and Briar Island. Formerly £120 per annum was paid towards the support of the Light House on Cranberry Island; this is now discontinued.

In 1832, New Brunswick paid half of the cost of erecting the Light House on Cape Sable Seal Islands, amounting to £504 13 10, and has since contributed half of the expense of sustaining it—about £160 per annum, besides £100 per annum towards the Light House on Briar Island.

Our attention has been called to the necessity of placing on Partridge Island, and on the Beacon, Fog Bells, large enough to be heard for several miles. The present means of alarm to vessels approaching and entering the Harbour of Saint John, especially during the dense fogs which so often prevail, are represented as insufficient. The Bell on Partridge Island should be placed on the west point as close to the water as possible.

Our attention was also called to the necessity for a Light House on the Wolves Island. We find on reference to the Report of the Commissioners of Light Houses, dated 4th March, 1854, that at the suggestion of the Light House Committee of the House of Assembly, application was made to Commander Shortland to examine and report on the expediency of such a structure on the most eligible site. It appears however, that no report was made, and no further proceedings have since been taken. We think it desirable that the subject should be further investigated.

RETURN in answer to the application of HENRY FISHER, Esquire, Secretary to the Commission of Enquiry, dated the 28th instant, requiring "a specific statement of gallons of Oil purchased for the Light Houses in the Years 1852, 3, 4, 5, and 6, also a detail of its expenditure."

1852.

Quantity charged in Account for this year—

Porpoise Oil, gallons,	....	....	....	....	....	....	....	1338	1-2
Pale Seal Oil, "	....	....	....	....	....	....	....	3500	
Gain in measure starting large casks,		...	....	....	....	....	....	14	
								<u>4852</u>	1-2

			Seal.		Porpoise.	
By Partridge Island Station,	....	...	450	3-5	299	
Beacon	"	....	149		89	
Quaco	"	....	209		100	
Point Le Preaux,	"	....	348		181	1-2
Gannet Rock	"	....	371		211	
Cape Enrage	"	....	325	3-5	148	
Head Harbour	"	....	324	1-5	—	
Machias S. Islands	"	....	531	2-5	310	
Saint Andrews	"	....	202	4-5	—	
T. M. Smith, in exchange for Porpoise Oil,		....	451	2-5	—	
J. Walker, balance Stock sold him, May 10, 1853,		....	104		—	
Leakage on do.	"	....	47		—	
			<u>3514</u>		<u>1338</u>	1-2 = <u>4852</u>
						1-2

1853.

Quantity charged in Account for this year—					
Porpoise Oil, gallons,	....	....	....	....	950
Pale Seal Oil, "	....	....	....	....	3656
					<u>4606</u>
		Seal.	Porpoise.		
By Partridge Island Station,	....	....	345	91	
Beacon	"	....	172	61	
Quaco	"	....	258	80	
Point Le Preaux	"	....	454	120	
Gannet Rock	"	....	472	150	
Cape Enrage	"	....	171 3-5	90	
Head Harbour	"	....	374	120	
Machias S. Islands,	"	....	636	168	
Saint Andrews	"	....	201	70	
T. M. Smith, in exchange for Porpoise Oil,			572 2-5	—	
			<u>3656</u>	<u>950 =</u>	<u>4606</u>

1854.

Quantity charged in Account this year—					
Porpoise Oil, gallons,	....	....	....	....	920
Pale Seal Oil, "	....	....	....	....	3508 4-5
					<u>4428 4-5</u>
		Seal.	Porpoise.		
By Partridge Island Station,	....	....	393 3-5	109	
Beacon	"	....	165 3-5	64	
Quaco	"	....	280 4-5	42	
Point Le Preaux	"	....	402	134	
Gannet Rock	"	....	450	121	
Cape Enrage	"	....	195 3-5	71	
Head Harbour	"	....	366	123	
Machias S. Islands	"	....	630	198	
Saint Andrews	"	....	188	58	
T. M. Smith, in exchange for Porpoise Oil,			402	—	
Destroyed by fire, August 7, 1854,	....		25 1-5	—	
			<u>4508 4-5</u>	<u>220 =</u>	<u>4428 4-5</u>

1855.

Quantity charged in Account this year—					
Porpoise Oil, gallons,	....	....	....	....	688
Pale Seal Oil, "	....	....	....	....	3896
Sea Elephant Oil, "	....	....	....	....	41 1-2
					<u>4625 1-2</u>

Carried forward,

		<i>Brought forward,</i>		4625 1-2
		Seal & Sea Elephant.	Porpoise.	
By Partridge Island Station,	....	465 1-2	64	
Beacon	....	181	61	
Quaco	....	295	—	
Point Le Preaux	....	457	150	
Gannet Rock	....	502	110	
Cape Enrage	....	472	—	
Head Harbour	....	390	94	
Machias S. Islands	....	507	146	
Saint Andrews	....	207	63	
T. M. Smith, in exchange for Porpoise Oil,	....	218	—	
		3937 1-2	688 =	4625 1-2

1856.

Quantity charged in Account this year—

Porpoise Oil, gallons,	....	....	....	534 1-2
Pale Seal Oil, “	....	....	....	3333
				3867 1-2

		Seal.	Porpoise.	
By Partridge Island Station,	....	—	88	
Beacon	....	174	65 1-2	
Quaco	....	295	—	
Point Le Preaux	....	525	95	
Gannet Rock	....	437	162	
Cape Enrage	....	272	62	
Head Harbour	....	498	—	
Machias S. Islands	....	187	—	
Saint Andrews	....	213	62	
On hand 1 barrel,	....	32	—	
		3333	534 1-2 =	3867 1-2

I. WOODWARD, *Superintendent.**Commission of Light Houses Office, St. John, N. B. 29th Oct. 1857.***PROVINCIAL PENITENTIARY.**

This Institution appears to have originated with the Justices of the City and County of Saint John. The first legislation which we find respecting it, was in the year 1836, when an Act was passed “authorizing the Justices of the Peace for the City and County of Saint John to erect a building in the said City for a Common Gaol and House of Correction.” The Act further “authorized and empowered them to borrow a sum not exceeding three thousand pounds for the erecting and completing said building.”

This

This amount was found to be insufficient, and in the following year, 1837, another Act was passed "authorizing an expenditure to the extent of £10,000, increasing the amount to be borrowed to eight thousand pounds," Cap. xix.

Subsequently it was deemed expedient to erect the House of Correction distinct from the Gaol, and in the Session of 1838 an Act was passed "authorizing the Justices in Session to establish a House of Correction for the said City and County separate and distinct from the Common Gaol there, and to locate the same either within the said City, or in either of the Parishes in the said County of Saint John adjoining to the said City."

The Justices proceeded to carry out these arrangements, and appointed a Committee who obtained plans and specifications and entered into a contract for the erection of a House of Correction, which was to be constructed of hammered granite, 120 feet long, 44 feet wide, walls 36 feet high, to contain 4 tiers of cells in double rows, comprising 15 cells on each side, each cell to be 7 feet long and 4 feet wide. This building was to be erected on land belonging to the County, situate in the Parish of Simonds, on the east side of Courtenay Bay, and adjoining the City.

In 1839, another Act passed "to provide for the government and regulation of the House of Correction for the City and County of Saint John." This Act authorized the appointment by the Governor in Council, of Commissioners for the Institution. The Commissioners appointed under this Act were Robert F. Hazen, George D. Robinson, Henry Porter, Robert Payne, and Noah Disbrow, Esquires, who immediately prepared regulations for setting prisoners at work on the ground assigned for the prison. The Commissioners also entered into a contract for erecting a Keeper's residence, and commenced fitting up a building which was on the premises, with cells for securing female prisoners, enclosing the same within a high fence.

In 1840, the Provincial Penitentiary prison, which had been previously contracted for, was commenced, and during that year a number of male and female prisoners were removed from the Gaol to the House of Correction, and put to hard labour. The male prisoners appear to have been principally employed at Brick making, and during the years 1840 and 1841, £946 worth of bricks, the product of their labour, were sold to the parties who were erecting the Alms House. Several appear also to have been employed hammering granite for the cells of the new Prison, and others in clearing the ground. The female prisoners were employed in washing barrack bedding, spinning, knitting, weaving cloth, &c. To Robert Payne, Esquire, who was one of the Commissioners appointed by the Government under the Act of 1839, and who was actively associated with the first management of the Institution, we are indebted for many of these particulars.

The Act transferring the establishment to this Province was passed in 1841. It was entitled "An Act to establish a Provincial House of Correction." By its provisions all the expenses heretofore incurred in the buildings, &c. were made a charge upon the Revenues of the Province. These expenses amounted to £4,000, and were paid.

In 1842 an Act passed, making further provisions relating to the Provincial House of Correction, giving it the name of the Provincial Penitentiary, and establishing rules and regulations. This Act provided "that a sum not exceeding three hundred pounds should be appropriated annually to defray the expense of providing food for the prisoners, and materials for employing them at labour." The

The lot of land belonging to the Penitentiary is 6 chains 94 links in width, by 48 chains 50 links in depth. Less than half of this is enclosed by a fence, which was built about 9 years ago, part of which is 14 feet high. The buildings in the enclosure are as follows:—The Prison for males which has already been described. The Prison for females which was built in 1852, at a cost of £2,163 13 4. The former contains 90 cells, and there is room for another tier of cells. These are now more than occupied, there being 100 males in the prison. The latter contains 40 cells. Both are substantial buildings, and in excellent condition. There are also—a brick workshop, 3 stories high, about 100 feet long, and 25 feet wide; a drying house, made of wood, about 40 by 20 feet; and an old wooden house at the end of the male prison, about 30 by 40 feet on the ground, 3 stories high, formerly used as a dwelling, and now used to store prison manufactures.

Besides these, is the new brick building, erected in 1855, which contains apartments for the Keeper and Under-Keepers, the Hospital, Store rooms, and Office. We consider this last a most extravagant expenditure for such a purpose. This building cost £2,106 15 7, besides a considerable amount of prison labour which was expended on it.

Amongst the expenses of late years is the sum expended in building the new Drying House,* amounting to £243 14 3, to replace the old one, which together with a considerable quantity of materials, was destroyed by fire on the 30th of December 1855. The total loss by this fire is estimated by the Keeper at £442.

As there will always necessarily be a considerable quantity of property on hand which will be exposed to fire, we recommend that a fire plug with a sufficient quantity of hose be obtained for the use of the Prison; we have it on the authority of the Keeper, that had these facilities been on the premises, the whole loss of 1855 might easily have been prevented.

The Engineer has also called our attention to the state of the Boiler in the Prison workshop, which he represents as unsafe. He states that a new *Tubular* Boiler, of proper dimensions, placed outside of the building, will be much safer, and more economical and useful.

The management of the Penitentiary is placed by law in “a Board of Commissioners of not less than five nor more than nine;” one of these is the Mayor of the City, the others are appointed by the Governor in Council. The Commissioners have the entire control of all the affairs of the Institution, and also appoint the different officers and servants. They are required “to visit the prison; one at least should personally inspect it every month, and oftener if necessary, strict regard being had to the separation, classification, inspection, instruction, employment, or hard labour of the prisoners, the means of setting them to work, the amount of their earnings, the expense attending the establishment, and any abuses therein, *and at least* once in three months the visiting Commissioner shall make a report in writing to the Board on all these subjects of enquiry.” The paid officers of the Institution are the Keeper, Surgeon, Chaplain, Matron, and Secretary, and five Under-Keepers. There are also a fireman, a teamster, and a gate-keeper. Their salaries for the year 1857 were as follows:—

Keeper,

*Since this part of the Report was written we learned that this building was destroyed by fire on the 9th day of February. The loss is estimated at £250.

Keeper, Under-Keeper, and Matron,	£668 10 0
Surgeon,	75 0 0
Chaplain,	40 0 0
Secretary,	50 0 0
Auditor,	12 0 0
	£845 10 0

The minutes show that the meetings of the Commissioners are held regularly, the accounts are also kept systematically, and are properly audited; but the duties which the Law assigns to the Commissioners, with respect to visiting the prison, inspecting it, and reporting on it, &c., are not performed. The Commissioners seldom visit the prison, and the general management of the Institution is left almost entirely to the Secretary, and Keeper. The effect of this has been injurious to the interests of the Institution, and has likewise contributed to increased expenditure.

Mr. Berton nominally receives for his services as Secretary, a salary of £50 per annum, and £25 for office rent. In addition, however, the firm of Berton Brothers receives commissions on prison manufactures sold, which have averaged yearly £140 3 4 during the last five years; also commissions on materials purchased, which have amounted since the 1st of January 1853, to the additional sum of £150 18 9—about £30 per annum.

Expenditure of the Provincial Penitentiary since 1852, for maintenance and improvements.

	Salaries.	Food.	Clothing and Bedding.	Fuel.	Ordinary Expenditure.	Buildings and Improvements.
1852	£603 10 0	£562 8 4	£151 3 9	£281 7 0	£1,575 9 6	£2,163 13 4
1853	653 0 0	548 7 11	61 15 3	334 6 4	1,411 17 11	814 9 8
1854	793 0 0	732 16 9	76 9 1	533 2 9	1,865 19 1	35 15 1
1855	680 16 8	773 5 1	113 9 3	609 13 1	1,737 10 10	1,855 5 5
1856	817 12 0	1,059 3 4	127 16 0	589 10 2	2,181 11 9	343 4 8
1857	845 10 0	1,200 0 0		331 8 1	2,602 15 2	

The cost of food in 1852 was £562 8 4. The average number of prisoners that year was 53 males, and 17 females. In 1857 the cost was £1,200, and the average number of prisoners 78 males, and 21 females. A large portion of this charge is made up of two items, bread and beef. We especially remark on the relative cost of these articles in the different years:—

Cost of Bread in 1852,.....	£243 16 7	In 1857,.....	£578 19 6
Cost of Beef in 1852,.....	142 13 5	In 1857,.....	301 14 0
	£386 10 0		£880 13 6

The number of prisoners, although about one-third larger in 1857, than in 1852, does not account for this great increase of expense. Both articles, it is true, have advanced in price since 1852, but not to a sufficient extent to make up this enormous difference. At that time, however, a mixture of wheat and rye was used. Contracts are always made for Beef, but the Bread is procured by furnishing a baker with flour. We think that the Bread might be baked more advantageously in the Institution; some of the female prisoners could be thus employed under proper direction, and the profit

profit paid to the baker saved. But we have no hesitation in saying, that we consider the quality of Bread now used, which is made out of the best wheat flour, too expensive for prison fare. Wheat and Rye flour, and Indian and Oatmeal, could be substituted, which would be equally wholesome, and much cheaper. This change alone would save, with the present number of prisoners, nearly 10s. per day, or £182 10s. per year, even if the same quantity of Bread continued to be given. We think, however, that the prison diet is decidedly too large and too expensive; it is 2 lbs wheat Bread, $\frac{1}{2}$ lb Beef, 2 oz. Rice, $\frac{1}{2}$ lb Corn Meal, and 1-7 oz. of tea, per day. We recommend a revision of this diet table, and we suggest that vegetables, which can easily be raised on the prison grounds, be used, as far as practicable.

We have examined the accounts of food supplied to the prison, and the diet tables kept there by the Keeper, and find everything regularly kept, and satisfactorily accounted for.

The amount paid for fuel in 1852 was,	£281	7	0
“ “ “ 1856 “	589	10	2
“ “ “ 1857 “	331	8	1

The large increase in cost, especially in the years 1854, '55, and '56, is partly caused by the advance in price. But, we are informed that this article is not now purchased at the proper time, and that often a higher price is paid for it than should be. If properly managed, soft wood, for which we learn that 15s. a cord has been paid in some cases during the last summer, could be easily got by contract, or otherwise, for 10s. A considerable amount may be saved in this item hereafter, by providing by contract, and at the proper season of the year.

The ordinary expenses, which include salaries, food, clothing, &c., show that the average cost of each prisoner yearly, since 1852, is as follows:—

1852,	....	....	....	....	....	....	£22	10	0
1853,	....	....	....	....	....	....	30	2	9
1854,	....	....	....	....	....	....	42	14	3
1855,	....	....	....	....	....	....	36	5	9 for 10 months.
1856,	....	....	....	....	....	....	35	10	8

These figures show that the cost of supporting the prisoners, is altogether too large, and the expenditure in this respect compares very unfavourably with that of similar Institutions elsewhere. Our suggestion with respect to the revision of the diet table, if properly carried out, will considerably lessen the cost for each prisoner.

The Keeper of the Penitentiary has, at great pains, furnished us with the statistics of the prison for several years past, and has given detailed information which will be found very important.

Daily average of Prisoners at the Provincial Penitentiary, from 1846 to 1857, inclusive.

	1846	1847	1848	1849	1850	1851	1852	1853	1854	1855	1856	1857
Males,	41	43	48	56	48	57	53	40	39	42	56	73
Females,	12	15	14	16	15	17	17	12	10	17	16	21

Prisoners

Prisoners committed to the Provincial Penitentiary in 1857.

Males, 226 ; Females, 79 : Total, 305.—Average term of sentences, 3½ months.

<i>Offence.</i>		<i>Term of Imprisonment.</i>	
Stealing,	59	From 14 days to various terms under	
Drunkenness and vagrancy,	197	6 months, averaging 69 days,	255
Desertion, Mil. and Mer. Seamen,	11		
Disobeying Orders, do.	18	For 6 months,	31
Indictment for Rape,	2	9 months,	1
Assault,	12	1 year,	7
Getting goods under false pretences,	1	1½ years,	3
Forgery,	1	2 years,	2
Arson,	1	3 years,	3
Enticing Soldiers to desert,	1	4 years,	1
Burglary,	1	5 years,	1
Murder,	1	For life,	1
	<hr/> 305		<hr/> 305
<i>Natives of England,</i>		<i>Ages.</i>	
" Ireland,	42	12 and under 18,	24
" Scotland,	204	18 and under 25,	85
" British America,	7	25 and under 35,	109
" United States,	16	35 and under 45,	46
" Germany,	4	45 and under 55,	31
Colored,	2	55 and under 65,	10
	<hr/> 305		<hr/> 305
<i>Religious Denomination.</i>		<i>Education.</i>	
Roman Catholics,	209	Can read and write,	100
Protestants,	93	Can read only,	35
None,	3	Neither,	170
	<hr/> 305		<hr/> 305
<i>Convicted as follows.</i>		<i>Occupation.</i>	
City and County of Saint John,	222	Military,	63
County of York,	16	Seamen, Merchant Service,	21
County of King's,	1	Butcher,	1
County of Charlotte,	2	Printer,	1
County of Kent,	2	Pedlars,	2
County of Gloucester,	1	Shoemakers,	2
County of Northumberland,	1	Tailor, 1, Painter, 1,	2
Military, by Courts Martial,	60	Common laborers and vagrants,	213
	<hr/> 305		<hr/> 305
			The

The number in the prison at the close of the year 1857 was 85 males and 20 females. This number had increased on the 22nd January, 1858, to 100 males and 15 females. See Keeper's Return as follows:—

In Prison on the 22nd January 1858, 100 males and 15 females.

Males, for periods from one year upwards:—

Murder—1 for life ; and 1 for 14 years, sentence of death commuted ;
Manslaughter—2 for 14 years, 2 for 7 years, 1 for 3 years, and 1 for 2 years ;
Arson—1 for 10 years, 1 for 7 years, and 1 for 6 years ;
Larceny—3 for 3 years, 3 for 2 years, 2 for 1½ years, and 4 for 1 year ;
Uttering Counterfeit Notes—1 for 5 years ;
Burglary—1 for 4 years, and 1 for 3 years ;
Assault—1 for 4 years, 1 for 3 years, 2 for 2 years, 1 for 1½ years, and 1 for 1 year ;
Forgery—1 for 1 year ;
Rape—1 for 2 years, (colored). Total, 34

For periods under one year:—

Stealing, 19 ; *Assault*, 4 ; *Drunkenness and vagrancy*, 41 ; *Desertion* 2, 66

Females, from periods of one year upwards:—

Forging last Will and Testament—1 for 3 years ;
Arson—1 for 5 years ; *Stealing*—1 for 1 year.

For periods under one year:—

Stealing, 7 ; *Drunkenness and vagrancy*, 5, 15
115

Males—Natives of England, 6 ; Ireland, 66 ; Scotland, 3 ; British America, 12 ;
 United States, 2 ; Colored, 10 ; Germany, 1 : Total, 100
 Females—Natives of British America, 3 ; Ireland, 6 ; Colored, 6, 15
115

Males—Catholics, 60 ; Protestants, 40. Catholics can read and write, 20 ; neither read nor write, 40. Protestants can read and write, 30 ; read and not write, 10.

Females—Catholics, 8 ; Protestants, 7. Can read and write, 2 ; read, 5 ; cannot read, 8.

Males.		AGES.	Females.	
Over 11 years and under 18,.....	10	16 years of age,.....		1
“ 18 “ “ 30,.....	55	20 “ “		1
“ 30 “ “ 50,.....	25	30 to 40 “		10
“ 50 “ “ 60,.....	7	50 “ “		3
“ 60 “ “ 70,.....	3			
	<u>100</u>			<u>15</u>
Total,.....			Total,.....	

The Keeper says,—“except one machinist, a good workman, and one tolerable carpenter, there are none who have been brought up to any regular mechanical occupation; a few on admission could make themselves generally useful at most kinds of skilled labour, yet by far the larger proportion are unskilled labourers, and idle loafers; nearly all however, under judicious training, are capable of very great, and in many cases rapid improvement.”

It will be seen by the foregoing tables, that a large number of the prisoners are committed for very short periods. *Of 305 committed in 1857, no less than 255 were for periods varying from fourteen days to six months, and the average term of imprisonment in these cases was but sixty nine days!* No less than 197 of these were committed for drunkenness and vagrancy, principally by the Police Magistrate of Saint John, although a few sentenced for short terms for minor offences, have been sent in from other Counties.

We think that the Provincial Penitentiary is not the proper place for the punishment of vagrants, and the lower class of offenders; the proper place for them is the County gaol, connected with which there should be, wherever it is practicable, a house of correction, or some means of hard labour. No commitment to the Penitentiary should be made for a shorter period than six months. This opinion is authorized by the rule adopted in similar institutions in other countries. In fact, if our Penitentiary is to be a Provincial Establishment, receiving Provincial aid, it must be used for its legitimate purposes. At present the cells in the male prison are more than occupied; in some cases two prisoners are crowded into one cell, and this is caused by the large number of vagrants who were sent in from the Police Court in Saint John, whose proper place of punishment is the County Goal.

Unfortunately, the accommodations at the Penitentiary seem to possess attractions to certain descriptions of vagrants. The Police Magistrate of Saint John, in a very elaborate and valuable document, communicated to us, which we regret we cannot extract from more copiously, remarks as follows:—“I can attest that at this very day it is not unusual for the unfortunate and destitute, the drunkard and vagrant, to commit some violation of the Police Act, or voluntarily solicit me to send them to the Penitentiary, both male and female, to get an asylum to relieve their necessities for the winter months.” Similar information has been received from other sources, and we believe that it is both unjust to the institution and to the public, to continue the system of committing prisoners there, for these short terms; the fare is too good, and the labour is too light. In Saint John especially, where most of these cases occur, there can be no difficulty in finding hard labour in connection with the County Goal. The commitments from the City and County of Saint John for 1857, were 222, most of which were from the Police Courts, and were of the kind alluded to.

There is another fact connected with this description of commitments. It frequently happens, that the same person is committed repeatedly by the Police Courts; he is sentenced for a short time, is discharged, again offends, and is again sentenced. There are several cases of prisoners who are thus almost permanent residents in the establishment. If the law were so changed, as to allow the Courts to increase the term of punishment with every new offence, society would be better protected, and the criminal who wants “an asylum for the winter months” would not seek it in the Penitentiary, or in the House of Correction, or the Goal.

These

These short commitments are also a serious damage to the funds of the institution. Frequently the prisoners when committed are physically unable to do any hard labour; they have to be clothed and fed at the expense of the Province; and their term of imprisonment being short, they are discharged before they are able to make their labour of any value.

It is absolutely necessary, not only in justice to the Province, which is now called upon to pay so largely towards its support, but for the interests of the institution itself, that these short commitments should cease. The subject should receive immediate consideration from the Legislature.

We now call attention more directly to the general financial management of the Penitentiary. We have made the most minute examination of this department, in order, if possible, to ascertain why such large sums are required from the Province to sustain the institution.

Provincial Grants during the last five years:—

1853	.....	.....	.....	.....	.....	£1,650	0	0
1854	.....	.....	.....	.....	.....	1,800	0	0
1855	.....	.....	.....	.....	.....	2,975	0	0
1856	.....	.....	.....	.....	.....	2,500	0	0
1857	.....	.....	.....	.....	.....	2,932	3	1

Some portion of these grants was appropriated in improvements.

Such a drain upon the public funds, could not have been anticipated when the Institution was first established, as the Act passed in 1842, to which reference has already been made, authorized the appropriation from the Treasury of a sum "not exceeding three hundred pounds annually, to defray the expense of providing food for the prisoners, and materials for employing them at labour."

It appears to have been expected, at the outset, that the product of the labour of the prisoners would supply all the means of supporting the Institution, except the three hundred pounds granted by Law, which was set down as the maximum of probable over-expenditure. This expectation has not been realized, as will be seen by reference to the accounts. For the five years, from 1848 to 1852 inclusive, the average profits on manufactures sold was £546 8 7; for the last five years, from 1853 to 1857 inclusive, it was £437 16 2.

We have carefully enquired into this subject, with the view of ascertaining why these profits are so small. There are several very obvious causes which lead to this result, which we shall state, as we learn them from the best sources of information within our reach. In the first place, the materials for manufacturing the different articles, are bought on terms less favourable than they would be, if the cash were always remitted with the orders, and in addition to a commission paid to the agent abroad, there is a commission of 2½ per cent. on goods from the United States, and of 5 per cent. on goods from Great Britain, charged by the firm of Berton Brothers here. Again, it appears from the representation of the Officers at the Penitentiary, that they are frequently left without the necessary materials for manufacturing; during the last few months a considerable portion of the prisoners have been almost wholly unemployed on this account. We learn that had there been a sufficient supply of corn broom brush, at least five hundred dozen brooms could have been made last fall, by prisoners

prisoners whose labours have been hardly of any account during that time. On our last visit to the Penitentiary we were told that forty of the male prisoners were unemployed at the manufactures.

The annual returns, published in the Journals of Assembly, show a large amount of stock on hand, much of which lies over-year after year. The amount thus kept over averaged £1,178 16 10 for the five years ending in 1856; the amount at the close of 1857 is returned at £1,614 4s.

There are some particulars which require attention here. The employment of the male prisoners at the Penitentiary is now limited to three branches of manufactures, Brooms, Brushes, Pails and Tubs.

The female prisoners make all the clothing, and are otherwise employed in washing, mending, cooking, &c.

The supply of the articles so made by the male prisoners, has hitherto far exceeded the demand, and now there is a surplus stock, nearly large enough for the next year. Independently of the risk of keeping so large a stock of goods where they are exposed to fire, the amount of capital thus absorbed is a very serious objection.

With respect to the present stock, we think that means should be taken to dispose of it as rapidly as the state of the market will admit. Discretion will have to be used, but we believe there will be no difficulty in realizing a large amount of money from it during the year—which will thus relieve the burden on our Provincial Finances, for the support of the Institution.

In order to carry out this plan successfully, it will be necessary to cease for a time to manufacture these articles, or at all events to do so to a very limited extent, and to apply the prison labour to other description of manufactures. We have had our attention called to several, which appear likely to be productive. For some years after the establishment of the Penitentiary, the prisoners were employed in making brick, hammering granite, and picking oakum. All these occupations might be followed again. Brick making appears to have been very profitable. We have already stated how much it produced when the Institution was under the control of the authorities in the County of Saint John, and when the prisoners were comparatively few in number. We also find that in 1846 the Commissioners credited the Province with £579 13 10, and in 1847 with £973 8 3 for proceeds of bricks sold. From these sums, however, should be deducted the expense of fuel, &c.

The reason assigned for the discontinuance of brick making, is the shortness of the time during the year when it can be prosecuted; but as this is a description of labour, which convicts of the worst class could pursue, no practical evil need result from the necessary suspension of the work during the winter. The same criminals should then be employed in another kind of hard labour, breaking stones, for which there are extensive facilities on the land belonging to the Institution, not yet enclosed. We have been informed that the stones, when broken, will be required for the City of Saint John, and will command a price which will bring up a convict's ordinary labour to at least 1s. 6d. per day. It is the worst description of criminals who, in our opinion, should be thus employed.

By thus disposing of the present surplus stock of manufactured goods, and carrying out our suggestions with respect to new employment for the prisoners, we believe that a very large saving will be made.

Another

Another mode of employing prison labour, is—hiring it out by contract. This mode we observe is followed in Canada, and in many of the Institutions in the United States. It is distinctly set forth in some of the reports of these Institutions, “that the public interests will be better subserved at the prison, by the system of contracting for the labour of the prisoners, than by involving the State in the ordinary risks of trade.”

We give, as an illustration of this system, the following remarks in a late report of the Massachusetts’ State Prison:—“On the twenty second day of September last, the Warden entered into a contract with James Brooks, for the employment of eight convicts in the Blacksmith’s shop, at sixty cents per day, and for an additional number of twenty two, if so many could be spared from the remaining convicts, for the term of five years. This contract requires the payment to the State for the steam power furnished, but allows the contractor the use of the tools and fixtures in the shop during the period of the contract. They are to be returned in as good order and condition as when received by the contractor.” The same report goes on to say: “we hope soon to make a further arrangement, by which all the labour of the convicts, except the necessary number to be employed in the subsistence department, hospital, and in the prison, will be employed by contractors. By this the Inspectors mean to give their unqualified approval of this general system of prison labour.”

The mode of appropriating the labour at the Penitentiary, is well worthy of consideration. The Institution is situated in the immediate vicinity of the City of Saint John, and parties living there could easily avail themselves of such a facility, for carrying on different descriptions of manufactures. It is the opinion of many, that if this system of labour were introduced, contractors would be found, and this application of the labour would be probably more profitable than any other.

By reference to the amount received from this source during the last five years, allowing for the time when prisoners may not have been employed in the workshops, it will be found that the nett annual earnings of each male prisoner, averaged only about £7 10s. Now it appears, from all the representations which we have received, that this labour, if contracted for, would produce at least 1s. 6d. per day, which would amount to £22 10s. per year. This, with the present large number of prisoners, would go far towards rendering the Institution self-supporting.

We have thus called attention to the principal causes, which, we believe, have hitherto contributed to make the Provincial Penitentiary so burdensome to the Province. There is no reason why it should continue to be so. Comparing its position and circumstances, with those of similar Institutions in the United States, we are bound to say, that if its management had been as economical and effective as theirs, it would have required but a small amount yearly from the public funds.

The healthy condition of the prison, is worthy of remark. Its entire cleanliness, as well as the regular habits and diets of the prisoners, conduce to this. It appears from the records of the prison that “from November 1st 1842, to October 31st 1857, a period of fifteen years, there have been in all 3,523 commitments. During that period, there have been but 23 deaths, 14 male and 9 female, 5 of which took place in 1854, within a period of 15 days, from cholera.” The Keeper remarks, that “the whole number, with one exception, were broken down drunkards and worn out prostitutes, the exception was a boy, nine years of age, the progeny of parents such as described; three males were from 25 to 34, and ten from 40 to 75 years of age; three females of the average age of 30, and six from 30 to 50 years of age.” We

We think that in addition to the Report of the Commissioners yearly published, there should also be reports from the Keeper, the Surgeon, and the Chaplain. Such reports are made in similar Institutions elsewhere, and they would be satisfactory to the public.

Our attention has been called to several circumstances of great importance, connected with the moral improvement of the prisoners.

Among those whose crimes have caused them to undergo the penalty of the Law in the Penitentiary, there are doubtless some of notoriously vile character, whose moral sensibilities are destroyed by constant familiarity with vice, and whose separation from the world is necessary, for the safety of society. There are however others, who have been betrayed into the commission of crimes, which have rather been the result of some occasional temptation, than of habitual wickedness of intention.

While the Law punishes crime, its merciful design is—while protecting the great social interests of the community—to benefit and reform the criminal. We think that sufficient prominence is not given to this latter view, in the system of discipline adopted in the Penitentiary. There are several serious evils in that system, to which we call attention, for the purpose of suggesting improvements. We first refer to the religious instruction available to the prisoners. There is a regular Sunday service performed by the Chaplain; he also occasionally visits the prisoners, and converses with them. A Bible and Prayer Book are provided for every cell. The Chaplain likewise distributes tracts, and small religious works, obtained from the Diocesan Church Society. No other books of any kind are allowed. The regulations of the Prison permit the attendance of Clergymen of different denominations, when prisoners are dangerously ill, and wish to see them, but give no further licence. These regulations we find have lately been departed from by order of the Commissioners.

There should be some alteration in the Prison Chapel for the accommodation of the female prisoners, who attend the Sunday Service. A small gallery could easily be erected for this purpose. The Chapel itself, at a trifling expense, could be fitted up more in the style of a place of worship, and we think this desirable.

We are also of opinion, that a Sunday School, under the management of the Chaplain, should be established, and arrangements made, by which one or more of the subordinate officers of the Institution, could assist in conducting it. Whether it would be practicable to allow parties outside, who would be willing occasionally to devote their time to the religious improvement of the prisoners, to assist the Chaplain in this work, is perhaps doubtful; but the advantage would be very great.

Closely associated with the moral improvement, is the mental improvement of the prisoners. We think that a day or night school should be established, and kept open at such hours as will not interfere with the arrangements of the prison.

We also think that a Library, containing books of a useful kind, should be provided. This is done in most of the prisons in the United States, and the advantages are very great. Probably such a library would be furnished by contributions of charitably disposed persons, without any expense to the Institution.

Connected with this is another subject of great importance, which we believe requires immediate attention.

The register of the prison shows that a considerable number of the male prisoners are very young—many of them mere boys. In one instance, we find the name of a boy who

who was committed by the Police Court in Saint John, for some trifling offence, whose age is put down at nine years. He died in the prison, before the expiration of his sentence. There are many others whose ages vary from 10 years upwards.

During the last year 24 boys were committed, whose ages varied from 12 to 18 years. Table No. — will give full information on this point.

There are many very strong reasons why this subject should be seriously examined. While it may be admitted that juvenile delinquencies should be promptly punished, it must at the same time be borne in mind, that as one object of punishment in the case of criminals of mature age is reformation, it should more especially be so in the case of children. The crimes for which these boys are imprisoned, with few exceptions, are of a comparatively trivial kind. Without parents or friends to instruct and guide them, and without homes to attract and improve them, they are thrown into circumstances of exposure and temptation, and thus become an easy prey to vice. They are now, upon conviction, immediately sent to the Penitentiary, generally for a short time; there they are necessarily associated with the very outcasts of society, and are exposed to their evil communications. When they are discharged, they are often without any to care for them, and the almost inevitable result is the commission of new crimes, which subject them to additional punishment. Many cases which illustrate this remark, are found in the records of our Penitentiary. We believe that immediate arrangements should be made to provide for the improvement of this class of offenders.

The simple and obvious course which suggests itself to our minds, is to erect another building within the prison enclosure, where the young can be kept entirely separate from the other prisoners. One of the under Keepers should have especial charge of them, under the direction of the Keeper. They should be subjected to the usual prison restraints, but should be instructed in some trade, which will be of service to them after they leave the prison. A school should likewise be kept daily, in which they should be taught the elementary branches of Education. By combining the qualifications of under Keeper and School Master, this arrangement could be carried out thoroughly, without increased expense. This part of the prison might be called a *Reformatory School*, and should be so recognized by Law, in order that the sentences of the Courts might so appoint the terms of imprisonment to juvenile offenders, as to place them in a position for real improvement, long enough to qualify them to obtain their living in the world, and when discharged, arrangements should be made to secure them employment.

If the Law were so altered as to allow young persons to be sent to this establishment for a series of years, instead of months as at present, the great object of prison discipline would be better attained.

The subject of Reformatory Schools for juvenile offenders, has lately received much attention from the Imperial Parliament.

In 1855 an Act was passed, authorizing any Police Magistrate, Stipendiary Magistrate, or any two Justices of the Peace, before whom any person under 16 years of age shall be convicted of any offence, and sentenced to be imprisoned for a term not less than 14 days, to order such person at the expiration of the time of imprisonment to be sent to a Reformatory School, for a period not exceeding 5 years, nor less than 2 years, subject to be discharged by an order from the Secretary of State; and by another

another Act passed in 1857, a juvenile offender confined in a Reformatory School, may obtain a licence to reside with a person who is willing to take him, the object being to facilitate his liberation for good conduct.

Another subject has been brought especially under our notice—the classification of offenders. At present no distinction is made. The felon who has capitally offended, and whose life has been mercifully spared to be spent in penal servitude, receives the same fare, has the same kind of employment, and in every respect experiences the same treatment, as the prisoner who is committed for some trifling offence. There is manifest injustice in this. Punishment ought to be as much as possible proportioned to crime. The convicts of the worst class ought not to be associated indiscriminately with the other prisoners, and the hardest labour of the prison should be performed by them. We recommend that means be taken to classify the prisoners, and to punish them as far as possible, in accordance with their crimes. It ought, however, to be understood, that the greatest criminal may, by a uniform course of good conduct, not only obtain a relaxation of the more severe discipline of the Institution, but arrive ultimately at a position of comparative comfort.

The last point to which we call attention, is the importance of making some provision for prisoners, when they are discharged. In our remarks on the subject of a Reformatory School, we have alluded especially to the necessity of making arrangements for the future employment of juvenile offenders. But there are other classes of prisoners who, also, have a claim upon our sympathy.

Many females are imprisoned—some of them quite young. At the expiration of their sentences they are discharged, often with the most sincere desire apparently to lead a new life. But as they are generally friendless, and destitute of means, and are likewise debarred from employment, in consequence of their having been prisoners in the Penitentiary, they are driven again into courses of vice and infamy, which complete their ruin. It is right, that some means should be adopted, to provide for their immediate necessities, and also to secure for them, when they desire it, and are worthy of it, honest employment. The Alms House, which is in the immediate vicinity of the Penitentiary, might, we think, be made available for this purpose, if any arrangement could be made with the Commissioners of that Institution, by which a portion of it could be set apart as a house of refuge, for the temporary occupation of these persons.

In many of the Institutions in the United States, the male prisoners are allowed to earn money, over the amount of labour exacted from them; this is reserved until their discharge, and then enables them to leave the prison with means to sustain themselves, until they can obtain employment. Some provision of this, or of a similar kind, we think, should be made in our Penitentiary.

Several of the objects which are contemplated in these recommendations, such as the Sabbath School, the Library, the ultimate employment of prisoners—especially of the boys and females,—while they may be regarded as more particularly under the control of the managers of the Institution, can be materially aided by the practical sympathy and co-operation of the public, especially of residents in and near the City of Saint John.

Prisoners under 18 years of age on first admission into the Provincial Penitentiary, committed within 16 years, from 1842 to 1847, inclusive.

Ages.	What year admitted, and how often.																Offence.			REMARKS.
	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	Theft.	Drunkness & Vagrancy.	Assault.	
17	1																1			Worked as a Carpenter after; lost sight of him for years
14																	1			Nothing of him since. [past.]
16		2															3			Drowned shortly after.
16																	1			Since dead.
16		1															1			Afterwards a Tailor; know nothing of him for many years.
15		1															1			Afterwards a Confectioner; lost sight of him last 2 years.
15		1															1			A Baker, in Fredericton.
15		1															1			Left the Province with Parents.
16		1															1			Went to Sea after.
15		1															1			Going to Sea, last I knew of him.
17		1															1			
16		2	1														3			Murdered soon after expiration of last commitment.
12		1															1	1		
13		1															1	3		In Saint John still.
12		1						1									1	2		
15		1								1	1	1	2				4	1		Died in Prison of Cholera in 1854, last admission.
17		1															1			Died a few years after. [now a Carpenter.
16		1	1														1	1		Last time 6½ years; learned reading & writing in Prison;
10			1	1	1	1											2	1	1	Lost sight of him. [of him after.
16			1														1			Apprentice; leaving his Master's service; never heard
16			1					1									1	1		Lives in Saint John.
14			1														1			Do.
15			1														1			Know nothing of him since.
17			1														1			
16			1														1			
14			1			3	1										1	3		Lives in Saint John; Ship Carpenter.
15			1			2											1	2		
13			1	1				1									1	1	1	
10			1														1			Lives in or about the City.
17			1							1	1	1	2				2	4		
14			1														1			Lives in the City.
16			1														1			Leaving his Master's service.
15			1					2									1	2	3	At present in Alms House.
17			1														1			Know nothing of him after. [Fredericton.
14			1														1		1	Assault with intent to commit Rape, 1 year; came from
16			1														1			
16			1														1			Leaving his Master's service.
17			1														1			Apprentice, deserted from Ship.
17			1														1			Do. do.
15			1														1			Do. do.
14			1														1			With his Father in Fredericton, a few years since.
16			1														1			
16			1														1			
17			1														1			
11			1														1			
17			1					1									2			
16			1														1			
12						1	1	1									3			[last year.
16						1											1			Last time 3 years; doing well since; saw him within
14						1											2			Leaving his Master's service.
15						1											1			Last time for 3 years; know nothing of him since.
16						1	1						1				1	1		Last time deserted from 76th Regt.; imprisonment 2
16						1							1				1	1		years, part remitted; his brother bought his discharge;
14						1							1				1			now in Saint John.
16						1							1				1			

Prisoners under 18 years of age committed from 1842 to 1857 inclusive. — Continued.

AGES.	What year admitted, and how often.															Offence.			REMARKS.		
	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	Theft.	Drunkenness & Vagrancy.		Assault.	
12								1	1							2		3	1		} Second time 3 years; learned to read and write in Prison; died in Boston in 1857.
16									1	1								1	1			} Last time 3 years; dead a year or more. } Was sentenced to 3 years; pardoned by Executive at half term; in United States.
15									1									1			} In Prison at end of year.
17									2	2	2	2	2	3	1			12	2		
17									1									1			} In Prison at close of the year 1857. [committed. Pardoned before expiration of term of 3 years, for which Committed for 3 years; pardoned at expiration of 1 year.
16									1	1	3	3	1	3	5			16	1		
14									1									1			
12									1									1			
16									1									1			
15									1			2						3			
16									2									2			
11									1				1					1	1		
9									1									1			
10									1									1			
16										1								1			
14											1							1			
16											1							1			
17											1							1			
17											1							1			
15											1	2	1	1	3	4		4	4		} In Prison at end of year.
15											1	3	1	1	2	6		12				} Do.
16											1							1			} Released by Executive; his Father came from New York and took him home. Sentence 9 months; died in Prison.
13											1							1			
9											1							1			
13											1							1			
16											1	1						2			} Last time 2 years; discharged late in Fall of 1847.
17											1							1				} Last time for Desertion from 76th Regt.; went with In prison at close of the year. [Regt. to Europe.
15											2	1	3	2	3	5		5			
15											1							1			
12											1							1			
13											1							1			} In Saint John at present
12											1							1				} Do.
17											1							1	1		
13											1							1	3		
13											2		1	3				3			} In prison at end of the year.
14											2		2	2	2			2			
15											1							1			
15											1							1			
12											1							1			
17											2		4	1	5			5			} In Prison at end of the year.
14											1		1	1	1			1				} Do.
14											1							1			
16											1							1			} Deserting from Ship; Apprentices.
16											1		1	2				2				} In Prison at close of 1857; last time 18 months.
14											1		1	2				2			
11											1							1			
14											1							1			
15											2		2	2	4			4			
14											1		2	2	1			1			} In Prison at end of 1857.
14											1		1	1	1			1			
16											1							1			
12											1							1			
12											1							1			
14											1							1			} In Prison at end of year.
16											1							1				} Murder; imprisonment for life.
17											1							1			} Now in Prison.

N. B.—When the imprisonment has been for a year or more, I have given the time in the margin: Nearly all the rest were for a term not exceeding three months, a very few as long as six months.

A few (Male and Female) of a Class of Prisoners noted for their frequent admissions under short sentences, usually 40 days; selected from those now in Prison, or who have been in Prison once or more within the last year, 1857.

NAMES.	Present age of Prisoner.	When admitted, and how often.												Thet. (Drunkness.)	Vagrancy.	Assault.	REMARKS.				
		1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.					1853.	1854.	1855.	1856.	1857.
Jonathan Irvin, ..	45	1	1	1	1	1	1	2	2	1	1	1	1	1	1	2	2	110	..	..	Discharged 23rd December last.
Eliza Gallagher, ..	42	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	20	3	..	Only one of the number not alive at this time; died July last.
Lucy Smith, (coloured) ..	47	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	218	3	..	Now an inmate.
Mary Ryan, ..	33	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20	6	..	Discharged in 1857.
Margaret Roberts, ..	48	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	413	..	..	Now an inmate.
Mary A. Burns, ..	43	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	..	..	Now an inmate.
Eliza Donnelly, ..	34	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	520	..	..	Discharged in 1857.
William Gilbert, ..	65	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	31	..	..	Do.
Eliza McAvity, ..	35	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	122	1	..	Now an inmate.
Ellen Ryan, ..	33	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	..	..	Do.
Margaret Leonard, ..	30	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	110	..	..	Now an inmate.
Mary Pagan, ..	52	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	39	..	..	This one should be among the first, being one of the oldest inmates; she is a cripple; intended to insert her in the list, being so seldom on list of commitments; now an inmate.
Ann Spittal, ..	40	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	113	..	..	Now an inmate.
Esther Scott, ..	29	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	1	..	Now an inmate.
Mary O'Keefe, ..	50	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	..	..	Now an inmate.
Cornelius McCarty, ..	50	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	2	..	Do.
Mary Phillips, (Squaw) ..	30	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	115	..	..	Do.
Robert Boyle, ..	28	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	..	..	Do.
Thomas Stokes, ..	26	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	..	..	Do.
Michael Mullen, ..	38	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	8	..	Do.
Jane Collins, ..	40	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	..	..	Do.

The first name on this List, (Irvin,) is the only one living of 10 or 12 drunken Male Vagrants that I know to have been inmates of this Prison previous to my taking charge of it in April 1842. Of some 30 of the same class of Females, the first four are all that remain alive out of that number, (30,) who were also inmates previous to and about the date aforesaid. Many others in the meantime, Male and Female, have appeared for a time, a year or more, and been as often committed during that time as any of those shewn above, and then disappeared again.

J. QUINTON, Keeper, Penitentiary.

LUNATIC ASYLUM.

The first effort to provide for the accommodation of insane persons in this Province, was made in the year 1836, when a building was obtained in the City of Saint John, and appropriated to the purpose of a Provincial Lunatic Asylum. Previous to that time, lunatics (when their friends were able to provide the means of sustaining them) were sent abroad—generally to the United States. Pauper-lunatics were sometimes confined in the Alms House, but more frequently in Gaol. The law, as it then existed, authorized any two Justices of the Peace, “to issue a warrant for the apprehension of a lunatic, or mad person, and to cause him to be kept safely locked up in some secure place, directed and appointed by them, and, if they deemed it necessary, to be there chained.” The Asylum was intended to make provision for the poorer class of insane persons throughout the Province, and from the beginning, the Legislature made liberal grants towards its maintenance. For some years, however, paying patients continued to be sent to the Institutions in the United States, where the accommodations were better suited to their previous mode of living.

It was soon found necessary to provide improved and more extensive accommodations for the insane, and the subject was frequently discussed in the Legislature. In the year 1845 Commissioners were appointed by the respective Governments of Nova Scotia, New Brunswick, and Prince Edward Island, “to consider of the practicability of erecting and sustaining a Lunatic Asylum at the general expense of the Colonies.” The Commissioners met in the City of St. John on the 15th July, and expressed a unanimous opinion, “that the difficulties attending a joint establishment were so numerous and insuperable, that they could not be justified in recommending such a measure.”

When it was decided to erect a Provincial Asylum, the question of the site gave rise to considerable discussion, but this was finally set at rest by the Act passed in the 10th year of the Reign of Her present Majesty, which established the Institution in its present locality. The land was purchased from the Mayor, Aldermen, and Commonalty of the City of Saint John, for the sum of two thousand pounds. Legislative grants were made for the erection of the necessary buildings, which were completed in 1848. On the 12th December of that year, all the patients in the Provisional Asylum, were transferred to the new Institution.

Table shewing the yearly number of admissions into Provisional Lunatic Asylum, and the gradual increase of permanent Patients from 1836 to October 1848, the date of its close.

Year	Admitted during the year,	Total	Remaining
1836	14	31	14
1837	In Asylum from 1st January 40	40	21
1838	“ “ 21	29	21
1839	“ “ 21	39	24
1840	“ “ 24	48	40
1841	“ “ 40	68	54
1842	“ “ 54	43	52
1843	“ “ 52	47	56
1844	“ “ 56	60	69
1845	“ “ 69	50	74
1846	“ “ 74	62	78
1847	“ “ 78	73	92
1848	“ “ 92	62	90

It

It thus appears that down to this period 652 persons had been admitted into the Provisional Asylum; the number remaining, who were removed to the Provincial Asylum, was 90; this number was increased to 92 by the end of the year.

In the year 1849, an Act passed the Legislature to provide for the management of the Provincial Lunatic Asylum, which placed its control and management in a Board of Commissioners, giving them power also to make Bye Laws, Rules, and Regulations, for the said Establishment. In the month of December of that year, Doctor John Waddell was appointed Superintendent. Since then the number of patients has steadily increased; additional buildings have been erected, and other improvements made. The Province has contributed liberally for these purposes, besides granting a large annual sum towards the support of the Institution.

The land belonging to the Asylum is situated on the west side of the Harbour of Saint John, and is bounded as follows:—On the north front by the Suspension Bridge—running thence to Union Point, and from Union Point to the Saint Andrews Road, and then by the Main Road to Avery's Corner; thence by Avery's Line, and by the Shore to the Suspension Bridge—comprising forty acres more or less.

When Dr. Waddell first took charge of the Institution, except a small spot in front of the main Building, which was partially laid out for a pleasure ground, the whole of this land was a mere waste. Now, it is all under cultivation, and produces a considerable sum for the support of the establishment, besides conducing largely to the comfort and improvement of the patients. The value of the land has consequently been immensely increased.

The Buildings belonging to the Asylum are as follows:—1. One large Brick Building, which, *when completed according to the original design*, will consist of a main centre building, and four corner buildings, three stories each, and four connecting wings, two stories, with a high two story erection, extending back from the centre, 80 by 26 feet. This back centre erection, includes the Washing Department in the basement, the Kitchen, &c., on the first flat, and the Chapel on the second flat. The parts of this building yet to be erected are:—A three story building, 40 by 36 feet, on the north-east corner, with a two story wing, 60 by 30 feet, to connect on the south with the main centre building, and another two story wing, 70 by 28 feet, to connect on the west with the three story building, now designated "the Lodge," (55 by 40 feet) on the northwest corner.

2. Cottage for Gate Keeper, 18 by 13, built and finished in 1848 or 1849.
3. Barn, 40 by 25 feet, built in 1848, with a cellar under the whole.
4. Pig House, &c., &c., built in 1855, 70 by 27 feet, complete.
5. Barn built in 1852, 70 by 40 ft., with lean-to for a manure shed, 70 by 17 ft.—under this barn there is a cellar, 70 by 18 ft., for roots. At the northeast corner, connected with it, and in continuation of the shed, is a cess-pool for preserving liquid manure, and covered by a building 25 by 17 ft.; and at the southwest corner, also in connection with the barn, is the poultry yard and house.

The buildings are generally in good condition, except the part erected in 1853. This was not completed according to agreement. The bricks used were of inferior quality. At present, the window frames are somewhat out of repair, and several parts of the roof are also defective.

The interior arrangements of the buildings, are well calculated, as far as they extend,

to promote the comfort of the patients. The supply of furniture in the whole establishment, (including that in the Superintendent's apartments,) seems to be regulated upon the strictest principles of economy, consistent with absolute necessity.

The arrangements for heating are inadequate and even dangerous. One portion of the patients—the more violent and disturbed—are much exposed during the extreme cold weather, and the inconvenience is felt by all classes. Proper heating arrangements would, also, very much lessen the expense of fuel. But, on this subject, there are considerations of justice and humanity, besides those of health and economy, which strongly impress our minds.

The supply of water is not as good as is desirable, but a great improvement can be made in this particular, when the Carleton Water Works are completed. There is a steam engine on the premises, which carries the water up to the attic. It is a good protection against fire, although it has not power enough to throw water to the top of the building.

The Institution is now under the management of eight Commissioners, who are appointed by the Governor in Council.

Paid Officers and Servants at the present date:—

Superintendent,	£300	0	0	12 Male Attendants, Servants, &c.	£452	0	0
Supervisor,	150	0	0	14 Female Attendants, &c. &c.	210	0	0
Matron,	50	0	0				
Secretary, ...	100	0	0	—£600	0	0	£662 0 0
							Total, £1,262 0 0

This amount varies as the servants are changed.

The duties of Chaplain have been faithfully performed for several years past by the Rev. William Scovil, M. A., without any charge.

The Commissioners are required, by law, to make regulations for the management of the Asylum; to fix the conditions of admission; to discharge patients; and to furnish provisions and other necessaries,—also to visit the Asylum, one of them monthly, a majority semi-annually, and the whole of them annually. The Minute Book shows regular and frequent meetings of the Commissioners, and the strictest regularity in the mode of doing business; great care is taken to provide the Institution with all necessaries, and the admission of paying patients is likewise attended to, as well as the present imperfect state of the law will allow.

The Chief Resident Officer, Dr. Waddell, seems to us to sustain a degree of responsibility, and to perform an amount of labour, too great for one man. The functions of Physician, Superintendent, and Assisting Physician, devolve upon him, and he conducts the Correspondence of the Institution. These duties within, and the general superintendence of the Gardening and Farming Departments without, involve a great tax upon his energies. While we believe that this combination, in Dr. Waddell's case, has thus far largely contributed to the financial improvement of the Institution, we fear that it may ultimately prove injurious.

The efficiency of Dr. Waddell, as Medical Superintendent, is so well established by the condition of the Asylum, and by the testimony of parties intimately acquainted with its management, that we have much satisfaction in stating it. But, we are satisfied, that the Institution can only attain its highest usefulness, when the Superintendent is sustained,

sustained, and his arduous duties shared by fully responsible officers. The care of 150 insane persons (and this number must be expected to increase with the increase of our Provincial population) will be quite enough work for one individual to perform well, in view either of his personal comfort, or of the interests of the Institution.

The subordinate officers, and servants, are represented as well adapted for their employment. Their number is large, but not too large for the wants of the patients, whose comfort is greatly promoted, and whose recovery is in many instances hastened by having proper attendants. The salaries paid to them appear to be reasonable, as the services which they have to perform are both arduous and unpleasant, and require great judgment, as well as patience; it is impossible to secure parties competent for such employment at ordinary wages.

Expenditure of Provincial Lunatic Asylum since 1852.

	1852	1853	1854	1855 10 months.	1856	1857
	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
Salaries and Commissions, ..	839 12 6	976 6 11	1037 7 2	866 0 0	1087 6 10	1135 11 7
Food,	1185 9 0	1632 12 11	2036 18 2	1832 13 7	2076 18 1	2150 14 2
Clothing,	366 12 7	251 18 6	321 13 6	217 13 10	465 3 10	465 7 1
Furniture and Furnishing, ..	144 5 7	219 5 5	204 7 11	333 2 9	238 14 4	239 18 10
Fuel,	187 16 11	394 19 0	317 18 6	297 9 11	266 14 11	318 13 3
Yearly cost of Stock Fodder, ..	200 1 4	205 1 10	221 10 11	283 12 3	101 2 7	195 17 6
Repairs,	87 18 7	121 9 11	48 17 1	39 13 1	152 14 8	351 16 8
Miscellaneous,	183 7 11	286 18 6	301 0 6	204 17 0	252 19 9	247 8 5
Expenditure for maintenance, ..	3191 3 5	4079 12 1	4489 3 9	4069 2 11	4971 14 7	5105 7 4
Province grants for New Buildings,	2000 0 0	5000 0 0	600 0 0			

The cost of food has risen from £1,185 9s. in 1852, to £2,150 14 2 in 1857. The principal articles which make up this account, are contracted for. This department seems to be conducted economically.

Clothing is a large item—much too large—averaging about £400 a year. It is made principally by the female patients in the Institution, under the direction of the Seamstress. If our suggestions on this point are carried out, this expense will be very much reduced.

The charge for furniture, and furnishing, includes all the articles of this kind necessary to supply the Asylum. This must always be a considerable item, as in addition to the ordinary effect of time, the patients frequently injure and destroy the bedding and furniture.

Fuel is necessarily a large yearly expense. We find that it is purchased on fair terms. We have already stated that much more of this article is used than would be required if a proper heating apparatus were introduced.

The sum put down as the yearly cost of stock, and fodder, includes several items, which should be differently classified. The actual amount of this charge, is about one half of the sum stated. It is a matter of no consequence, only it leaves an improper impression respecting the real value of the Farm to the Asylum.

The receipts of the Institution, except the yearly Grants from the Province, are principally made up from two sources—the produce of the Farm, and the amounts received from paying patients. There are other trifling receipts, averaging from £40 to £50 a year; and during the last six years, donations to the amount of £128, have been received.

The

The Farm produces about £300 yearly; besides this, the milk used in the establishment, which would cost at least £80, is furnished by the stock. This result is attributable to the constant supervision and skill of the Superintendent, on whom has devolved the direction of this department, during the last eight years.

The patients are employed in such descriptions of work as is best calculated to promote their physical and mental improvement; some in farming, some in gardening, others in tending stock, and others in cutting wood, &c. The result of this judicious application of lunatic labour, is not only the yearly income of the Farm (which is about equal to the salary of the Superintendent) but also its present high state of cultivation.

While referring to the labour performed by the male patients, it should be stated that many of the females are also employed—some in making clothing and bedding, others in household duties, some in the laundry, and some in the wards.

The Stock belonging to the Asylum on 31st December 1849, was two Horses, and two or three Cows.

Stock on hand 31st October 1857.

2 Horses, 8 Cows, 3 Heifers, (1 two years old & 2 calves,) 2 Bulls, (1 three years old & 1 calf,) 3 Sheep, 13 Pigs, 24 Geese, 39 Hens, &c., 7 Turkeys, 10 Ducks.

Proceeds of Paying Patients and Farm.

	Paying Patients.	Farm.
1849,	£40 7 6	
1850,	115 5 8	
1851,	147 18 1	
1852,	437 7 7	£216 18 6
1853,	579 2 2	250 0 7
1854,	288 6 4	351 12 4
1855,	671 7 3½	321 7 5½
1856,	747 1 1	331 0 10
1857,	918 3 10	270 0 10

This shews that the amount received for paying patients has greatly increased; in 1849 it was but £40 7 6, in 1857 it was £918 3 10.

Table shewing the movements of Patients in Provincial Lunatic Asylum from its opening 12th December 1848, to the end of Fiscal Year, 1857.

	Old Cases.	Received in Year.	Total.	Discharged.	Died.	Remaining.	Average.
1848,	0	*92	92	0	1	91	0
1849,	91	48	139	36	11	92	94
1850,	92	59	151	52	3	96	94
1851,	96	67	163	48	16	99	104
1852,	99	88	187	39	16	132	117
1853,	132	92	224	75	22	127	129
1854,	127	108	235	78	26	131	133
1855,	131	101	232	69	20	143	141
1856,	143	81	224	55	19	150	150
1857,	150	77	227	54	24	149	151

* Twenty of these were received from Provisional Asylum in December, 1848, remainder received end of the year.

Thus

Thus it appears, that the average of patients has gradually risen. The expense of supporting the Institution has also risen in proportion. In 1852 there were 117 patients, and the expense was £3,191 3 5. In 1857 there were 151, and the expense was £5,105 7 4. We are pleased to notice, that although there is an increase, both in the number of patients, and in the expense of the Institution, from 1856 to 1857, the sum drawn from the Province in the latter year is £199 2 5 less than the former. This is entirely the result of the increased amounts received from the sources alluded to, which together produced in 1857, £1,118 13 10.

Average cost of each Patient during the last six years.

1852,	....	....	....	....	....	£27	5	5
1853,	....	....	....	....	....	31	12	6
1854,	....	....	....	....	....	33	15	0
1855,	....	....	....	....	....	34	12	9 10 months.
1856,	....	....	....	....	....	33	11	0
1857,	....	....	....	....	....	33	16	2

We have examined the Supervisor's Accounts, to ascertain the weekly cost of officers, and patients, for food, light, &c., selecting the two first weeks in November 1857, and we find that it amounted each week, to 4s. 7½d. and 4s. 6½d. If the double rations for the officers were not taken into account, the actual weekly expense for each patient, for food and light, was 3s. 7½d. and 3s. 5½d. We cannot but think that great economy is used.

Thus far, we have carefully reviewed the financial management of the Institution, which is satisfactory. It affords us pleasure to express the same opinion with respect to the treatment of the patients, and their general condition. But there are several changes which we consider absolutely necessary, and to these we would now call attention.

We first refer to the Bye Laws, and Rules of the Asylum, relating to the admission of patients, which were sanctioned by the Government shortly after the appointment of the present Superintendent.

These Bye Laws declare that none but proper lunatics shall be admitted.

They distinctly exclude idiots, unless there be clear proof that they will be dangerous at large.

They also exclude the subjects of delirium tremens, unless full provision for their board and attendance is first secured.

Whenever an insane pauper is sent by any Parish, he or she must be provided by such Parish with two full suits of clothing.

Parties seeking admission for patients, must produce a medical certificate of insanity.

The officers of the Institution are empowered to settle the terms on which paying patients are received, and the Justices who commit those who are unable to pay, are required to give a certificate of inability.

These regulations, had they been adhered to, would have placed our Asylum in a much better position, in every respect, than it at present occupies. Unfortunately, both for the Institution and for the Province, an Act was passed in 1852, to amend

the law relating to lunatics and insane persons, of which the following is an extract:—
 “Any person furiously mad, or so far disordered in his reason as to be dangerous when at large, may, on evidence of the fact, be apprehended and conveyed to the Provincial Lunatic Asylum as a lunatic or insane person, on a warrant issued by any two Justices of the Peace of the County in which the lunatic or insane person may be, and directed to any constable of the same County. The Commissioners of the Asylum, and the persons in charge of the same, shall receive and keep any lunatic or insane person so committed, and deal with him as other inmates are by law to be dealt with.”* The practical effect of this law has been to set aside the Bye Laws of the Institution. It deprives the Commissioners of any power to exclude patients, whether fit or unfit to be admitted. The idiot, the imbecile, the subject of delirium tremens, the pauper lunatic who has claims on the poor funds of his Parish, and the patient whose circumstances enable him to pay for his support, are alike forced into the Institution. The Superintendent is compelled to receive them; and they are supported at the Provincial expense. At different times, both the Commissioners, and Superintendent, have sought for an amendment of the law, but without effect. We feel it our imperative duty to refer to this subject, and to urge that an immediate Legislative remedy be provided. We believe that the following recommendations, if fully carried out, will furnish the remedy:—

First—Idiots and imbeciles, should not be admitted unless they are found to be dangerous at large. There are now eleven of this class in the Institution. Besides occupying room which is required for *bona fide* lunatics, their influence upon the other patients is injurious.

Second—Delirium tremens patients should be absolutely excluded, unless the original rule is complied with. It is very doubtful, when the Institution is crowded, whether this class should be admitted at all; but whenever they are, the public should be protected against loss. They are self-made lunatics, and cannot claim the sympathy which we feel for those who are directly visited by God with this terrible calamity. The records of the Institution show, that some of this class, the very refuse of society, who deserve punishment for their misconduct, in the Gaol, or Penitentiary, are sent to the Asylum. This is paying a premium on drunkenness, which was never contemplated in the establishment of a Hospital for the insane, and should no longer be allowed.

Third—The rule requiring two suits of clothing, should be enforced. The number of patients now clothed in the Institution is 10 partially, and 93 wholly; 46 are clothed by friends.

Fourth—The mode of commitment should be changed; in every case there should be a certificate of insanity from a medical man, as the Magistrates who commit, are not always sufficiently careful.

Fifth—The law should give power to enforce payment in all cases where parties are able to pay. This power is withdrawn by the Act of 1852. The Commissioners appear to have done their very best in securing receipts from paying patients; but in every case the payments have been voluntarily made, and could not have been legally enforced.

* In our remarks on this point we ought to state that the Revised Statutes, cap. 90, seem to us to contain authority to enforce payment in certain cases. We find however, that the Commissioners of the Asylum, amongst whom are two legal gentlemen—one of whom is a Judge of the Supreme Court—have given the law a different construction. We have therefore remarked upon the law, assuming that the construction put upon it by the Commissioners is correct.

enforced. Patients have at different times been sent to the Asylum, whose circumstances would enable them to meet the full cost of their maintenance, but who have absolutely refused to pay anything. Some of these have been discharged, after enjoying gratuitously, the advantages of the Institution for years. Thus the Province is constantly supporting, at a large expense, individuals who are able to support themselves.

The Minute Book shows the anxiety with which the Commissioners have laboured, year after year, to secure payment, when it was practicable.

Number of paying Patients on the first of November 1857, with the amounts received.

1	at	£70	0	0	....	....	....	£70	0	0
2	"	60	0	0	....	....	....	120	0	0
4	"	50	0	0	....	....	....	200	0	0
2	"	45	0	0	....	....	....	90	0	0
2	"	40	0	0	....	....	....	80	0	0
3	"	35	0	0	....	....	....	105	0	0
1	"	33	11	0	....	....	....	33	11	0
1	"	30	0	0	....	....	....	30	0	0
1	"	24	0	0	....	....	....	24	0	0
4	"	20	0	0	....	....	....	80	0	0
1	"	15	0	0	....	....	....	15	0	0
1	"	13	0	0	....	....	....	13	0	0
3	"	12	0	0	....	....	....	36	0	0
2	"	10	0	0	....	....	....	20	0	0
1	"	8	0	0	....	....	....	8	0	0

This scale is regulated in part by the circumstances of the patients, and in part by the disposition of their friends. In some cases there is a willingness to pay liberally; here the Commissioners have no trouble in fixing the price: but in other cases, parties are disposed to take advantage of the Law, and they prescribe their own terms, appearing to feel that it is a compliment to the Institution to pay anything.

This state of things should exist no longer. The Commissioners should not only have power to enforce payment hereafter, but the Law should authorize them to call upon parties able to pay, who have enjoyed the benefit of the Institution, for the full amount which they honestly owe the Province. There are several demands of this kind on the Commissioners' Books, which should be collected.

Of the 151 patients in the Asylum in 1857, but 29 paid toward their support, and of these only a few paid fully. We cannot estimate the exact number who were able to pay, but we believe that it was considerable. Had the Commissioners been able to enforce payment, the amount received during the year from this source alone, would have been increased probably 50 per cent. If to this additional source of income were added the expense of clothing, which the old Bye Laws required, and the sum it has cost to support parties who should not have been sent to the Asylum at all, a large saving would have been effected.

We call attention more particularly to this subject, as we believe that it will be quite possible to make some changes with respect to the admission of patients, which will largely increase the income of the Institution. It was never designed that the Provincial Lunatic Asylum should take the place of an Alms House, or that the burden

burden for the poor, which should be a local charge, should be made a Provincial one. Such is however practically the result of the system now in operation.

The patients of different kinds, who may properly claim admission into the Asylum, may be classed under three heads.

First—Those who are able to pay the whole cost of maintenance.

Second—Those who are only able to do so in part.

Third—Those who are unable to pay anything.

From each of these classes the Province should receive assistance, in supporting the Institution. We have carefully examined the subject, and respectfully submit the following recommendations :—

With respect to the first class, the charge should be made according to the condition and probable cost of the patient.

With respect to the second class, the Commissioners should be allowed to exercise discretion.

With respect to the third class, which is made up of the poor and indigent, the Counties to which they belong should contribute towards their support. Besides the two suits of clothing already named, a certain sum should be paid. We think that ten pounds per annum is a moderate charge for a pauper lunatic. The Commissioners of the Asylum should be empowered to call upon the authorities of the Counties, from which paupers are sent, for this sum yearly, as long as they are in the Institution.

Should these recommendations be adopted, a large revenue may be obtained from the different classes of patients. Assuming the average number in the Asylum to be 150, of whom ten may be set down as transient lunatics, the following estimate which we have made after a careful examination with the Superintendent, will shew the probable result :—

50 Paying Patients averaging £32 10s.	....	....	....	....	....	£1,625	0	0
90 Paupers, £10, ....	....	....	....	....	....	900	0	0
Clothing, two suits,	....	....	....	....	....	175	0	0
						<u>£2,700</u>	<u>0</u>	<u>0</u>

This alone will, in the course of a few years, diminish the charge upon the Provincial funds, about £1,800 per annum.

There are strong additional reasons, why we urge these different financial changes in the management of the Asylum. Its present condition, although as comfortable as it can be made under the circumstances, has excited our deepest solicitude. The existing accommodations are not sufficiently extensive; the patients are over crowded; there is not room enough for proper classification; the patient, who under careful treatment is recovering his soundness of mind, is now necessarily kept associated with confirmed lunatics: such an association is calculated to retard, if not altogether to prevent recovery, and should be avoided as far as possible. It must be a source of constant perplexity and concern to the Superintendent, to be compelled to witness the frustration of his efforts, to improve patients, while to themselves individually, it is a fearful wrong, and to their friends, and families also, who are deeply interested in their recovery, it must be a cause of deep anxiety.

We

We need not say, that insane persons have extraordinary claims upon our sympathies. The mysterious appointments of Providence, have rendered them unable to provide for themselves, and have incapacitated them for all social enjoyments. In some instances, by judicious and careful treatment, they may be restored to reason; for these, especially, it is necessary that the Asylum should possess the means and appliances, which will best lead to this result.

The distinguished Dr. Brigham remarks—

“There are few serious diseases in which early treatment is more essential for recovery than insanity, and few in which it is more likely to be successful. A large majority of the recent cases of this disease recover when subjected to early and judicious treatment, and removed from home and from places where the exciting causes of the disease tend to perpetuate it. It is the neglect of this early treatment that fills the Almshouses and Asylums of the State with the incurable insane. We earnestly entreat those who have the guardianship of the insane not to neglect early treatment.”

There are others, however, who are hopelessly insane; the Asylum is their home, until they find a refuge in the grave. To provide for persons in these different circumstances, is the imperative duty, and should be one of the first cares of a religious community. The expense of the establishment to the Province, is now about £4000 a year. We have shown that this may be materially lessened; but, we feel bound to say, that the Institution requires to be enlarged to the extent of its original design; the increased accommodation is absolutely necessary for the proper treatment, and comfort, and improvement, of the patients. The present promiscuous association of different descriptions of lunatics—blacks and whites, idiots and imbeciles, curable and incurable, ought not to be continued. The new erection would give four additional wards and hospital, and the Asylum would then accommodate comfortably, from 150 to 200 patients. We urge that early arrangements be made to complete it. The expenditure will probably amount to £5000, and may be extended over a period of three or four years. More than this amount will be saved to the Province during that time, if the suggestions we have made are adopted.

In urging this so earnestly, we are influenced only by a sense of duty. We have carefully examined the circumstances and condition of the Institution, and we feel that justice to a class of our fellow beings who are suffering under the heaviest calamity to which humanity is subject, requires that the enlarged accommodations shall be furnished with as little delay as possible.

We close our remarks respecting this Institution with the following extract from the Reports of the Commissioners on Insanity for Massachusetts:—

“We consider the State as endorser for the *cure* of the insane; that when insanity is taken in its early stages four fifths of the patients are curable. That, in almost all cases, (even when friends are able to support their unfortunate relatives for some time after becoming afflicted,) their patience after some years becomes exhausted; *often, too*, the property of the insane, from incapability to manage it, becomes exhausted in a few years. They then become a burden upon the State, when a cure is impossible, and the community, besides losing a productive member of society, positively entails a burden upon itself for his support throughout life; when such is

the fact, surely no means should be left untried to effect a cure in the early stages of the disease, not only by treatment of the most approved method, but it should be compulsory on all friends of such unfortunates to send them at once to the Hospital on the first appearance of the malady, to ensure a cure."

Table showing place of nativity, religious persuasion, &c., of Patients in the Provincial Lunatic Asylum, Saint John, Year ending 31st October, 1857.

COUNTY WHENCE SENT.	PLACE OF NATIVITY.												W. Methodist.	Baptist.	Presbyterian.	C. of England.	R. Catholic.	Unknown.	Total.	
	New Brunswick.		England.		Ireland.		Scotland.		Other Countries or unknown.		Total:									
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.								
Westmorland,	4	2	0	0	0	0	0	0	0	1	0	5	2	0	3	0	3	1	0	7
Charlotte,	2	1	0	1	5	5	1	1	3	0	0	11	8	0	0	2	5	6	4	19
Northumberland, .. .	3	0	0	1	1	1	2	1	0	0	0	6	3	0	0	3	1	4	1	9
Kent,	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	1	0	2
York,	3	2	0	0	3	4	0	0	1	0	0	7	6	0	1	0	5	6	1	13
Saint John,	11	9	0	2	16	13	0	4	6	1	0	33	29	7	9	6	13	22	5	62
King's,	1	1	0	0	2	1	0	0	1	0	0	4	2	0	1	1	2	2	0	6
Carleton,	5	2	0	0	2	1	0	0	0	0	0	7	3	1	1	0	2	5	1	10
Sunbury,	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	1	1	2
Restigouche,	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	1	0	0	1	2
Albert,	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Victoria,	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Queen's,	1	0	0	0	2	0	0	0	0	0	0	3	0	0	0	2	1	0	0	3
Gloucester,	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
Other places and unknown,	0	0	0	1	0	0	0	0	8	2	0	8	3	2	0	2	8	2	2	11
	31	20	0	5	31	26	3	6	22	3	0	89	60	10	17	18	36	51	17	149
	51		5		59		9		25		149									

Number of Patients from each County in the Province for the Year.

York.	St. John.	Westmorland.	Charlotte.	King's.	Queen's.	Sunbury.	Northumberland.	Kent.	Gloucester.	Carleton.	Restigouche.	Albert.	Victoria.	N. Scotia.	Prince Edward Island.	Total.
23	101	7	26	10	2	4	16	2	1	13	2	2	1	16	1	227

JOHN WADDELL, M. D., Medical Superintendent.

MARINE (KENT) HOSPITAL.

This Institution was established about the year 1822, when Commissioners were appointed, and a building secured. It is designed for the accommodation of Sick and Disabled Seamen at the Port of Saint John, who are admitted on application to one of the Commissioners.

The Hospital is situated in Sydney Ward, in the City of Saint John; the land consists of City Lots which were purchased at different periods, and now form a compact block, fronting west on Wentworth Street 200 feet; north on Saint James Street 240 feet; south on Saint Andrews Street 240 feet; the east is bounded by private Lots.

The

The land, which is enclosed by a high fence, is highly cultivated, embellished with ornamental shrubbery, and is much conducive to the comfort and improvement of the sick. Vegetables are also raised for the use of the Hospital.

The buildings, which are wooden, are as follows:—The Hospital which contains three wards, a dining room, and a surgery. Each ward will accommodate from six to eight patients. The Hospital, which is only half the size originally planned, is not always sufficiently large for the accommodation of the patients. In some instances it has been so crowded that Government tents had to be used.

There is also an old house in the north front, which is occupied by the Steward, Matron, and attendant.

The Pest House, which is connected with the Marine Hospital, and which is under the same management, is situated on the north side of Partridge Island. Formerly an old building in Carleton was used for the purpose. This was found inconvenient, and about ten years ago, the Corporation of Saint John appropriated a piece of ground on Partridge Island, to the Hospital, containing 2 or 3 acres, including a fine grove, which is all fenced in, and is in every respect convenient. The building is of wood, and is efficient for the purposes required. All cases of infectious diseased Seamen are landed at or sent to the Pest House on Partridge Island.

The management of the Hospital is placed by Law in a Board of Commissioners, who are appointed by the Governor in Council, who have power to make regulations, and in all other respects control the affairs of the Institution. The Meetings of the Commissioners are not held frequently, and the business seems to be principally managed by the Secretary.

It is sustained by a duty of one penny per ton on every vessel, being of the burthen of sixty tons or upwards. The amount of duty collected at Saint John during the eleven years is as follows:—

1847,	£921	9	3	1853,	£1,158	10	8
1848,	1047	14	9	1854,	1,052	7	2
1849,	846	9	6	1855,	953	11	2
1850,	876	9	9	1856,	1,171	16	9
1851,	999	3	5	1857,	1,002	9	0
1852,	947	9	11				

This amount is more than sufficient to cover all the expense at this Port, but a portion of it is appropriated at the Out Ports, where the expenditure is much larger than the receipts.

In the year 1847 also, the sum of £1000 was withdrawn from this fund by Act of Assembly, for the Sailors Home.

List of paid Officers and Servants of the Institution.

Physician and Surgeon,	....	....	....	....	£140	0	0
Hospital Steward,	....	....	....	....	75	0	0
Do. for Board,	....	....	....	....	18	5	0
Matron,	....	....	....	....	25	0	0
Do. for Board,	....	....	....	....	18	5	0
Male Assistant, or Nurse,	....	....	....	....	72	0	0
Secretary Treasurer,	....	....	....	....	50	0	0

A Gardener is employed part of the year at 6s. 6d., with an assistant at 4s. each working day.

The Pest House has a Physician and Surgeon, (the Quarantine officer residing on Partridge Island,) who receives £25 per annum. Nurses are also hired, when there are patients, to attend the sick, at about 15s. a week.

The following is the cost of this establishment for the last six years:—

1852,	....	....	....	....	....	....	£1,055	19	5
1853,	....	....	....	....	....	....	919	19	0½
1854,	....	....	....	....	....	....	1,022	3	2
1855, 10 months,	....	....	....	....	....	....	845	14	10
1856,	....	....	....	....	....	....	1,030	17	1½
1857,	....	....	....	....	....	....	1,245	3	7

We have examined the Accounts minutely, also the diet table, &c., at the Hospital, and we find every thing correct. The Secretary's Books are kept methodically, and every item is accounted for.

The Steward and other attendants appear to be steady, and to attend punctually to their duties. We may remark here, that the Commissioners should look strictly after this part of the management, as it is of great consequence that those who have the care of the sick should be competent, as well as kind and attentive.

Number of Patients during the last five years.

*		1853	1854	1855	1856	1857
In the Hospital,	....	199	235	168	181	230
In the Pest House,	....	2	12	12	6	8
		201	247	180	187	238

*In giving the average numbers at the different Institutions, the fractions are omitted.

The admissions for the same period, average at the Kent Hospital 202, and at the Pest House 8, making a total average of 210.

The greatest number admitted in one year was 486 in 1847.

From the 31st December 1825, to 31st December 1857, the admissions to the Hospital and Pest House were 7927; of these 296 died; this shows an average admission of 247, the average deaths being 3¼ per cent.

This result speaks well for the effective management of the Institution, and for the successful treatment of the patients. We think that in these respects, it will compare favourably with any other Institution of a similar kind.

The expenses of the Institution are regulated economically. The salaries paid appear to be but a fair remuneration for the different services. The only respect in which we think that a saving can be made, is in the garden expenses; these amount yearly to about £100. From the information which we have received, we believe that if the garden were let out under proper restrictions, the comfort of the patients could be as well secured, and the principal part of this expense, or the whole of it, saved.

Average

Average cost of each Patient admitted during the last five years.

	1853	1854	1855	1856	1857
Kent Hospital,	£4 4 0	£3 18 0	£4 8 8	£5 9 0	£4 18 0
Pest House,	18 0 0	5 5 0	6 15 0	5 13 4	5 5 0

In 1853 there were but two admissions in the Pest House, which raised the cost so high. As nearly as we can estimate, the total yearly expense of maintaining a patient in the Hospital and Pest House, including medical attendance, and all extras, would be about £40.

We have only one or two additional remarks to make with respect to this Institution.

The Hospital is an old building, very much out of repair, and in winter season especially, far from comfortable; it cannot be long, therefore, before a new building will be required.

The Accounts show, that the fund raised at the Port of Saint John is more than sufficient to meet the charges for the support of the Hospital there, but its connection with the Ports in Westmorland and Albert, leads occasionally to considerable drafts from Saint John, to meet deficiencies at these Out-ports. It is therefore the wish of the Marine Hospital Commissioners, that the Out-ports should be disconnected, and thrown on their own resources. Should this not be deemed advisable, we recommend such alteration in the law, as will enable the Government to prescribe rules and regulations, and to adopt such other measures, as may be found necessary to ensure a uniform and economical administration of the funds of these, and all similar Institutions throughout the Province.

We have thus stated at length the course of our investigations, and the results to which they have led us; and it only remains for us briefly to make such recommendations with respect to the future management of these Institutions, as will in our opinion, if carried into effect, largely contribute to their efficiency, and to the public advantage. Very early, in our enquiry, we became satisfied, that if their control were vested in a Central Board, consisting of competent persons paid for their services, many defects which came under our notice, would be remedied, as many of the evils which we have pointed out, have resulted from want of efficient supervision.

The government of these Institutions, and the direction of all the details of their management, cannot be effectively carried on, unless much time and labour be devoted to the work; and no individual, or body of individuals, can be expected to make such a sacrifice, without adequate remuneration.

We were confirmed in this opinion, by a communication from the Mayor of Boston, who informed us, that the entire management of several Institutions in the City of Boston, had been lately placed in the hands of a single Board of Governors, instead of the separate Boards, by which they were formerly administered.

We therefore recommend, that the entire control of the Light Houses be transferred to the Board of Works, as in Nova Scotia; this, we are satisfied, will promote the convenience of all parties, and will insure more direct executive supervision.

We also recommend, that all erections, and repairs of buildings, &c., in connection with the Provincial Penitentiary, Provincial Lunatic Asylum, and Marine Hospital, be placed under the control of the same Department.

We further recommend, that the management of these three last named Institutions, be vested in a Board of not less than three persons, one of whom shall be Chairman, with a Secretary.

The expense of this Board will but little exceed the amount now paid in Salaries and Commissions, while the Province will reap the benefit of a more regular and thorough supervision, connected with a more direct responsibility, which we doubt not will result in greater economy.

Respectfully submitted by Your Excellency's most obedient humble servants,

(Signed)

DAVID WARK,
JAMES McFARLANE,
HENRY FISHER,
JOEL E. READING,
G. E. FENETY.

Fredericton, N. B. March 2nd, 1858.

Annual Report of the Commissioners of Provincial Lunatic Asylum for 1857.

*To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor
and Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY,

The Commissioners of the Provincial Lunatic Asylum respectfully forward to Your Excellency their Annual Report of Expenditure and Receipts for the year ending 31st October, 1857, and the Annual Report of the Medical Superintendent.

The Expenditure for maintenance from 1st November 1856 to 31st October 1857, under their several classifications, amounted to £5,104 7 4, to which placing the Farm produce, valued at £269 19s., makes the aggregate expenditure, £5,374 6 4

The Receipts for the same period, viz:—

From paying Patients,	....	....	....	....	£918	3	10
For Supplies to Patients,	....	....	....	....	11	0	2
Donation,	....	....	....	....	1	0	0
Wheat, &c. sold for	....	....	....	....	62	15	11
					<hr/>		
					£992	19	11
Add—Farm produce included in Expenditures,	....				269	19	0
					<hr/>		
					£1,262	18	11
Received from Provincial Treasury,	£4,000	0	0				
Transferred from Building Account,		16	15	0			
Balance 31st October 1856,		40	15	2	4,057	10	2
					<hr/>		
					5,320	9	1
					<hr/>		
Leaves balance due the Commissioners 31st October 1857,					£53	17	3
					<hr/>		

The amount received from the Provincial Treasury for maintenance in 1857 was £4,000, and for the year 1856, £4,199 2 5; less £199 2 5 for 1857 than for 1856.

The average cost on the aggregate expenditure for each Patient appears to be, for the years 1857 £35 11 11, 1856 £33 11s., 1855 £34 12 9, 1854 £33 15s.

Care has been taken to extend all necessary comforts absolutely required by the unfortunate inmates of the Asylum, while the strictest economy has been used in the support and management of the Institution.

The Commissioners estimate that the expenditure for the year ending 31st October 1858, solely for maintenance, will require from the Provincial Fund not less than four thousand pounds; and a further sum of eight hundred pounds, as hitherto reported, would be required for furnishing dormitories, fencing, repairs, &c., (including two hundred pounds due and unpaid on the Building Account,) which should not appear in the estimate against the Institution for maintenance.

The Commissioners have much satisfaction in reporting the serviceable state of the Institution under the management of Dr. Waddell, and his continued, able, and

zealous endeavours for the improvement and comfort of the insane; they also appreciate the continued gratuitous services of the Chaplain, the Rev. William Scovil, A. M.

The Commissioners trust that the Report of the Government Commission, now holding their enquiry on the management and condition of the Asylum, and the Superintendent's ample Report, in which the Commissioners fully concur, will confirm what they considered necessary in their previous Reports for the well-being and advancement of the Institution.

All of which is respectfully submitted.

JOHN WARD,
WM. OLIVE,
ROBERT F. HAZEN,
PETER BESNARD,
L. A. WILMOT,
J. SIMPSON.

REPORT OF THE MEDICAL SUPERINTENDENT.

On the 31st October 1856, there were one hundred and fifty patients in the Institution, seventy eight males and seventy two females. From that date to the present time, seventy seven have been admitted, fifty one males and twenty six females. The whole number under treatment during the year has been two hundred and twenty seven, males one hundred and twenty nine, females ninety eight. Of these there were discharged twenty eight recovered, fifteen males and thirteen females; six much improved, four males and two females; fifteen improved, nine males and six females; five unimproved, two males and three females; and twenty four have died, ten males and fourteen females; and there remain now on the record one hundred and forty nine, eighty nine males and sixty females.

The smallest number at any one time during the year, November 2nd 1856, was one hundred and forty five, seventy seven males and sixty eight females. The largest number at any one time, 30th July, one hundred and fifty nine, males eighty nine, females seventy; and the monthly average is one hundred and fifty one, males eighty four, females sixty seven.

Of those remaining, one is recovered, thirty nine are improved, and one hundred and nine are unimproved.

The cause of death in eleven cases was exhaustion from chronic disease, in four from dysentery, in three from consumption, in two from apoplectic seizure, and in one each from diarrhœa, epilepsy, general paralysis, and old age.

In August, September, October, and November, fourteen deaths occurred, while in the other eight months there were ten deaths.

Tables No. 1 and No. 2, which follow, exhibit the steady increase of "old cases" of insanity for twenty two years, and illustrate the necessity for corresponding extension of accommodations, and other means required for their proper safe keeping and treatment.

Table No. 3 shews the steady rise in the amounts received from paying patients, and the estimated value of the products of the farm. This table applies only as may be seen to the present Institution.

No. 1.—Table shewing yearly number of admissions into the Provisional Lunatic Asylum, and gradual increase of permanent Patients, from 1836 to 12th Dec. 1848, the date of its close.

Year	Admitted during the year	Total	Remaining
1836	31	31	14
1837	In Asylum from 1st January, 14	40	21
1838	" " 21	29	21
1839	" " 21	39	24
1840	" " 24	48	40
1841	" " 40	68	54
1842	" " 54	43	52
1843	" " 52	47	56
1844	" " 56	60	69
1845	" " 69	50	74
1846	" " 74	62	78
1847	" " 78	73	92
1848	" " 92	62	90

No. 2.—Table shewing the movements of Patients in the Provincial Lunatic Asylum from its opening 12th December 1848, to the end of the present Fiscal Year, 31st Oct. 1857.

Year.	Old Cases.	Received in Year.	Total.	Discharged.	Died.	Remaining.	Average.
1848,	0	*92	92	0	1	91	0
1849,	91	48	139	36	11	92	94
1850,	92	59	151	52	3	96	94
1851,	96	67	163	48	16	99	104
1852,	99	88	187	39	16	132	117
1853,	132	92	224	75	22	127	129
1854,	127	108	235	78	26	131	133
1855,	131	101	232	69	20	143	141
1856,	143	81	224	55	19	150	150
1857,	150	77	227	54	24	149	151

*Ninety of these were received from Provisional Asylum 12th December, and two were admitted between that date and end of the year.

No. 3.—Table shewing receipts from paying Patients and from Farm from 1st Jan. 1849, (a few days after opening this Institution) to the end of present Fiscal Year, 31st Oct. 1857.

Year.	Paying Patients.	Farm.
1849,	£40 7 6	
1850,	115 5 8	
1851,	147 18 1	
1852,	437 7 7	£216 18 8
1853,	579 2 2	250 0 7
1854,	588 6 4	351 12 4
1855, 10 mo.	671 7 3½	321 7 5½
1856,	747 1 1	331 0 10
1857,	918 3 10	270 10 0

NOTE.—The Root crop was less productive this year than usual; but there are a Cow and Bull, each three years old, a heifer two years old, and three calves and two sheep, all superior stock, raised on the Farm, and not included in above.

Overcrowding, with the want of the means of proper classification, and the too close proximity of the sexes, deficiency of furniture, inadequate as well as dangerous heating arrangements, scarcity of water, insecure fencing around the grounds, the continued presence of criminal patients among the ordinary insane, and the indiscriminate admission of delirium tremens patients, are serious evils to which I have frequently referred in former Reports, but which during the last year have obtained to their full extent; and I refer to the subject now that it may be kept constantly in view.

It is cause of much gratification that the Government have appointed a Commission to enquire into the condition and wants of the Institution; and I hope to have the whole subject brought to their notice by the gentlemen composing that Commission, in a form that will effectually meet popular prejudice in all points, respecting management, and so present our claims for additions and improvements as to make them irresistible.

The expense of maintaining this Institution may be, by parties unacquainted with the peculiar requirements and destructive propensities of the insane, considered extravagant; but the facts are otherwise, and it is easy to shew that they are so, to persons who may take the trouble to look into the subject. The truth is, that we do not spend enough; and in making this statement I do it advisedly, and court an investigation into the wants of insane persons, and a comparison of our expenditure with that of similar Institutions elsewhere.

The principal question to be settled is, are insane persons to be provided for at all by Government? This being intelligently affirmed, the matter of expense is secondary, all proper care being had that the funds are faithfully and judiciously applied; at all events, this is the view entertained by philanthropists and legislators in other countries where the insane are most humanely and successfully treated.

Insane persons as a class are acknowledged to be destructive, and the arrangements by which they may be restrained within certain bounds, and yet enjoy the largest liberty consistent with their own welfare, and the safety of others, it is admitted by all, must necessarily be expensive.

In making provision for this class, great care should be taken to prevent the expensive accommodations specially provided for them, being used for other classes who could as well, and in some cases even better, be cared for elsewhere.

Originally this Institution was designed for the sole benefit of the insane, but owing to the defects of the law, it is legally sought and enjoyed as a refuge for the imbecile, the idiot, and the delirious. This is manifestly not as it ought to be, and in the removal of such persons who may be here, and in the closing the doors against them for the future, a considerable sum may be saved. The effects of permitting such intrusion on the arrangements for the insane, is damaging to their interests as a class, inasmuch as greater expense is incurred in their name than is required for them alone; further, it was not contemplated that the funds of the Institution should be taxed for clothes for poor persons; on the contrary, it was ordered by the Commissioners and sanctioned by the Government, that every patient, on being admitted, should have at least two suits of comfortable clothing, but for years since the passage of the law, the effect of which I complained in a former Report, necessity has demanded that all clothing that could not be obtained from other sources, should be furnished here; and now, when our whole number of patients is one hundred and forty nine, ninety

ninety persons are being clothed wholly, and ten partially, at the public expense. This is, as I conceive, a glaring imposition, and when it is put right, as I hope it may be, there will be another saving to the Provincial funds.

That an expensive establishment, such as this, for the benefit of insane persons, should be brought into existence with the understanding that all who are able to do so, shall pay for enjoying its advantages to the extent of their means, and yet that no law should be made by which such payments may be enforced, seems strange, and yet it is so; and from such a cause, it is easy to conceive how it may happen that the public chest may be made to contribute the deficiencies of the private purse, and thus a larger sum may be drawn from the public funds than is strictly just, when there is not too great an expenditure, nay, while the strictest economy has been exercised. This evil would be effectually met by clothing the Commission with legal power to investigate the circumstances of each applicant for admission—determine the amount he should pay—and by affording them the means of exacting such payment; and at the same time they should be authorized to take any sum, not less than ten pounds, to meet the real nature of the case.

As regards pauper patients, it seems but reasonable that the Parishes whence they are sent should aid the Government in the care of the insane poor. Were this made imperative, and the small sum of ten pounds a year and clothing exacted for each patient, a large sum would thus be made available, and to the same amount lessen the annual legislative grants.

In a young country where there are not, and where, in the nature of things, there cannot be a separate Institution for every class of persons who cannot be cared for at their own homes, it has been, and still is a perplexing problem to solve, what is the best way of providing for criminals who are insane.

It is obvious, that in the absence of an Institution for this class, that while a criminal continues of unsound mind, the most natural place for his treatment and care is the hospital for the insane, but the point to which I now invite your special attention is, what is best to be done with criminals, inmates of an hospital, restored to reason.

Of criminals there are two classes—those who when insane commit crime, and those who become insane after the commission of crime. The latter, undoubtedly, after treatment and restoration to reason, should be obliged to suffer the penalty of violated law, whatever that penalty may be. But the former being insane at the time of the commission of the deed, and acquitted by a jury on the grounds of such insanity, and sent to a hospital for the insane, and recovers, what is then to be done? In whatever way such persons may be disposed of, it is evident that they ought not to be continued in hospital with the ordinary insane. They feel that they are prisoners, and if they are detained, they should be dealt with as such. But we cannot, in harmony with the principles that regulate hospitals for the insane, introduce prison discipline; nor have we the arrangements by which these persons can be kept without doing violence to our whole plans, in setting up barriers to prevent their escape, which would be offensive and injurious to the class for whose benefit the Institution is especially designed.

There is a person of this description now an inmate here, whose presence is especially offensive, and is to the largest extent a burden on the funds of the establishment, and who, if it is deemed necessary still to continue her in custody, might as

a house servant more than earn her living in the Penitentiary, from which she could not escape. If this person were removed, the Institution would be relieved of a moral nuisance, and, at the same time, of a pecuniary burden.

To recapitulate on the subject of maintenance. If all persons enjoying the benefit of this Institution, who are able, were made to pay according to their ability, not less than ten pounds a year, and were the Parishes throughout the Province made liable to the extent of ten pounds a year, and for clothing each of the paupers; and were the idiot, the imbecile,* the pauper subject of delirium tremens, and restored criminals, excluded, there would be a considerable lessening of the public burden. Beyond this, a fall in the price of the leading articles of consumption might reasonably be estimated. Still if we keep pace with the requirements of the times, and give the inmates comforts such as are enjoyed in other similar establishments, the expense must be more in proportion to their numbers than it has ever yet been.

If the subjects of delirium tremens were admitted at all, it should be contingent upon the state of the house at the time. If there is room, and the person can be treated without injury to the insane patients, then, upon there being deposited a sum equivalent to what may be considered the full charge at a liberal rate, they may be admitted, but in no case ought they to be permitted to remain after restoration to ordinary health; for whatever other purposes the Institution may be made to serve beyond its own legitimate one, (and I regard its being used as a hospital for the treatment of delirium tremens† as one of these,) it ought not to be an asylum for inebriates.

From what has been accomplished, and from what is now in being done in the civilized world in reference to the treatment of insanity, and the care of the demented, it would seem that hospitals and asylums for these purposes are essential requisites of the age.

Ten years ago when the Institution was designed, the necessity for it by all leading minds was fully recognized, and a much larger sum was then given for its commencement than is now required for its completion. At that time the number of persons for whom provision was sought to be made was about eighty. In the last ten years the number has gradually increased to one hundred and fifty. For the last few years, in our Reports, we have reiterated the necessity of completing works begun, involving the comfort and proper treatment of this large number of unfortunate insane persons, and still the Institution lacks the essentials of sufficient extent of accommodation so as to admit of a judicious classification, and especially safe and efficient heating apparatus, with many other requisites to these only secondary.

It may be supposed by some that there is inconsistency in asking for more accommodations for the insane of this Province, while at the same time patients from beyond its bounds are admitted to enjoy the advantages of those that we possess. The most of such patients, however, occupy apartments in our better wards where there are vacancies, and pay remunerating rates, and if these were unoccupied, it would not be consistent with correct views of classification to withdraw from overcrowded wards patients every way unfit in order to fill these vacancies.

Hitherto the course pursued in admitting patients from abroad, has, under all circumstances, been considered by the managers of this Institution beneficial to its interests;

* These classes, idiots and imbeciles, shade into one another. The number now inmates is eleven, eight males and three females.

† There have been only two of this class this year.

interests ; but in Nova Scotia, whence come nearly all such cases, it is contemplated soon to open their hospital, when it may be expected that patients from that Province, of whom there are ten, will be withdrawn.

In classifying the expenses of the Institution, large sums are put under the head of "farming expenses." Farming implements of all kinds, with their repairs, seeds, &c. are fair and legitimate charges against this department, but there are many items included under that head because there is difficulty in finding an appropriate place for them. With the exception of implements, and other things of the same class, which amount in the average to a very small sum annually, I regard the whole receipts as clear profit. If there were no farm, nothing but the garden and grounds immediately around the buildings, there is no servant in the employment of the Institution whose services could be dispensed with. The houses too would be required for various purposes.

The farmer, with his team, affords employment in the fields to a number of men, who, if we had not at command this best of all modes of occupying their time, would require additional attendants to those already engaged for the purpose, for taking care of them in ward, and for accompanying them when out for exercise and amusement.

Other Institutions that are so unfortunate as to have their work all done, and that have no farm, are obliged to resort to the expedient of keeping horses and carriages for the purpose of driving out such patients, and that would be the result here. The only change that could be made would be converting the name farmer to coachman, and farm team to coach horses, and substituting carriages for implements.

Milk being an essential necessary of diet, cows would require to be kept in as great numbers as they are at present, irrespective of farming considerations. That article is now wholly supplied from our own stock for the household, consisting of one hundred and eighty to one hundred and ninety persons.

In reference to swine, it is only necessary to say, that where there is so large a family, if they were not kept on the place, there would be gross waste.

There are other considerations in reference to this subject of a higher order. Labour of a description congenial to the feelings of patients, (and farming operations attract the greatest number,) is one of the very best restorative agents. It has the effect of steadying the mind, keeping it engaged, while it affords healthful exercise in open air ; it improves the appetite, increases the powers of digestion, secures sleep, and thus promotes both physical and mental vigour. In a remedial point of view farm labour here is invaluable ; and instead of its being, as I believe it to be, all profit, were it on the contrary entirely unproductive, the money used for this purpose would be advantageously expended. Further, the writer has reason to know that the mode adopted here in economizing manure, and the general practice pursued in farming, has had a very favourable reflex influence upon the agriculture of the surrounding country ; besides, something has been done in improving the stock in the neighborhood. This department in all its details is now in a very efficient state, and the property in connexion with it vastly increased in value.*

A

* By reference to Table No. 3, it will appear that the proceeds of the farm for five years average three hundred pounds. The land originally cost two thousand pounds, and besides affording site for buildings, pleasure grounds, gardens, &c., &c., it now pays as a farm the interest of five thousand pounds.

A great improvement has been effected in the washing arrangements; the room has been extended, and the labour saving apparatus made more perfect.

For the last few months Spurr's Paraffine Oil has been used in side lamps for lighting the main centre hall and the kitchen, and recently trial has been made of improved portable lamps for other parts of the building. In burning, the oil is so safe, the light so powerful, and the expenditure, in proportion to the light, so moderate, that I am induced strongly to recommend the use of Paraffine Oil for the whole establishment.

The following Papers have been continued gratuitously: Christian Visitor, Casket, Church Witness, Religious Intelligencer, Presbyterian Witness, Courier, Colonial Presbyterian, and the Leader has been added. The several Proprietors will please receive thanks.

The Sabbath religious services have been regularly continued in the Chapel with the usual good effect. The various duties of the Chaplain have been faithfully performed with accustomed promptness and cheerfulness by the Rev. Mr. Scovil.

The Rev. Mr. Baird, and the Rev. Mr. Dumphy, of Carleton, have attended the sick and dying, and the funerals of patients, of their respective Communion; and it gives me pleasure to state, that these duties were performed with much readiness and good feeling.

Since the date of last Report, Doctor John Boyd, who in my absence frequently in the last eight years has discharged the duties of Physician to this Institution, and who so often has assisted in consultation, has been removed by death. To Dr. Boyd the Institution is indebted for many valuable services, which is now recorded with grateful feelings. In the performance of these kind offices the Doctor displayed much amiability of character and soundness of judgment, and in his death the Institution has sustained the loss of a warm friend.

In conducting the business of the Institution for the last year, I have enjoyed the usual support and consideration of the Commissioners and their Secretary, for which I am very grateful; and at the same time I desire to express my approval of the general good conduct of resident officers, attendants and servants.

Humbly recognizing the superintending care of Divine Providence, and confidently trusting in His continued goodness, I most respectfully submit my annual Report.

J. WADDELL.

Provincial Lunatic Asylum, St. John, N. B., Oct. 31, 1857.

Brief Statement of Patients in the Provincial Lunatic Asylum the Quarter ending 31st Oct. 1857.

	Number and Sex of Patients.			Remaining Recovered.	RESULT OF TREATMENT.								Died.		Remaining.			
					DISCHARGED.													
	M.	F.	Total		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total	
Old Cases,	78	72	150			5	7	1		4	3		1	5	10	63	51	114
Admitted since, ..	51	26	77		1	10	6	3	2	5	3	2	2	5	4	26	9	35
Total,	129	98	227		1	15	13	4	2	9	6	2	3	10	14	89	60	149

Patients

Patients remaining on the 1st November, 1857, and in what condition.

Recovered.		Improved.		Unimproved.		Total.		
M.	F.	M.	F.	M.	F.	M.	F.	M. and F.
...	1	23	16	66	43	89	60	149

Number of Patients in the Asylum the last day of each Month during the Year 1857.

	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov. 1856.	Dec. 1856.
Males,	80	82	84	80	84	88	88	91	87	89	77	79
Females,	67	68	70	70	71	68	70	66	62	60	68	68
Total.	147	150	154	150	155	156	158	157	149	149	145	147

Annual average Number.	Males,	84	1-12	Greatest Number at any one time. July 30, 1857.	Males,	89	Smallest Number, Nov. 30, 1856.	Males,	77
	Females,	67	4-12		Females,	70		Females,	68
	Total,	151	5-12		Total,	159		Total,	145

Number of Patients from each County in the Province for the Year.

York.	St. John.	Westmorland.	Charlotte.	King's.	Queen's.	Sunbury.	Northumberland.	Kent.	Gloucester.	Carleton.	Restigouche.	Albert.	Victoria.	N. Scotia.	Prince Edward Island.	Total.
23	101	7	26	10	2	4	16	2	1	13	2	2	1	16	1	227

Table showing place of nativity, religious persuasion, &c., of Patients in the Provincial Lunatic Asylum, Saint John, Year ending 31st October, 1857.

COUNTY WHENCE SENT.	PLACE OF NATIVITY.										W. Methodist.	Baptist.	Presbyterian.	C. of England.	R. Catholic.	Unknown.	Total.		
	New Brunswick.		England.		Ireland.		Scotland.		Other Countries or unknown.									Total.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.								M.	F.
Westmorland,	1	2	0	0	0	0	0	0	1	0	5	2	0	3	0	3	1	0	7
Charlotte,	2	1	0	1	5	5	1	1	3	0	11	8	0	2	2	5	6	4	19
Northumberland, .. .	3	0	0	1	1	1	2	1	0	0	6	3	0	3	1	4	1	1	9
Kent,	0	1	0	0	1	0	0	0	0	0	1	1	0	0	1	1	0	0	2
York,	3	2	0	0	3	4	0	0	1	0	7	6	0	1	0	6	1	0	13
Saint John,	11	9	0	2	16	13	0	4	6	1	33	29	7	9	6	13	22	5	62
King's,	1	1	0	0	2	1	0	0	1	0	4	2	0	1	1	2	2	0	6
Carleton,	5	2	0	0	2	1	0	0	0	0	7	3	1	1	0	2	5	1	10
Sunbury,	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	2
Restigouche,	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	1	0	0	2
Albert,	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Victoria,	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
Queen's,	1	0	0	0	2	0	0	0	0	0	3	0	0	0	2	1	0	0	3
Gloucester,	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Other places and unknown,	0	0	0	1	0	0	0	0	8	2	8	3	2	2	2	2	2	2	11
	31	20	0	5	33	26	3	6	22	3	89	60	10	17	18	36	51	17	149
	51		5		59		9		25		149								

JOHN WADDELL, M. D., Medical Superintendent.

**Report of the Commission appointed under Address of the House of Assembly
relating to the public encouragement of Agriculture.**

*To His Excellency The Hon. John Henry Thomas Manners-Sutton, Lieutenant Governor
and Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned Commissioners appointed 13th December last, in pursuance of an Address of the House of Assembly, and who have been charged to report "as to any improvements that may be deemed advisable in the application of the present Grants to Agricultural Societies to objects likely to produce more permanent and advantageous results to the Agricultural interests of the Province," have the honor to report as follows:—

1. The Commissioners have given their earnest attention to the whole subject referred to them; they have sought advice by means of Circulars and otherwise, from various quarters; they have met together frequently to discuss the subject in all its bearings, and have, at length, agreed unanimously to recommend some considerable modifications in the present application of public moneys to the advancement of Agriculture.

2. The difficulty of the task committed to them may be understood in part from a glance at the Summary of Answers to a number of the Circulars issued by the Commission. Not only are there conscientious differences of opinion entertained by the writers upon all the prominent suggestions offered by the Commission, but also upon such others as occurred to the Gentlemen who had been consulted in the case. A perusal of the summary of opinions given in the form of an Appendix to this Report, will satisfy Your Excellency that there is no single remedy or *panacea* for the supposed backward state of the Provincial Agriculture, but rather that we must trust to the gradual increase of the population and growth of the country, together with the use of a prudent and economical combination of the means which have contributed in other countries to secure the results now especially desired in our own case.

3. It is unnecessary to address Your Excellency at length upon the importance of Agriculture to the welfare of the State, or upon the honorable nature of the calling of a Farmer, but it is desirable briefly to refer to one or two principles in political economy which may help to sustain and enforce the practical conclusions arrived at in this Report.

4. The existence of civil society is considered to be impossible without the production of a large surplus of food beyond the wants of the producers themselves; were it not so, every man would require to be either a hunter, or a shepherd, or a farmer, and the community would remain in a comparatively uncivilized condition.

5. In most European countries, where the climate is favourable and the art of Agriculture properly understood, this surplus is freely produced, and, even in many parts of North America, the soil not only sustains a thriving population of manufacturers, merchants, and professional men, but even already allows of a notable export of farm produce; a state of things which is justly looked upon by statesmen as a sure source and guarantee of national wealth, and of permanent power and prosperity.

6. Without going beyond the limits of the British Provinces, Canada and Prince Edward Island may be cited as instances of this happy development of their natural capabilities; and, although New Brunswick at present imports provisions and farm produce, more particularly wheaten flour, to a great extent,* it may be safely asserted that by the culture of her soil she ought to produce enough directly or indirectly for the supply of her own population, and enough of wheat or corn for the consumption of the farming portion of the community, which probably represents one half of the whole population.

7. It may be said, however, that the produce of our Farms, Fisheries, and Mines, may yield exchangeable value enough wherewithal to purchase that proportion of farm produce which is now imported; but, however valuable these sources of revenue may ultimately become, it is to be observed, in point of fact, that neither the Provincial Fisheries nor Mines have as yet contributed much to our list of Exports.

The chief Exports of this Province are, as is well known, Lumber and Ships. Now, without denying that the Lumber trade, like every other branch of business, pays tribute largely to the farmer, and even becomes the chief support of some new settlements, still the amalgamation of farming with lumbering in the same individual is to be considered generally unadvisable, inasmuch as farming requires and rewards the undivided attention of the farmer, whereas lumbering is essentially speculative and uncertain.

The facilities for overstocking the market with lumber are so very great that fluctuations must necessarily be frequent; and in such a case as our own, where there is a large import of food to be paid for by an article which may have fallen to one half of its previous value, the consequences are likely to be most disastrous.

8. The only safeguard, therefore, seems to be to sustain, by all prudent means, the development of Agriculture, and to encourage the farmer in his efforts to avail himself of all those aids and appliances which science and enlightened experience elsewhere have shown to be necessary for the successful culture of the soil.

9. "The Agricultural interest," said Washington "stands first in importance in our country, and embodies within itself the principal elements of our national wealth and power; and it should be with us, as it has been, and is, with all other prosperous civilized nations, a leading object of public regard." Fully impressed with the belief that these words are as true of New Brunswick as they are of the adjoining States, the Commission desire that the best methods of safely attaining to independence, national and individual, by the pursuit of farming, should be publicly demonstrated, established and taught within this Province. Pursuits of a speculative nature generally offer the greatest attractions to mankind, and instead of requiring any artificial stimulus, they rather stand in need of some wholesome restraints; but the busy manufacturer, the anxious lawyer, and the careful banker, ever regard the substantial comfort and the luxurious serenity of a country life as the ultimate aim and object of all their daily toils and cares.

10. In the Mother Country, the natural fertility of the soil, so called, is not now very much regarded; at all events, the difference of price or rent equalizes all such
natural

*The import of farm produce into this Province amounts to about one third of the whole demand, and is valued at about £600,000, or £3 per head of the whole population; this deficiency, moreover, is not diminishing, but the reverse. For details see Note from J. A. Beckwith, Esq., of the Audit Office, which is given in the Appendix to this Report.

natural diversities, and nullifies them to a very great degree. Some of the English soils, which were naturally of the poorest, now bear the richest crops, and sustain the greatest number of stock. Nature there has been subdued by art; hard clays, barren heaths, and oozy marshes, have alike been clothed with plenty.

11. It is now thoroughly understood that there are certain fixed natural principles which regulate the fertility and productiveness of different soils. These have been in great part ascertained and recorded for the behoof of all concerned. There is a rational and profitable system of culture, and there is also a vicious and exhaustive one. The former is the offspring of knowledge conjoined with experience, while the latter is surely begotten of ignorance and routine.

12. One notable error in connection with American soils generally has been to regard them as being generally of *inexhaustible* fertility; and no doubt, the contrast of their productiveness with that of the old soils of Europe, before the modern improvements had been there introduced, tended to support this view of the case. But it was found out ere long that the broad plains of Virginia refused to grow tobacco or corn to a profit, and that the best wheat soils of New York had lost more than half of their original productiveness. The same is partially true of Lower Canada, and also of the more recently worked soils of Canada West.

The average of New York used to be 30 bushels of wheat to the acre; at present it is only 12½. In Ohio it was once 35 bushels, it is now 15. In many places of Upper Canada it has fallen already from upwards of 30 bushels to between 10 and 17 bushels of wheat to the acre. Nevertheless, in consequence of recent improvements, the soils of Virginia and New York are being brought back to something like their original fertility, and where too much grain is not cultivated proportionally to the green crops, much of the fine land of Canada West continues to maintain its original character.

13. The soil of New Brunswick is naturally fertile in the proper sense of the word, but many farms have become, as is well known, comparatively unproductive, and the cause of this apparent sterility is partly due to the attraction of the master's hand and eye from farming to lumbering, and partly to a groundless belief in the inexhaustible strength of the soil, as exhibited in a reckless and repeated succession of grain crops, neglect of fertilizers and of the well established principles of rational Agriculture.

In Professor Johnston's Report we find recorded the deliberate opinion of a highly competent authority as to the Agricultural capabilities of the soil of this country, and, while differing with the learned Professor as to some of the details, we are willing to accept his opinions on the whole.

14. It is of importance, nevertheless, that the Agricultural capabilities of New Brunswick should be a matter of public demonstration, rather than of individual estimate or opinion. As bearing upon the whole future position and destiny of the country, it is desirable that the point just alluded to should be proved beyond cavil, and that the progress and results of the experiment should be open to the inspection of the whole agricultural community—a lesson, an example, and a benefit to all.

15. Impressed with these views the Commission beg most respectfully to recommend to Your Excellency's attention the subject of a Model Farm, to be established and conducted on public account, ostensibly for the special use and behoof of the agricultural portion of the community, but really for the direct furtherance of the material prosperity of the Province at large.

16. This subject of a Model Farm may possibly be viewed with doubt and suspicion by some, but the Commission incline to think that the vote of the public upon this subject may be predicated from that of the intelligent Farmers whose letters are referred to in the Appendix.*

17. But the Commissioners would not rest their case upon the supposed merits of a Model or Experimental Farm alone, great as their advantages are considered to be. The scheme advocated by the Commission involves a Farm for the breeding of Stock in the first instance only, out of which the Model Farm for mixed husbandry is to grow by gradual extension and cautious development, and which finally may become a School or Normal School or Seminary for instruction in the science, as well as the practice of Agriculture.

18. It is accordingly recommended that the purchase be made as soon as possible, and upon public account, of a Farm in some central and suitable locality in the vicinity of the River Saint John, or near one of the proposed Railroad lines. It is considered that the title of this Farm should be vested in the Crown, that the general superintendence should be confided to a Provincial Board of Agriculture, and the local direction to a competent manager who should be thoroughly conversant with the details of practical husbandry.

The Farm to be purchased should be from three to five hundred acres in extent, or of such a size as to be capable of exhibiting the usual varieties of soil, and the methods of improvement and culture most proper for each variety.

19. By beginning with a Farm for the breeding and raising of pure stock and seeds only, time is secured for the preparation and development of a Model Farm, while a positive and intelligible benefit is at once conferred upon the farming interest by the distribution of such pure stock and seeds as may be raised upon the Farm.

It is considered that this country is peculiarly adapted to the rearing of stock, and it is essential that the best breeds of horses, cattle, sheep, pigs, and poultry, should become much more generally disseminated than they are. The Societies have done something in this direction, but it is to be regretted that their funds have been too often frittered away in small premiums for trifling articles of domestic manufacture, rather than in the steady and continuous introduction of new stock, seeds, and implements.

20. The special grants made for this object by the Legislature at irregular intervals have done some good, but cases of mismanagement and extravagance have become known to the Commission. The moneys guaranteed by the Legislature for the importation of stock within the last four years only has amounted to between £4000 and £5000, although probably the whole amount may not have been drawn from the Treasury. If a comparison should be made between the gross amount which has been paid from the Treasury on account of imported stock, and that which has been actually received by the Societies from the local purchasers of the stock so imported, it would be found that the money received on account of sales in the country was very small indeed; in other words, it would be evident that too high a price has been paid for the benefit intended to be conferred upon the community, and thus the establishment of a Stock Farm for the breeding and sale of pure animals within the country itself, would be justified on the score of economy. It is, of course, to be understood that the

* See Summary of Answers to Circular.

the stock and seeds should be equally distributed throughout the fourteen Counties of the Province, at periodical sales by public auction, open to all.

21. "As regards the Model Farm, it is intended to illustrate as far as the nature of the soil and climate will admit, the best practices in husbandry, to show the management of a Farm in the details and in the whole, to teach the arts of ploughing, sowing, harrowing, cultivating, reaping, harvesting, stacking, threshing, and preparing the products for market; to explain the management and treatment of all live stock on the place, whether designed for food, for labour, or for fattening or working, for beef, mutton, pork, wool, or dairy produce; to teach the whole duty of a shepherd or grazier, and the whole management of the stall or dairy." *

22. The chief objection to a Model Farm is probably the local character which it must necessarily have; the Commission would gladly see one or more such establishments in every County, but the expense is too great, and the experience of one will test their merits and adaptation to the circumstances of the case. In the meanwhile, the benefits of the stock will be felt in a few years throughout the Province, and take away the force of the objection above hinted at.

23. It is the opinion of the Commission that the establishment should, after a time at least, be self-supporting, or at all events that it should repay the annual cost of working it; did not the Commissioners believe that the establishment would at least sustain itself after it was fully in operation, they would hesitate to sanction the undertaking, although by some it might be supposed that the indirect benefits of such an institution would be considered a sufficient return for any moderate deficiency in the Annual Balance Sheet.

24. As already said, the management of the Farm should be vested in a Resident Manager, subject to the visitation of a Committee of the Central Board. At the annual meeting of the Board, the Manager's reports for the year should be submitted, and his suggestions for the future brought up for discussion. The Manager should keep and exhibit when required an Account Current with stock, crops, and labour, or in such form as Farm Accounts in the best system are now kept.

25. The Farm itself should exhibit the best system of husbandry which the circumstances of the country will admit of. All things should be done by number and measure and weight, and the establishment should be a model of order, energy, and intelligence, combined with proper discretion and economy.

Some of the points which would thus be demonstrated and publicly illustrated to the agricultural community, would be the general question of profit and loss upon an exact and intelligent pursuit of agriculture alone, by means of hired labour, upon the average soils of the Province; the convenience and economy of well-arranged buildings, fields, and enclosures; the comparative advantage and profit of the different breeds of stock, native and imported; the principles of breeding; the distinctive and characteristic points and qualities of stock; the economy of stall feeding; the merits of modern implements and machinery, of manures old and new, home made and imported; of permanent improvements, such as draining, subsoiling and irrigation; of kitchen gardens, orchards, and bee-hives. We might also expect definite information concerning the proper proportions, which, in ordinary mixed husbandry, the cultivated land should bear to the labour, which the pasture land should bear to the arable land, which

which the green crops should bear to the grain crops; also concerning the best and most profitable kinds of green crops and grain crops, and what rotations of these are most suitable in ordinary cases.

Such are some of the points upon which information is urgently required, and such are some of the questions to which the Model Farm might be expected ultimately to afford definite and satisfactory replies.

26. It has also been considered by the Commission that pupils would be taken by the Manager of the Model Farm, who on his part, should instruct them in all the details of the Art of Agriculture, while the labour which they performed, or the fees which they paid, should be applied to the support of the Institution. By slightly extending the course of instruction at a later period, the Model Farm might become the means of supplying Teachers of Agriculture for the Schools of the Province, and thus remove the apparent difficulty which exists at present to the introduction of agricultural instruction in some form or other into the Common School Education of the country.

27. The public teaching of Agriculture to the young in Model Farm Schools or Seminaries and Colleges, specially organized for the purpose, is now considered to be one of the most effective means of promulgating a definite knowledge of the scientific principles upon which the Art of Agriculture ought to be conducted. When Mr. Coleman made his Report on European Agriculture in 1844, he only referred to nine Agricultural Schools as known to him, but when President Hitchcock, as one of the Commissioners of Massachusetts in 1852, reported the results of his tour in Europe, he mentions three hundred and fifty two institutions of a similar kind, and warmly commends their efforts and their results. Of these institutions, there were in—

Great Britain and Ireland,*....	....	....	....	....	....	70
France, ....	....	....	....	....	....	75
Belgium, ....	....	....	....	....	....	9
Prussia, ....	....	....	....	....	....	32
Austria, ....	....	....	....	....	....	33
Other German States, ....	....	....	....	....	....	63
Russia, ....	....	....	....	....	....	68
Italy, ....	....	....	....	....	....	2
Total, ....	....	....	....	....	....	352

Others are referred to in Barnard's Report upon the Public Education of Europe, and in L. Playfair's Lecture upon the Industrial Instruction of the Continent; but it is believed that the above Summary may serve to show that the idea of public instruction in Agriculture, with practical illustrations, is not by any means novel or wanting in the sanctions of wisdom and experience.

28. The Agricultural Societies of the Province are, by 17 Vict. c. 7, entitled to receive three times the amount of the money collected by local subscription, provided always that the subscribers are sixty in number, that they have paid an amount of not less

* The expenditure for the Albert National Agricultural School, Model Farm, Garden, and Industrial School at Glasnevin, near Dublin, amounted to £15,558. Besides the above amount there was appropriated in the same year (1854.) the sum of £8,000 to the twenty-five District Model Agricultural Schools of Ireland associated with the establishment at Glasnevin.

less than fifteen pounds, and that the whole amount to be drawn for any single County does not exceed two hundred pounds. If the whole Provincial Grant should be taken up by the Societies, it would involve an annual expenditure of two thousand eight hundred pounds. When to this is added an occasional grant for stock to the amount of one or two hundred pounds for each County, the public might fairly anticipate a steady and systematic improvement; but, notwithstanding the favourable testimony contained in the Answers to the Circular as to the beneficial results of the Societies' operations on the whole, there is room to suppose less benefit has resulted than was to be anticipated; from the expenditure of public money, and certainly there is a great degree of apathy existing among Farmers as to the Agricultural Societies, and it is notoriously difficult to collect the amount required by law, and to find office bearers who will exert themselves to encourage and promote the objects contemplated under the law. This apathy may sometimes be traced to a feeling of distrust in the management, or to a conviction that the moneys expended do not produce a proportionate improvement in agricultural practice. There is a great want of unity of action among the Societies, and there is no official or periodical statement of their collective operations and results. Under the present law there are sent in Reports and Schedules annually to the Government. These documents occasionally also appear in the local Newspapers, but, on the whole, each County remains in ignorance of what is doing elsewhere, and neither the Government nor the Legislature, it is believed, are in a position to understand the bearings of the case as it actually exists.

29. It is the decided opinion of this Commission that there ought to be an annual and official Report or statement from accredited sources of the general agricultural condition of the country. It is believed that this can be best effected by centralizing the existing institutions, and associating them to a certain extent in the direction of the proposed Stock and Model Farm.

30. In Nova Scotia, Prince Edward Island, and Canada, the Societies are all more or less centralized; that is to say, in each of these Provinces there is a General Board of Agriculture through which the grants to the Local Societies must pass, and which thus exercises a constant and a salutary superintendence over the operations of these Societies. In like manner there is in Maine, in Massachusetts, in New York, and in most of the United States, a State Agricultural Society, which acts as a centre of union and a stimulus to local efforts. The periodical returns of the Local Societies are forwarded to this Central Board, from which, as well as from other quarters, a bulky Annual Report is prepared, and thus a public record is preserved of the gradual progress of Agriculture, and a body of trustworthy Agricultural information disseminated throughout the length and breadth of the land.

31. The "New Brunswick Society" so called, established under 13 Vict. c. 62, was an institution calculated to supply for a season the want of a Central Board such as one of those spoken of in the United States or in the adjoining Provinces. The Provincial Grant was treble that of the local subscription, and the gross amount was limited to £200 annually. With these encouragements the Society seems to have done good service for five or six years. Among other things, it published annual Reports and Essays which were highly appreciated. It actively assisted in the importation of Stock upon public account, and it undertook and carried out an Exhibition of the

* The same opinion is embodied in a Report of the Committee of Agriculture, dated April, 1856.

the Art and Industry of this Province, which proved eminently successful, and which, it was hoped, was to be followed by a regular succession of such exhibitions. But the "New Brunswick Society" could hardly be considered a Provincial Board; it wanted a more direct connection with the Government on the one hand and with Local Societies on the other. Although it ever acted in harmony with the County Societies, the subscriptions in aid were chiefly collected in or near Fredericton, and thus it had more the aspect of a Local than a Provincial institution. It gradually contracted its operations, and the law establishing it actually expired in 1855.

32. The time now seems to have arrived when a Provincial Board of Agriculture can be efficiently brought into operation, and placed in such a position as should enable it to give a new and vigorous impetus to the progress of Agriculture.

The Board which it is desired to establish for the general supervision of the agricultural interests of the country, and for the establishment, equipment, and management of the proposed Farm, should consist of one Member for each and every County in the Province, three Members of the Executive Council to be from time to time appointed by His Excellency the Lieutenant Governor in Council, together with the Professor of Chemistry in King's College, for the time being. Of the above, five might be a *quorum* for business.

All the members of all the Societies now existing or hereafter to be formed in the Province, should be deemed and held to be members of the Provincial Agricultural Society, and the Representatives from the different Counties as above referred to, should be elected by the votes of the members or Officers of the different local Agricultural Societies.

This election of the members of the Central Board by the Societies should take place annually on or before the 31st day of December, and, in order to meet the expense of travelling and attendance at the annual or other meeting of the governing Board, it is considered that a sum not exceeding five pounds should be allowed to such of the County Members as might lay claim to the same.

33. The Provincial Board of Agriculture should be a body corporate; it should meet once a year during the Winter Session of the Legislature, and should annually, by its Secretary, submit to the Government a detailed Report of its doings, together with a statement of the accounts and operations of the Farm, and a digest of the returns of the several Agricultural Societies, together with such statistics as he may be able to collect, and with such recommendations and suggestions as the interests of Agriculture may be deemed to require.

34. The consideration of the question of the expense of the machinery involved in the foregoing recommendations has not been overlooked by the Commission, and it is submitted to Your Excellency that no very great outlay is required beyond the amount annually devoted to the encouragement of Agriculture.

35. It is estimated that about £3000 might be required for the purchase of the land and buildings necessary for the Farm; half that amount for stock and seeds to begin with; £150 more for implements, harness, and the like; £450 per annum for the management, labour, and ordinary cost of working the Farm, and something like the same amount for the Central Board and Secretary, thus:—

Permanent investment in land, &c.	£3000	
Plant,	1650	
	—	£4650
Annual charges of the Farm,	£450	
“ “ of the Board,	500—	950
		—
		£5600

36. A specific appropriation for the purchase of land and stock would necessarily be required, but it is not considered that the amount which is to be invested in land could in any sense become a loss to the Province; after a very few years the proceeds of the annual sales of stock would form a large offset to the ordinary charges for working the Farm; and when the establishment has become fully developed, it is considered that the annual charges would be fully met by the profits of the business.

37. To meet the annual outlay in the first instance, however, at all events, it is proposed to limit the gross amount now appropriated by the Legislature to Agricultural Societies to £1400, that is to say, to reduce each of the County grants from £200 as at present, to £100 per annum, subject to the same conditions as are now prescribed by Law.

38. The continuous supply of pure Stock and Seeds, the example of the Model Farm, the instruction in Agriculture, the annual Reports of progress, and the more systematic action of the Societies would, it is believed, be considered by the friends of Agriculture as a fair equivalent for the amount required under the provisions of any Bill that might be drawn up to carry out the suggestions of this Commission.

39. In conclusion, the Commissioners would beg leave to suggest to Your Excellency that, in order to secure the most deliberate consideration of the various points adverted to by them, this Report should be printed and disseminated as widely as possible before the next meeting of the Legislature.

All which is most respectfully submitted by, may it please Your Excellency, Your Excellency's very obedient servants,

JAMES ROBB,
 GEORGE KERR,
 CHARLES PERLEY,
 GEORGE L. HATHEWAY,
 HUGH M'MONAGLE.

Fredericton, 7th July, 1857.

APPENDIX.

[CIRCULAR.]

Fredericton, 14th January, 1857.

SIR,—On behalf of the Commissioners appointed to consider and report upon the means best calculated to improve the action of the Agricultural Societies, and to secure the most useful results from the expenditure of Public Money in the case, I beg to submit a few questions to which your attention is respectfully solicited.

I hope that you will be good enough to forward to me such answers as you may think proper to the questions thus sent, and, if possible, before the ensuing meeting of the Legislature.

I have the honor to be, Sir,

Your very obedient servant,

J. ROBB, M. D.

QUESTIONS.

1. Of what results have the Agricultural Societies been productive in your District?
2. Can you give any information to illustrate your opinions and views?
3. What do you think of the establishment of a Central Board of Agriculture, and of its relations to the local Societies?
4. What is your opinion upon the subject of the establishment of one or more Model Farms in the Province?
5. What do you think of the establishment of the office of a Superintendent of Agriculture for the Province, with or without a Central Board?
6. Do you suppose that the introduction of suitable Agricultural works for reading in the Common Schools by the Children of the country, would be useful?
7. Do you suppose that Agricultural instruction could be beneficially introduced into the higher Seminaries of Education?
8. What is your opinion of the general condition of Agriculture in your neighbourhood, or in the Province?
9. Can you give any information to illustrate your views?
10. What measures would you yourself suggest for the advancement of Agriculture?

NOTE.—In the Summary of Answers to the above Questions, the contractions "Pres." "Treas." "Sec." "Com." stand for President, Treasurer, Secretary, or Committee of County or District Agricultural Societies.

Summary of Answers to Circulars issued by the Agricultural Commission, 1857.

No.	NAMES.	RESIDENCES.	I. RESULTS OF SOCIETIES.
1	Rev. D. Wiggins, Pres.	Maugerville.	Very beneficial.
2	Robt. Bowes, Pres.	Golden Grove,	Very beneficial.
3	J. Wallace, Pres.	Hillsboro,	Not so much as might be.
4	T. Keillor, Pres.	Dorchester,	Good.
5	Rev. N. Coster,	Gagetown,	Not of much benefit to Gagetown.
6	A. C. Evanson,	Sussex Vale,	A certain amount of good.
7	Hon. C. Harrison,	Maugerville,	
8	Hon. W. B. Kinnear,	Saint John,	
9	R. Bayard, M. D.	Nerepis,	Questionable.
10	J. Dibblee,	Woodstock,	Slow but steady improvement.
11	Abner Bull,	Woodstock,	Much good.
12	J. Wright,	Chatham,	Not very great.
13	J. Burpee and others, Com.	Sheffield,	General improvement.
14	J. Caie, Sec.	Chatham,	Productive of beneficial results.
15	Dugald Stewart, Sec.	Dalhousie,	Most beneficial.
16	J. Cookson, Sec.	Springfield,	Very useful.
17	J. Hagarty, Pres.	Uplam,	Most beneficial.
18	S. L. Bishop, M. D., Pres.	Bathurst,	Of much benefit.
19	M. M'Leod,	Studholm,	Productive of good.
20		Maugerville,	Productive of much improvement.
21	C. Carson, Pres.	Saint Patrick,	Of great utility.
22	Rev. B. R. LaFrance, P. P.	Memramcook,	Beneficial to Managers only.
23	L. Coombes,	Madawaska,	No good, except for imported cattle.
24	O. Jones, J. Humphreys, A. Wright,	Moncton,	Of little advantage in Moncton.
25	Edward Simonds,	Fredericton,	Of great benefit.
26	J. Cruikshank,	Kingston,	Questionable.
27	O. Dayton,	Douglas,	Productive of some good.
28	T. O. Miles,	Maugerville,	Good not proportioned to expense.
29	Robert Gray,	Kingsclear,	Less good than was to be expected.
30	Sydney Ingraham, Pres.	Queensbury,	Productive of much good.
31	T. O. Arnold,	Sussex,	Productive of good.
32	A. B. Tayte, Sec.	Saint George,	Productive of good.
33	Nat. Hubbard,	Barton,	
34	R. Stevenson, Sec.	Saint Andrews,	Improvements of all kinds.
35	Rufus Shaw,	Wakefield,	Great improvement.
36	Adam Ferguson,	Campbellton,	Great improvement.
37	W. Napier, Treas.	Bathurst,	Of much benefit.
38	R. Acheson, Sec.	Saint Patrick,	Productive of much good.
39	H. Foshay,	Studholm,	Importations of good stock; no more.
40	James Secord,	Studholm,	Benefits, if any; not commensurate with cost.
41	R. Ketchum & W. Sharp,	Woodstock,	Of great benefit.
42	Samuel Foster, Pres.	Kingston,	Some improvement in cattle and sheep.
43	Hon. F. Rice,	Madawaska,	Of no use as now conducted.
44	W. Tingley, Pres.	Harvey,	Production of marked improvement.
45	W. F. Bonnell,	Gagetown,	Of no particular benefit to poor.
46	J. Stevens, R. Watson, P. & T.	Saint Stephen,	Production of considerable good.
47	R. Wasson, Pres.	Blissfield,	Production of very essential benefits.
48	C. S. Theal, M. D.	Shediac,	No effect of late years.
49	S. B. Weldon, Pres.	Coverdale,	Improvement of 25 per cent.
50	P. Clinch, Pres.	Saint Andrews,	A rivalry for prizes, &c.
51	W. R. Bustin,	Stanley,	
52	L. Donaldson,	Kentucky,	Not commensurate with cost.
53	J. Porter,	Douglstown,	Productive of much good.
54	George Campbell,		Worse than useless; a nuisance to poor farmers.
55	S. H. Gilbert,	Gagetown,	No beneficial results to farmers.
56	James Dixon, Sec.	Sackville,	Largely beneficial.
57	Benson Smith,	Stanley,	Not so much as was expected.
58	George P. Peters, M. D.	Lancaster,	Some good; but attendance very small.

Summary of Answers to Circulars issued by the Agricultural Commission, 1857.

No	II. ILLUSTRATIONS OF OPINION.	III. CENTRAL BOARD.
1	Growth of root crops, improved stock, implements, &c.	Desirable.
2	Improved stock, implements, barns; root crops; more manure; less disease.	New Brunswick Society would do as well.
3	Prevailing apathy about Societies, farms, and book-farming.	Would be beneficial.
4	Better stock, better feed, and better beef.	Great folly.
5	No improved farming, or new crops; no drainage.	
6	Improved breeds of stock; growing spirit of emulation.	Would require to know duties before pronouncing.
7	Improved stock, seeds, and implements.	
8		Of great utility.
9	Small premiums at shows.	Uncertain.
10	Better ploughing, rotation, and composting.	Too expensive.
11	Improved breeds, and implements; introduction of clover.	Too expensive.
12		
13	Improved stock and implements; growth of root crops.	Would require to know scheme more fully.
14	Better ploughing; better stock and heavier grain.	The best thing possible.
15	Import of produce discontinued.	Of no use.
16	Importation of Stock; improved implements; root crops.	Doubtful.
17	Awakened spirit of improvement; lessened prejudice against books; lime promoted; root culture; improved stock, barns, manures, crops.	Highly approves of it.
18	Improved stock; Societies better attended.	Too expensive.
19	Greatly improved stock.	Approves of it, if composed of Delegates.
20	General growth of roots.	Cannot say.
21	Improvement of cereals; yield of meal from grain doubled.	Cannot say.
22		Premature.
23	Society premiums badly awarded.	Something of that kind wanted.
24	Want of united action.	Might be beneficial if it gave impetus to local Societies.
25	Better stock; more roots; more Parish Societies; more information.	Very desirable; should report; should represent local Soc.
26	Land not improving; new stock soon falls off.	
27	Improved ploughing; root crops.	Four Agricultural districts with Central Board for each.
28	Improved stock and implements.	Recommended, with one or two paid Inspectors.
29	Imported stock not appreciated; prevailing apathy.	Hardly understands its duties.
30	Improved stock.	Doubts utility of C. B., thinks Parish Societies best.
31	Stock generally improved.	Useful in connection with Model Farm.
32	Import of grain ceased; stock improved; root culture.	Expense too great.
33	Better implements, sheep, and perhaps hogs.	Costly and of no benefit.
34	Better stock, roots, grains, and cloth; roots exported.	Of advantage.
35	Better stock, crops, implements, and domestic manufactures.	Cannot give an opinion.
36	Better stock and grain; growing interest in agriculture.	Would be attended with good results.
37	Improved stock; greater interest in Societies.	Too expensive.
38	Improved stock; shows; growing interest; of 35 competitors, 30 drew prizes last year.	Unable to say.
39	No feed for stock; premiums misapplied.	Not advisable at present.
40	Result of general observation.	Too expensive for revenue.
41	Better ploughing, stock, implements, seeds; use of clover, plaster, &c.	Premature.
42	Farms of non-members as good as those of members. Improvements due to improved prices.	Of great service if Government paid expenses.
43		Fully approves of it.
44	Improved stock of all kinds; equal to those of any other country.	Benefit not commensurate with cost.
45	Rich men generally get all the prizes.	Much too expensive.
46	Improved stock, seeds, methods, shows, &c.	Not so good as Superintendent.
47	Improved ploughing, ridging wet land, draining, &c.	Of essential benefit.
48		
49	Improved stock; introduction of roots.	Better to multiply Societies.
50	Improved seeds, stock.	Of no advantage.
51		
52	Poor stock, barns; slothful farming.	Almost indispensable.
53	Stimulus to clearing land, improving stock, &c.	
54	Buying bulls for £50 & selling for £8; letting rams, &c. die.	Cannot decide; probably useful.
55	Buying and selling stock, seeds, &c., for a few; monopoly of premiums by a few.	One in every County desirable; with annual Fair, &c.
56	Importation of stock; healthy rivalry caused by premiums.	Opinion not favorable.
57	Improved stock.	Depends on amount of means, and use made of them.
58		Necessary for management of Model Farm.

Summary of Answers to Circulars issued by the Agricultural Commission, 1857.

No.	IV. MODEL FARMS.	V. SUPERINTENDENT.
1		Cannot discern utility of.
2		Approved of: He ought to visit and report.
3	One or more recommended in connection with a Seminary.	Central Board sufficient.
4	As many as are self-supporting.	Not productive of much good.
5	Approves of them.	Approves of it.
6	Favorable to one or two, say in Northumberland and King's and Queen's.	Head of Model Farm might do.
7	One may be tried.	
8	Uncertain.	Capital if he could travel.
9	Uncertain.	Would require to learn his duties.
10	Too expensive.	Very desirable.
11	One desirable.	Not of any use.
12		
13	Not certain; model farmers are best.	Multiplication of needless offices.
14	Cannot say.	Invaluable if in right hands.
15	Farms and Schools in several Counties desirable.	Of incalculable service along with Model Farm.
16	Advantages not tantamount to expense.	Highly necessary, but without Board.
17	Approves of it; wishes irrigation tested.	One required in either case.
18	Good, if several established, and one at Bathurst.	No benefit.
19	Would accomplish great good.	Rather doubtful at present.
20	One might be tried along with a Journal, &c.	Cannot say.
21	Price of labour to high.	Cannot say.
22	Premature.	Premature.
23	A good idea.	Of great benefit with Central Board.
24	There ought to be one in every County, & properly equipped.	Highly desirable and without Central Board.
25	Very desirable in connection with King's College.	
26	Should be one, two, or three in every County with Schools attached, &c.	
27	One Model Farm for each Agricultural district.	
28	Very desirable if not too expensive, would pay indirectly.	Useless without a Board.
29	A Stock Farm might be of great benefit.	
30	Decidedly beneficial.	Should like to see one; should be a member of Government.
31	Should like to see one or more.	Not useful.
32	Would not pay; condition different from England.	Unnecessary, as local officers are personally interested.
33	Fully believes it to be a good thing.	Of little benefit and much expense.
34	Would tend greatly to improvement; present difficulties | great.	Secretary of Central Board more desirable.
35	One in each County necessary.	Useless under present law.
36	Good if within means of Local Societies.	Useful in Canada, might be here.
37	Approves of two or three on same plan as P. E. Island.	Certainly useful, but unpopular if with a Board.
38	Not able to say.	Would tend greatly to improvement.
39	Two Model Farms would be superior to all Societies.	Worthy of consideration.
40	Too expensive at present.	Unnecessary under existing circumstances.
41	Premature.	Premature.
42	Not useful because <i>poor children</i> could not go to it.	Board preferable.
43	Beneficial if there was one in every County.	Board preferable.
44	Approves of one in every County.	Same objections as to Board.
45	Not at present needed.	Very expensive like Inspectors of Schools.
46	As many as possible; best way to interest farmers; would surrender present grants to them.	Strongly recommended.
47	One on a moderate scale recommended.	Not knowing duties cannot say.
48		
49	Better to multiply Societies.	Better to multiply Societies.
50	There are Model Farms in Charlotte.	Would not answer a useful purpose.
51		
52	Should be very small to be like others.	Have a good one and pay him well.
53	Two Model Farms best institutions in Province.	
54		
55	Highly beneficial but fears expense.	Should be Professor of Agricultural Chemistry, and publish Reports; no Central Board.
56	A very doubtful experiment.	Benefits not so great as expense.
57	Useless.	Useless.
58	One of 200 acres near Railroad, or River St. John, for pure Stock, Seeds, &c.	Necessary for farm.

Summary of Answers to Circulars issued by the Agricultural Commission, 1857.

No	VI. AGRICULTURAL SCHOOL BOOKS.	VII. AGRICULTURE IN COLLEGES, &c.
1	Exceedingly useful.	Not so sanguine of good results.
2	Useful and necessary.	Would be beneficial.
3	Of permanent advantage.	Beneficial and practicable.
4	Productive of much good.	Cannot say.
5	Children too young to profit by them.	
6	Most important.	Very desirable.
7	Doubtful.	
8	Most certainly.	Agricultural Chemistry ought to be taught.
9	The basis of all improvement.	Professorship of Agricultural Chemistry in College re-
10	Cannot say.	Cannot say. [commended.]
11	Very useful if third class Schools abolished.	Cannot say.
12	Very probably useful.	
13	Useful for country children.	Important.
14	Very doubtful.	Ought to be useful here as elsewhere.
15	Very proper.	Excellent with Model Farm.
16	Highly necessary.	Not beneficial.
17	Highly proper.	Very probably useful.
18	Not of much use; but a <i>Treatise on Agriculture</i> is required.	Doubtful without practice at same time.
19	Very desirable; Agricultural Chemistry should be required of first class Teachers.	Believe it would be beneficial.
20	Most useful.	Beneficial.
21	Not useful on account of incapacity of Teachers.	Might be useful.
22		
23	The first step to Model farmers.	Useful.
24	Their present exclusion is unfair.	Ought to be introduced with others.
25	Society Agricultural Libraries better.	Very desirable with Model Farm at King's College.
26		
27	Would be highly useful.	Would be useful.
28	Of no great benefit.	Of no great use.
29	Might do some good.	Desirable if only for training Clergymen.
30	Would be very useful to rising generation.	
31	Would be very useful.	Useful.
32	Would eventually lead to beneficial results.	Not to same extent as in Common Schools.
33	Useful without doubt.	Beneficial to the Students.
34	Desirable.	Desirable.
35	Would prove satisfactory.	Quite necessary.
36	Would be very useful to intending Agriculturists.	To a certain extent, along with Model Farm.
37	Would do good in Parish Schools.	Would certainly do good in Grammar Schools.
38	Would be useful.	Would be very beneficial.
39	Decidedly recommended.	Proper in all Seminaries.
40	Could do no harm and might do good.	Certainly; as regards the theory.
41	Of great advantage; but without practice.	Do not recommend it.
42	Good; if books introduced, study should be compulsory.	Not capable of judging.
43	Highly desirable.	Might be introduced.
44	Would be beneficial.	Would be beneficial.
45	Agricultural Libraries preferable.	Perhaps might be beneficial.
46	Introduction of School books useful.	Doubtful.
47	One of the best and most important aids.	They can do so now.
48		
49	Approve of it.	Approves, and practice with it.
50	Desirable as lessons in reading.	Of no use, as upper classes neglect farming.
51		
52	Robb's, Johnston's and Brown's are enough.	
53	Would be a great benefit.	
54	An important step to improvement.	Could be successfully introduced.
55	Productive of much improvement to old and young.	A Professorship of Agriculture desirable.
56	Desirable.	Cannot be done with effect.
57	No.	No.
58	A travelling Lecturer on Agricultural Chemistry best.	Travelling Lecturer best.

Summary of Answers to Circulars issued by the Agricultural Commission, 1857.

No	VIII. STATE OF AGRICULTURE.	IX. ILLUSTRATIONS OF OPINION.
1	Flourishing in Sunbury.	Large export of produce from County.
2	Backward, but improving.	Improved crops, stock, implements, barns, more manure; Pig feed less desirable.
3	Not encouraging in Hillsborough.	Farmers occupied in other things.
4	Not prosperous in Dorchester.	Blight, &c.
5		
6	More roots grown and compost used.	
7	Little improvement in Sunbury.	
8		
9	Improving on Nerepis; Fruit trees neglected.	Increased export of produce.
10	Farmers more independent.	
11	Is as good as market admits of.	
12		
13	Stock and implements improving; Root culture extending.	
14	As good as elsewhere in Province.	
15	Very creditable.	Old country farmers have done great good to vicinity.
16	Retrograding from bad system of culture.	Little invested in farming; composting rare and lime; grain crops few; cropping exhaustive, e.g. 16 successive crops of Buckwheat.
17	Very defective.	
18		
19	Advancing well.	Lumbering abandoned; better ploughing, manuring, implements.
20	Much improved.	
21	Improving very much.	Lumbering wages too high; tide of emigration to westward.
22		
23	People cling to old ways.	
24	Is evidently improving.	Better farms, offices, houses; more grain and root crops. Depressed by lumbering.
25		
26		
27	Not so forward as it ought to be.	[tion. Farms neglected in Winter.
28	Behind many other Counties; has faith in climate & educa-	Rotation imperfect; composts misunderstood, &c.
29	Not quite satisfactory.	
30	Retarded by Lumbering.	Large import of Bread Stuffs.
31	Wants improvement.	Scourging system of crops.
32	Manifest progress making.	
33	Good for those who do not Lumber.	
34	Indifferent.	Stock ill fed; manures ill made; bad rotation; little draining.
35	Materially improved.	Stock, seeds, &c. excellent.
36	As low as Common School Education; very low.	Lumbering over-rides farming interest.
37	Mixed in Gloucester; French backward.	Cereals equal to those of any other place.
38	Great room for improvement.	
39	Bad in King's and elsewhere.	Too much land cultivated; no summer ploughing.
40	Improving.	Nothing particular.
41	Rapidly improving.	Better stock, crops and implements.
42	Slightly improving.	Wheat and potatoes have failed; labour too dear.
43		
44		
45	Advancing at same rate as in most other Countries.	
46	Susceptible of great improvement.	
47	In thriving condition at present.	Better implements, manures, culture.
48		
49	In an improving condition.	Improved machinery, stock, seeds, buildings, methods. Alarming exodus; women to men are as three to one here.
50	Remains stationary.	Worn out lands; import of wheat.
51	Not advancing.	
52	No opinion.	Failure of hay, wheat, and potatoes; discouragement.
53	Not so prosperous as seven or eight years ago.	Best land useless for want of drainage.
54	Indifferent.	
55		
56	Advancing.	Better houses, stock, manures, fences, ploughing, produce.
57	Bad with few exceptions.	Labour high; want of capital.
58	Bad enough.	Implements bad; import duties obstructive.

Summary of Answers to Circulars issued by the Agricultural Commission, 1857.

X. SPECIAL RECOMMENDATIONS.

- 1 Importation of stock, manufacture of implements, culture of roots and clover.
- 2 The appointment of a Superintendent is the chief thing.
- 3 A Central Board of Delegates to direct Societies, &c., also a Journal of Agriculture.
- 4 A sound education is the main thing.
- 5 An Agricultural Journal and Lectures from Superintendent.
- 6 Railways required, and an Agricultural Journal.
- 7 An Agricultural Journal monthly, with farm Accounts.
- 8 A Superintendent is the best thing.
- 9 Better Premium Lists; bounty on Wheat and cleared land; Immigration.
- 10 An Agricultural Journal; a ready cash Market; Railroads; tax on wild lands.
- 11 Railroad required; importation of stock, seeds, machinery, &c.
- 12
- 13 Societies should be left uncontrolled altogether; the lowest number of subscribers should be 30.
- 14 Appropriations for improved stock and implements not very useful; improvement of farms most required.
- 15 Bonus to Teachers capable of instructing in Agricultural Science; Grants for stock, mills, &c.
- 16 The present Law is misapplied by selfish persons.
- 17 Labor above all; Immigration, roads, free grants of land.
- 18 Grants for importing Horses, which should be annually interchanged; Emigration system; Grants to Societies.
- 19 St. John and N. B. Society commended; detailed Agricultural Reports should be imperative; Journal desirable, and public instruction in Agriculture.
- 20 General use of machinery, &c.
- 21 Railroads, &c., Immigration.
- 22 Should develop public spirit; give education, moral and scientific; higher Salaries to Teachers recommended.
- 23 Cattle shows should be limited to cattle of County; premiums should be limited; import stock, seeds, and vegetables; offer premiums on wheat from new land; for wheat fields of 20 acres, and upwards; same for potatoes.
- 24 Leading men should become farmers; cattle fairs; Government Loan Fund; survey of Crown Lands for sale; tax
- 25 County Agricultural Libraries; County Societies should try experiments in draining, &c. [on wild lands.
- 26 Norton's Agriculture for all Schools; Apparatus and Libraries; periodical shows; repeal present law.
- 27 Province to be set off into 4 Agricultural Districts, and to meet in Congress every 4th year.
- 28 A Model Farm and School.
- 29 Improvements must begin at the "Burn."
- 30 Professorship of Agriculture in King's College; Government action required.
- 31 School attached to Model Farm, &c.
- 32 Encouragement or protection of manufacture of agricultural implements.
- 33 Country gentry would be best, and self-reliance; "Up Farmers and at it."
- 34 A Stock Farm strongly recommended in addition to existing Societies.
- 35 Woolen Factories; manufacture of implements, &c.
- 36 Farm Clubs; Agricultural Libraries; Immigration; Emigrant Agent; Railways.
- 37 Present aid to Societies should be continued.
- 38 Immigration, and greater encouragement to settlers; continuation of present Grants.
- 39 Abandon present Grants; bonus on cleared land; premium on best acre or half acre of roots, &c. when certified.
- 40 Factories of implements; Cloth; Immigration; bonus on Grain from new land; every alternate lot of land to be free.
- 41 Increased communication; free trade; reciprocity of manufactures; Oatmills; increased Grants to Societies, with checks.
- 42 Premiums on best yield per acre, &c.; Grants to go for Stock to be sold to public; Society subscriptions to go for Premiums; Stock Agent in Great Britain.
- 43
- 44 Banks in rural districts; factories; importation of farmers.
- 45 Agricultural Libraries in each Parish; bounties on grain from new land, payable 1st May, &c.
- 46
- 47 Agricultural School Books; Agricultural Libraries in Book Stores.
- 48 Cheaper land; liberal grants to Bye Roads; bounty on crops from new lands.
- 49 Continuance of grants to Societies; Periodicals.
- 50 Railroads; knows nothing more within compass of legislation.
- 51 Tax of 5s. on Lumbermen's hay; bounty 10s. per ton on manure from woods; penalty for destroying sawdust; grants for Lime Kilns; loans on land; narrow roads; Lumbermen to open winter roads in settlements; Hop culture.
- 52 A Superintendent.
- 53
- 54 Agricultural Journal; Farm must be improved before Stock.
- 55 Education for the people; no monopoly of land; sound system of Immigration.
- 56 Healthy Immigration. [on Scotch system.
- 57 Lime Kilns every 5 miles; Government aid so that it shall sell at 6d. per bushel; Railroads; Immigration; Banks
- 58 Lessen Import Duties; Dog Tax as a remedy for destruction of Sheep.

REMARKS UPON FOREGOING TABLES.

It is somewhat difficult to arrive at the direct meaning of some of the writers quoted in the foregoing Analysis, but the general sense may be taken to be nearly as follows.

I. Results of Societies.						
Beneficial,	....	....	....	....	....	32
Useless,	..	....	....	....	....	4
Uncertain,	....	....	....	....	....	22—58
Majority in favor of Societies,	....	....	....	....	....	28
<hr/>						
II. Central Board.						
Beneficial,	....	....	....	....	....	21
Useless,	....	....	....	....	....	15
Uncertain,	....	....	....	....	....	22—58
Majority for Board,	....	....	....	....	....	6
<hr/>						
III. Model Farm.						
For,	....	....	....	....	....	32
Against,	....	....	....	....	....	12
Uncertain,	....	....	....	....	....	14—58
Majority for Model Farm,	....	....	....	....	....	20
<hr/>						
IV. Superintendent.						
For,	....	....	....	....	....	22
Against,	....	....	....	....	....	18
Uncertain,	....	....	....	....	....	18—58
Majority for Superintendent,	....	....	....	....	....	4
<hr/>						
V. Agricultural Books in Schools.						
For,	....	....	....	....	....	42
Against,	....	....	....	....	....	5
Uncertain,	....	....	....	....	....	11—58
Majority for Agricultural Books in Schools,	....	....	....	....	....	37
<hr/>						
VI. Agriculture in Seminaries, Colleges, &c.						
For,	....	....	....	....	....	33
Against,	....	....	....	....	....	6
Uncertain,	....	....	....	....	....	19—58
Majority for Agriculture in Colleges, &c.	....	....	....	....	....	27
<hr/>						
VII. State of Agriculture of County.						
Favourable,	....	....	....	....	....	23
Unfavourable,	....	....	....	....	....	15
Uncertain,	....	....	....	....	....	20—58
Majority,	....	....	....	....	....	8
<hr/>						

Agricultural Produce Imported into all the Ports of New Brunswick in 1856.

Bread, 2,269 barrels,	£2,000	0	0	Stg.		
Flour, 175,246 barrels,	249,119	0	0			
Wheat, 130,079 bushels,	40,450	0	0			
Other Grain, 247,363 bushels,	31,778	0	0			
Oatmeal and Corn Meal, 74,508 barrels,	39,459	0	0	—	£362,806	0 0
Meats, salted, cured, and fresh, 31,453 cwt.					68,029	0 0
Butter, Cheese, Lard, 5,852 cwt.					19,036	0 0
Horses, Cattle, Calves, Sheep, 12,091 in number,					24,630	0 0
Tallow and Soap Grease, 5,598 cwt.					14,786	0 0
Hides and Skins,					3,863	0 0
Fruit and Vegetables,					30,486	0 0
				1-5th)	£523,636	0 0
					104,727	0 0
				Currency,	£628,363	0 0

March 24, 1857.

(Signed)

J. A. BECKWITH.

ADDENDUM.

In adverting to the Analysis of the Correspondence, Mr. Bustin (No. 51) expressed dissatisfaction at the brevity of the phrases which were given as the embodiment of his views upon the subject of agricultural reform, and desired to substitute, in lieu thereof, the following:—

“ Discouragement by tax of separating hay from lands which produced it ; encouragement by bounty of return of mature from woods ; extending encouragement even to waste of refuse sawdust and seed shells ; above all, encouragement of produce of cheap lime throughout the Province, by grants for opening quarries and building kilns ; State loans on paid-up lands, for improvement of worn out lands, so as to produce wheat ; and supersede purchase of foreign grain food, which we might raise ourselves, and so save the large yearly expenditure abroad of money, which impoverishes the Province. Encouragement of pasture lands on every farm by discouragement of turning cattle on the (bye) roads, by reserving agricultural use of unnecessarily *wide* roads ; relief of agricultural population by those in the woods assisting by money or substitute to keep open roads in winter, which are principally used by lumberers to convey supplies.”

Some letters were received after the foregoing Report had been written ; among these one from Mr. M. A. Cuming, V. S., Saint John, may yet become available in the further discussion of the subject of Agricultural reform.

J. R.

REPORT OF THE EMIGRATION AGENT.

Memorandum of Proceedings in the United Kingdom in 1857, under Instructions from the Government of New Brunswick.

Copies of Instructions dated December 17th, 1856, and 21st March 1857, are hereunto annexed; also copies of Letters to the Provincial Secretary, dated respectively, London, 13th February, 26th February, March 13th, and 9th April.

In addition to the information contained in these Letters, I have to state that at an interview with Mr. Labouchere, Her Majesty's Principal Secretary of State for the Colonies, a discussion took place as to the price of Crown Land in the Province of New Brunswick, when Mr. Labouchere was pleased to say, that the low price at which vacant land was offered, was more likely to repel than to attract settlers to New Brunswick. In proof of this, he adduced his own experience, and the fact that emigrants would not go to those Colonies where land was of nominal value only.

He said it ought to have been discovered in New Brunswick long ere this, that in order to render its lands attractive a value should be put upon them.

Mr. Labouchere spoke of the Australian Colonies, and said that the Imperial Government had been censured for making the price of land there twenty shillings sterling per acre, but now that those Colonies had obtained the right to manage and sell their lands as they pleased, they found the advantage of the high price, and retained it. He added, that the people of New Brunswick should be brought to know and believe that a higher price for land would best promote its sale and settlement, and the advancement of the country.

The Emigration Commissioners also expressed to me their objections to the low price at which Crown Land is offered for sale in this Province. They said that emigration would never flow freely to any country where the price of land is only nominal. They pointed to Nova Scotia with its cheap land and immediate proximity to England, yet a place where nobody ever thought of going. They adverted to Lower Canada where land is cheap, but which emigrants passed through to reach Canada West, where land is sold at a high price. They mentioned also the Cape of Good Hope, where land of excellent quality is sold very low, yet even before gold was discovered in Australia, emigrants passed the Cape to buy land there of less real value at twenty shillings sterling per acre.

The opinions expressed by Mr. Labouchere and the Emigration Commissioners, I found were entertained very generally in England; the impression being almost universal, that land which could be had at so low a price as to be almost nominal, could not be worth occupying or possessing.

Having completed arrangements with Messrs. Fernie Brothers, of Liverpool, with respect to the conveyance of passengers by the packet ships sailing from that Port for Saint John, I prepared the form of an advertisement to be published in the Newspapers, and circulated extensively by handbills throughout the United Kingdom.

This was submitted to the Emigration Commissioners for their approval, and a copy of it is annexed.

The

The Commissioners made a slight alteration in the proposed form, and struck out the words referring parties to their office for further information.

Their reasons for this are stated in a Letter from their Secretary, dated 6th March, copy of which is annexed.

Subsequently I saw the Chairman of the Emigrant Commissioners, who advised my taking an office near Charing Cross, employing a Clerk, and giving notice that all enquiries respecting New Brunswick would be answered there.

Following up their advice, I learned that an office could be had near Charing Cross, but at considerable cost.

The great difficulty, however, consisted in obtaining an active, intelligent person, well acquainted with New Brunswick, to attend such office; one who could write a good Letter and be able to answer enquiries of all kinds respecting the Province.

I opened negotiations with several parties more or less acquainted with New Brunswick, who I thought might perform the required duties; but I found that such an office as was proposed could not be established efficiently or satisfactorily at a less cost than five hundred pounds sterling per annum. As I was not authorized to make any arrangements extending beyond the year 1857, and as the cost was larger than I could incur without express authority, I was obliged, very reluctantly, to abandon the idea of establishing an office in London.

I then wrote to Messrs. Fernie Brothers, respecting a London agency for their vessels: this they declined, stating that such agencies had always involved them in difficulty, but wishing me to refer to their firm at Liverpool.

I endeavoured to bring about an arrangement between Fernie Brothers and a firm in London connected with Emigration; but as Messrs. Fernie would not allow any commission the negotiation failed.

With the view of assisting unemployed workmen in and about London to emigrate, a movement was set on foot in March by the Duke of Wellington, who initiated it by subscribing one thousand pounds towards a fund, which afterwards, in compliment to His Grace, was called the "Wellington Emigration Fund." At the request of Lord Goderich, one of the Committee, I was placed in communication with him by the Emigration Commissioners, and found that he was strongly in favour of sending out emigrants to New Brunswick on account of the cheapness of doing so, and the probability of the people getting work immediately on arrival.

After two interviews with his Lordship I saw the Secretary to the Committee, and found that as a preliminary to sending out emigrants to New Brunswick, it was necessary the Committee should be informed how much New Brunswick would contribute to the Fund.

Not being prepared to answer this enquiry, and some of the Australian Colonies having contributed liberally, I found subsequently that the Fund was chiefly expended in sending emigrants to those Colonies, and the residue in forwarding emigrants to Canada, in conformity with some arrangement in that quarter.

An application having been made by John Walker Wilkins of the Royal Engineer Office, Aldershot, to the Government of New Brunswick for the purchase of 500,000 acres of Land, that gentleman was referred to me for information: and I received instructions dated 7th February, 1857, from the Surveyor General's Department, as to the course to be pursued with him.

I saw Mr. Wilkins several times with reference to this matter, and after much consultation in London, and correspondence with him at Aldershot, he reduced his proposal into the form of a Petition to the Lieutenant Governor of New Brunswick, for the purchase of 200,000 acres of Crown Land in the Counties of Westmorland, Kent, and Northumberland, northwest of the Maclauchlan Road.

This Petition I forwarded to the Surveyor General in a letter dated 3rd April.

Subsequently Mr. Wilkins took an office in London, on Ludgate Hill, and issued the Prospectus of a Company, to be called the "British Colonial Emigration, Freehold, Land and Buildings Company," a copy of which is annexed.

I refer to the Correspondence and Documents on file in the Surveyor General's Department for further information as to the transaction, respecting which I have not been honored with the slightest information since forwarding Mr. Wilkins' Petition.

While these several matters were in progress, I prepared and got through the Press a Second Edition of my "Hand Book of New Brunswick," of which five thousand copies were printed. To accompany this I had a small Map of New Brunswick compiled, exhibiting conspicuously the tracts proposed for settlement; this was lithographed, and 5000 copies printed. I had also lithographed the plan of the Settlement named "Clarendon," and 250 copies printed: But finding that the expense of lithographing and printing the plans of the other settlements would be very considerable, I sent an estimate of the expense to the Provincial Secretary; not receiving any instructions, those plans are not yet lithographed.

I inserted Advertisements in all the leading London papers, both daily and weekly, of the sailing of each Packet Ship from Liverpool, copy of one of which is annexed.

As often as possible I procured notices of the Province to be inserted in the London and Provincial papers, and spared neither pains nor expense to procure their insertion in a conspicuous manner.

The effect of this was to draw upon me a large correspondence from all parts of the Kingdom, and a great number of calls at my lodgings every morning.

There were crowds of persons anxious to emigrate; but none willing to go unless assisted, or else assured of positive and substantial advantages on arrival in this Province.

At this time I received the instructions dated 21st March, and could only hold out inducements to the extent therein mentioned.

At the same time a Commissioner arrived in England from the Colony of Victoria, entrusted with the expenditure of an enormous sum of money for the promotion of Emigration to that Colony by free passages; and the indefatigable Secretary of the Grand Trunk Railway of Canada was travelling throughout the three Kingdoms, thence to the principal German Emigration Ports, and afterwards to Sweden and Norway, establishing agencies everywhere, regardless of expense, holding out great inducements to Emigrants, and making arrangements for their easy and cheap conveyance to all parts of Canada and the far West, by the Saint Lawrence route.

Before leaving New Brunswick for England I had some correspondence with John Smith, a working engineer of Liverpool, respecting the purchase of Land and Emigration of workmen to New Brunswick. I saw this man at Liverpool on two several occasions, and had much conversation with him: I found him intelligent and energetic, and while in London I corresponded with him regularly.

As

As the shortest mode of stating his views and objects, and at the same time of furnishing some idea of the extent and character of the correspondence which an Agent in London would have to carry on with persons in all parts of the United Kingdom, I send herewith the original correspondence with Mr. Smith, in all twenty one documents.

The Books, Maps, Plans, and documents which I procured and took to England, for the purpose of furnishing an Office in London, were left in charge of Mr. Edward Stanford, Bookseller, 6 Charing Cross, and an inventory of them is annexed.

Mr. Stanford is the Publisher of the "Hand Book of New Brunswick," and will account to the Province for those he may sell, as also for those he has distributed under my direction.

(Signed)

M. H. PERLEY,

Government Emigration Office, December 31st, 1857.

H. M. Emigration Officer.

(Copy)—No. 1.

Instructions to M. H. Perley, Esquire, Chief Emigration Agent in this Province, for his guidance on his arrival in England.

On your arrival in London you will confer with the Emigration Commissioners as to the best means to be adopted for promoting a healthy Emigration to New Brunswick.

You will take the proper steps for establishing an Agency in London for the sale, at very low prices, of Books, Pamphlets, Maps, and Documents relative to New Brunswick, and for the diffusion of information of every kind respecting the same, provided that this object can be obtained at a moderate cost; and also for establishing similar Agencies in some of the principal Towns and Sea Ports in Great Britain and Ireland, if it can be effected without expense, or at a moderate and limited outlay.

The travelling expenses necessarily incurred by you in the United Kingdom in the performance of the above mentioned duties, will be repaid to you; and you are authorized to expend a sum not exceeding £300 stg., in printing official notices and documents relative to the Province, for gratuitous distribution at the various Agencies, in advertising those Agencies, and for advertisements generally.

You will place yourself in communication with the Owners or Agents of Passenger Ships to New Brunswick from whatever Port in the United Kingdom such Vessels may sail, with the view of inducing them to advertise their Vessels extensively.

By each mail to Halifax you will report to me the steps you have taken and the progress you are making in the execution of the important duties entrusted to you, and you will abstain from entering into any engagements extending beyond the year 1857.

(Signed)

R. D. WILMOT,

Secretary's Office, Fredericton, N. B. Dec. 17th, 1856.

Provincial Secretary.

(Copy)—No. 2.

Secretary's Office, Fredericton, 21st March, 1857.

SIR,—Your Letter of the 26th ultimo has been laid before His Excellency the Lieutenant Governor in Council, who have also had under consideration a Report to

the Secretary of State of the Commissioners of Emigration, on the regulations recently adopted here for facilitating the sale of Crown Lands to actual settlers.

It appears from this report that the existence of cheap and easy means of access to a Colony, joined to a prospect of continuous employment at good wages on arriving there, are, in the opinion of the Commissioners, far more likely to determine to that Colony the tide of Emigration from the United Kingdom, than any peculiar facilities in obtaining possession of land.

This conclusion is in no way opposed to the opinion previously entertained by the Provincial Government, but it is considered desirable that I should call your attention to the points, and I am directed to communicate to you, for your guidance, the views of the Provincial Government both on the subject of the "passage" of Emigrants from the United Kingdom hither, and on that of their employment on their arrival here.

Firstly, with regard to the passage of Emigrants from the United Kingdom hither :

It is indeed very desirable that you should continue to use your best exertions to induce ship owners and others, to publish regularly and freely the time of departure of passenger ships destined for New Brunswick, and the Government would learn with great satisfaction any increase in the number of these vessels or decrease in the amount of passage money.

But they are not prepared either to propose or to assent to any arrangement whereby either the whole or any part of the expense of conveying Emigrants from the United Kingdom hither, would be cast upon the Provincial Government; such an arrangement would, without doubt, increase the number of emigrant arrivals in the Province, but it would not by any means necessarily follow that the settlement of the Province would be thereby promoted.

For in the existing state of affairs as regards Emigration from the United Kingdom to the North American Continent, it cannot be doubted that if any pecuniary facilities were afforded by this Province for obtaining a passage hither from the United Kingdom, a very considerable proportion of the Emigrants who would avail themselves of these facilities would do so, not with the intention of settling here, but with a view of proceeding onwards either to Canada or to the United States; and that as soon as these Emigrants arrived in New Brunswick they would leave it for the real point of their destination.

If, however, you should find on enquiry, that there is any considerable number of persons in the United Kingdom, calculated from their previous habits to become useful settlers, and possessed of capital which, although small, would be sufficient to enable them to commence immediately agricultural operations here, with a good prospect of success, and who would desire to avail themselves of the opportunity of purchasing land here under the Crown Land regulations of the 9th December last, but are deterred from emigrating here by the expense of the passage, the Government will be prepared, on receiving information from you to this effect, to consider whether it may not be desirable to allow to an Immigrant purchasing Crown Land, under the above mentioned regulations, a drawback of the amount of passage money actually paid by him to the extent of £4 or £5.

Secondly, as regards the employment of Immigrants on their arrival here :

It is true that certain Railway works are in course of construction under the control of the Government, but those works are, as you are aware, with all other public works in

in this Province, carried on through Contractors, who have of course the choice of those whom they employ.

It is not therefore in the power of the Government, even if it were desirable that they should do so, to guarantee to Immigrants here employment either continuous or temporary, or any specified rate of wages; and you will take care that no misunderstanding on this point is permitted to arise.

But the relations which exist here between the demand and supply of every species of unskilled labour, and of many descriptions of skilled labour, (and in these relations, particularly as regards unskilled labour, the Railway works now in course of construction must necessarily have a marked influence,) will, in the opinion of the Government, when presented in a fair and impartial light, be found to offer to industrious Immigrants at least as satisfactory an assurance of employment at remunerative wages as could be afforded by any fixed engagement, either on the part of the Government, or of an individual, to provide them with employment at a specified rate of wages.

I have, &c.

(Signed)

R. D. WILMOT.

M. H. Perley, Esquire, &c. &c. &c.

(Copy)—No. 3.

Burlington Hotel, London, February 13th, 1857.

SIR,—I have the honor to report to you my arrival in London, and that in accordance with your instructions I placed myself immediately in communication with the Emigration Commissioners.

I first saw Mr. F. W. C. Murdoch, the Chairman, and subsequently met all the Members of the Board. I explained to them what was intended to be done under my instructions, copy of which had been furnished them by the Colonial Office, and they went carefully over the Maps and Plans of Settlements with me.

The Commissioners expressed themselves clearly of opinion that the best way to encourage Emigration to New Brunswick was to hold out the prospect of immediate and continuous employment there at good wages, and that if the prospect of such employment was in connexion with public works, so much the better.

The Commissioners offered their assistance in every way within the limit of their authority to forward the wishes of New Brunswick.

They recommended that before any announcement was made of the inducements to emigrate to New Brunswick, I should arrange with the Agents of the Packet Ships from Liverpool as to the exact rates of passage money, and the precise day of sailing of each Vessel, that the notices might be in the most definite form; and this being done, that I should visit Ireland to ascertain the probable extent of spontaneous emigration, and how much of it could be directed to New Brunswick during the coming season.

I therefore propose going to Liverpool next week, and after doing what is necessary there, will cross to Dublin and prosecute the enquiries suggested by the Board, of which the Commissioners will give me every facility.

My absence from London will not exceed ten or twelve days, meantime the reprint of the "Hand Book" of New Brunswick and the engravings of the Emigrants Map will be going on, these will be ready for circulation in about four weeks.

I have arranged with Mr. Stanford, of No. 6, Charing Cross, to be the Publisher, and he will also sell and circulate the 2,000 copies of Professor Johnstone's Report, which have safely arrived at Liverpool, but not yet reached London.

There are great numbers of unemployed workmen wandering about London and claiming relief from the Unions. They have petitioned Parliament for aid to emigrate either to Australia or to North America, and there will probably be a discussion on the subject in the House of Commons very shortly. Many of the people would be valuable as workmen and settlers in New Brunswick, but I have declined holding out the slightest hope of their being aided to emigrate to the Provinces. I have said that, if landed in New Brunswick, there would be railway employment at once for at least a thousand able-bodied men.

These with their families would amount to five thousand souls; and the great question is, Who shall pay their passages to America?

The free Emigration to Australia is about to be discontinued, the final remittances from thence, to pay passage money, having been received.

I have, &c.

(Signed)

M. H. PERLEY.

Hon. R. D. Wilmot, Prov. Secretary.

(Copy)—No. 4.

Burlington Hotel, London, February 26th, 1857.

SIR,—Referring to my letter of the 12th instant, I now have the honor to state that at an interview with Mr. Labouchere, I learned from him that the Government would do nothing towards assisting the unemployed Mechanics and Builders Labourers now swarming in London, but if arrangements were made for transporting them cheaply and comfortably to New Brunswick, it would be a very proper matter to bring before those Unions upon which the unemployed workmen press most heavily.

As the first step towards a definite arrangement, I proceeded immediately to Liverpool, where I learned from Messrs. Fernie Brothers, that they had arranged for the sailing of the Black Ball Line of Packets on the 5th and 20th of each month during the present season, from Liverpool to Saint John, but had made no arrangements for carrying beyond the short number of passengers—that is one adult to every fifty tons of the registered tonnage of each Vessel.

For these they charged at the rate of £5 sterling for each adult, but on my representing that it was desirable to increase the Emigration to New Brunswick, and that £5 was entirely too high, they wrote me a letter stating that the Owners of the Packets were most anxious to aid in the work of promoting Emigration to New Brunswick, but that the requirements of the late Passenger Act had compelled them to advance the rate of passage money to the sum named.

They begged to say, however, that in the event of parties guaranteeing to send forward a considerable number of emigrants, say 200 to 300 for each ship, they would reduce the rate to £4 sterling for each adult.

I next crossed to Dublin, and there learned from the Emigration Officer that the only Emigration going on from thence at present was to Australia on the free passage system, and that with free passages many would as readily go there, but very few without.

Having

Having communicated with the Emigration Officers at the principal Emigration Ports in Ireland, I learned from Queenstown (Cork), that it is not likely any passenger ship will be dispatched from Cork to New Brunswick this Spring.

From Galway I was informed that up to that time only one single application had been made for a passage to New Brunswick this season.

From Londonderry I learned that the Emigration of the present season from that Port to Saint John would not exceed that of last year (180 souls), even if it should reach that number.

It will require very extraordinary exertions and special arrangements to secure any number of Emigrants to New Brunswick in this and succeeding years. The Australian bounty system has induced a belief that free passages will be granted everywhere.

I found this belief prevailing in every part of Ireland that I visited, and no disposition to go to America, unless assisted by friends or from the public purse.

The most strenuous exertions are being made by Canada and the Grand Trunk Railway Company to secure the tide of Emigration to America by the Saint Lawrence, and as no pains or expense are spared it is very likely the movement will be successful.

I returned from Ireland yesterday, and am now in a position to communicate with the Government respecting the Emigration of the unemployed workmen, who have had a public meeting and petitioned Parliament for assistance to emigrate.

I have, &c.

(Signed)

M. H. PERLEY.

The Honorable R. D. Wilmot, Provincial Secretary.

(Copy)—No. 5.

Burlington Hotel, London, March 13, 1857.

SIR,—I have the honor to enclose the draft of an advertisement relative to Emigration to New Brunswick, which I purpose publishing in the newspapers and circulating extensively in handbills.

This draft I submitted to the Emigration Commissioners, who have approved it in the form enclosed, but they decline a reference to their office for further information. The copy of a letter on this point from their Secretary is also enclosed.

I have since seen the Chairman of the Board on the subject, and he advises that I should take an office in some central position, (say Charing Cross,) and establish an independent agency for New Brunswick, as the Australian Colonies are about doing.

I am now in treaty for an office, but the great difficulty will be to secure the services of a competent person to attend to it, one who is able to answer the numerous questions as to New Brunswick, which will be put by applicants, and reply to letters that will be sent from all parts of the United Kingdom.

If I can engage a fit person there is very little doubt that in a short time a considerable number of Emigrants, such as the Province requires, would find their way, induced by the prospect of immediate and continuous employment.

I am in negotiation with various parties about to emigrate, as to the advantages offered by New Brunswick, and answering their enquiries keeps me fully employed.

Some men from the Army Works Corps, just discharged, propose leaving early in April, and the Adjutant, (whom I see almost daily,) informs me that he has made up his mind to become a settler in New Brunswick, and will leave early in May.

The Emigration Commissioners have placed me in communication with Captain Orr, R. A., who is making enquiries respecting Emigration on behalf of a number of artificers who are to be discharged from the Government work shops at Woolwich on the 5th April, and who think of emigrating.

They have also introduced me to Mr. Vere Foster, so well known for his exertions on behalf of Emigrants, and making voyages with them to America as a steerage passenger; he is assisted in his philanthropic labours by his brother Sir Frederick Foster, and just now is engaged in sending off a number of female servants to the United States.

His attention has never yet been directed to New Brunswick, but I hope to interest him in our Province.

I enclose a copy of his Penny Emigration Guide, (280th thousand,) in which you will observe no mention whatever is made of New Brunswick.

The printing of the "Hand Book" is well advanced, and I hope to send you a copy by next mail, as also a copy of the Emigrants Map of New Brunswick.

I have, &c.

(Signed)

M. H. PERLEY.

The Hon. R. D. Wilmot, Provincial Secretary.

(Copy)—No. 6.

London, April 9th, 1857.

SIR,—I have to acknowledge your Despatch of 21st March, conveying the views of His Excellency the Lieutenant Governor in Council, with reference to the passage of emigrants to New Brunswick, and their employment on their arrival there.

I have not held out to any parties here the remotest hope of being assisted to emigrate at the expense of the Province.

With reference to the employment of emigrants after their arrival, I shall be guided strictly by your instructions in any notice or advertisement I may issue.

The publication of the Hand Book, and the notices which have been taken of it by the Press, have already created considerable enquiry, and my time has been fully occupied in answering personal applications and those by letter.

I cannot secure the services of an efficient agent here except at an expense I do not feel justified in incurring, and besides, I cannot get a person competent to give such information in reply to enquiries as will explain the true state of affairs and not cause misapprehension.

I have a variety of negotiations going on very well, and thus laying the foundation for a desirable emigration hereafter. But it will be absolutely necessary to have an agent here, active and diligent at all times, in order to secure some portion of that emigration for which Canada and Australia are contending so spiritedly, sparing no exertions or expense.

The establishment of such an agent for New Brunswick will be matter for the serious consideration of the Executive, and on which I should wish to be heard personally before any permanent arrangements are made.

I have, &c.

(Signed)

M. H. PERLEY.

EMIGRATION

(Copy)—No. 7.

EMIGRATION TO NEW BRUNSWICK.

Notice is hereby given, that there is a general demand for labour in the Province of New Brunswick, and that one thousand able-bodied men will find immediate employment there, on Railways and other Public Works, and in the business of the country. Ordinary Labourers will receive from 3s. 6d. to 4s. 6d. sterling per day, according to their ability; Carpenters and Masons from 5s. to 8s. sterling per day. Female servants are in great request; also boys of 14 years of age and upwards.

As Railways are being constructed in New Brunswick by the Government as Public Works, there is not only employment for Emigrants instantly on their arrival, but the prospect of its continuing several years.

Arrangements have been made for the sailing of first class Packet Ships from Liverpool for Saint John, New Brunswick, on the 5th and 20th of each Month during the present season. The next ships are:—

Athenais,	...	....	1,016 tons,	to sail	20th March.
John Duncan,	....	....	921	"	5th April.
Peter Maxwell,	....	....	1,058	"	20th April.
Middleton,	....	....	996	"	5th May.
Imperial,	....	....	1,279	"	20th May.
John Owens,	....	....	1,236	"	5th June.

The passage money at present, including full dietary allowance, is £5 sterling for each person of 12 years old and upwards, and half price for children between 1 and 12 years, infants free.

Tracts of land of ascertained good quality have recently been laid out in New Brunswick in the most favourable situations for actual settlement, and lots of 50 and 100 acres each, accessible by a highway, are offered for sale to Emigrants at two shillings sterling per acre; to be held by freehold grants from the Crown, under the Great Seal.

For further information apply at the Office of H. M. Emigration Commissioners, 8 Park Street, Westminster.

M. H. PERLEY,

Emigration Officer for New Brunswick.

(Copy)—No. 8.

*Government Emigration Board,**Park Street, Westminster, S. W., 6th March, 1857.*

MY DEAR SIR,—I beg to return you your proposed advertisement on Emigration to New Brunswick, which the Commissioners approve, subject to the two alterations they have made therein; the first relating to the cost of passage, and the second striking out the words referring parties to this office for further information.

The last point embraces a question of importance, and the Commissioners desire me to explain, that notwithstanding their readiness to afford every assistance in their power in carrying out your operations, they do not feel at liberty to undertake the responsibility which such a public reference to them in the matter would necessarily involve, especially as they have no authority from the Secretary of State on the subject.

I am sorry I have not been able sooner to return the draft of the notice.

I remain, &c.

S. WALCOTT.

(Copy)—No. 11.

List of Books and Documents in Trunk at Stanford's, 20th May, 1857.

Laws of New Brunswick, (bound,)	3 Volumes.
Do do 1855 and 1856,	2 Pamphlets,
Journals of Assembly, New Brunswick, 1854, 1855, 1856, half bound,	3 Volumes.
Census of New Brunswick, 1851,	6 Copies.
Perley's Fishing Reports, (half bound,)	8 "
Do. Pamphlets,	10 "
W. S. Coast Survey, 1852, (unbound,)	1 "
Agricultural Progress, (Dr. Robb,)	19 "
Journal New Brunswick Society,	22 "
Management of Farm in Lower Canada,	28 "
Johnstone's Lecture on Agricultural Capabilities of New Brunswick,	60 "
Portland Convention, 1850,	2 "
Canada at Paris Exhibition, 1852,	1 "
Andrew's 1st and 2nd Reports, (each)	1 "
Hints to Farmers of Nova Scotia, (Dawson,)	1 "
Philosophy of Railroads, (Keefer,)	1 "
Crosskill's Nova Scotia,	10 "
Montreal and the Ottawa, (Keefer,)	1 "
Young's Letters on Canadian Trade,	1 "
Report on Trade and Commerce of Canada,	1 "
Free Trade in Raw Materials, (Hayes,)	1 "
Lord Palmerston on Ashburton Treaty,	1 "
Report on King's College, New Brunswick,	1 "
Hale's Letters on Irish Emigration,	1 "

Maps of New Brunswick by G. H. Perley.

25 Copies, (thick paper,) uncoloured,	1 Edition.
25 " " coloured,	1 "
28 " (thin paper,) uncoloured.	

About 2 quires of Land Regulations, 8th December 1856.

20 Copies Map of "Clarendon."

With Mr. Stanford also—

2000 Copies Johnstone's Report.

5000 " Hand Book of New Brunswick.

5000 " Map of New Brunswick.

To be accounted for by Mr. Stanford.

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