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JOURNAL

AND

PROCEEDINGS

OF THE

HOUSE OF ASSEMBLY.

1849.

[Richard Nugent, Printer to the Legislature.]

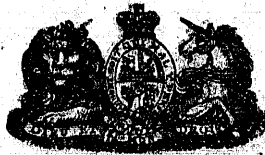
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1849



PROCLAMATION

BY HIS EXCELLENCY LIEUTENANT-GENERAL

SIR JOHN HARVEY,

Knight, Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant L. S. J. HARVEY, Governor and Commander in Chief in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, &c. &c. &c.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the First day of June next;

I have thought fit further to prorogue the said General Assembly until Thursday, the Third day of August next—of which all persons concerned are desired to take notice and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax, this 26th day of May, in the eleventh year of Her Majesty's Reign.

BY HIS EXCELLENCY'S COMMAND

JOSEPH HOWE.

God save the Queen.

PROCLAMATION

BY HIS EXCELLENCY LIEUTENANT-GENERAL

SIR JOHN HARVEY,

Knight, Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-L. S. J. HARVEY, Governor and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, &c. &c. &c.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Third day of August next;

I have thought fit further to prorogue the said General Assembly until Thursday, the Fifth day of October next—of which all persons concerned are desired to take notice and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax, this 26th day of July, in the twelfth year of Her Majesty's Reign.

BY HIS EXCELLENCY'S COMMAND

JOSEPH HOWE.

God save the Queen.



PROCLAMATION.

BY HIS EXCELLENCY LIEUTENANT-GENERAL

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, &c. &c. &c.

L. S. J. HARVEY.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Fifth day of October next :

I have thought fit further to prorogue the said General Assembly until Thursday, the Twenty-third day of November next—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax, this 27th day of September, in the twelfth year of Her Majesty's Reign.

BY HIS EXCELLENCY'S COMMAND.

JOSEPH HOWE.

God save the Queen.

PROCLAMATION.

BY HIS EXCELLENCY LIEUTENANT-GENERAL

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, &c. &c. &c.

L. S. J. HARVEY.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the Twenty-third day of November instant :

I have thought fit further to prorogue the said General Assembly until Thursday the Twenty-eighth day of December next—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax, this 15th day of November, in the twelfth year of Her Majesty's Reign.

BY HIS EXCELLENCY'S COMMAND.

JOSEPH HOWE.

God save the Queen.



PROCLAMATION.

BY HIS EXCELLENCY LIEUTENANT-GENERAL

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant Governor and Commander in Chief, in and over Her Majesty's Province of Nova-Scotia, and its Dependencies, &c. &c. &c.

L. S. J. HARVEY.

WHEREAS the General Assembly of this Province stands prorogued to Thursday, the Twenty-eighth day of December instant :

I have thought fit further to prorogue the said General Assembly until Thursday, the Eighteenth day of January next—*Then to meet for the Despatch of Business*—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my Hand and Seal at Arms, at Halifax, this 7th day of December, in the twelfth year of Her Majesty's Reign.

BY HIS EXCELLENCY'S COMMAND.

JOSEPH HOWE.

God save the Queen.

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JOURNAL AND PROCEEDINGS
OF THE
HOUSE OF ASSEMBLY
OF THE
PROVINCE OF NOVA SCOTIA,
SESSION, 1849.
12°. VICTORIÆ.

THURSDAY, 18TH JANUARY, 1849.

THE House having been by several Proclamations prorogued until this day, then to meet for the Dispatch of Business; and being met—

House meet.

A Message was delivered by John James Sawyer, Esquire, the Gentleman Usher of the Black Rod.

Message from Lieut Gov. requiring attendance of House.

Mr. Speaker,

His Excellency the Lieutenant Governor commands the immediate attendance of this Honorable House in the Council Chamber.

Accordingly the House went up to attend His Excellency in the Council Chamber.

House attend.

And being returned,

Mr. Speaker reported that the House had attended His Excellency in the Council Chamber. And that His Excellency had been pleased to make a Speech to both Houses of Parliament, of which, Mr. Speaker said he had for greater accuracy obtained a Copy, which he read to the House as followeth:—

Speaker reports Speech of Lieut. Governor.

*Mr. President, and Honorable Gentlemen of the Legislative Council;
Mr. Speaker, and Gentlemen of the House of Assembly;*

Speech

I have called you together at as early a period as I conceived would be convenient for you to enter upon the consideration of the public business of the Country. During the year which has just closed we have witnessed, in foreign Countries, a succession of startling events,—the downfall of ancient dynasties, the violent disruption of the relations of established society, and sanguinary Civil conflicts, and have learned, by contrast, to prize more highly the blessings of rational liberty, union, peace and industrial development, secured to the Empire of which Nova Scotia forms a part, by the mild sway of a Sovereign whose prerogatives in their exercise express the national will, and derive their strength from the people's affections.

It

It becomes my pleasing duty to inform you that, with two exceptions, all the Acts passed during the last Session have received the Royal assent. To a reconsideration of those two I shall invite your attention, so soon as the usages of Parliament permit me to lay before you the views of Her Majesty's Government as expressed by the Right Honorable the Secretary of State for the Colonies.

During the recess the Engineers employed by Her Majesty's Government in the exploration of a line for an inter-Colonial Railway, from the Atlantic to Quebec, have finished their labors.

Copies of their Report, with the accompanying plans and Sections, will be promptly laid before you. An equitable adjustment of the expenses of the Survey having been satisfactorily arranged, the proportion for which the faith of Nova Scotia was pledged has been paid.

You will be gratified to learn that this Report fully establishes the practicability, while it variously illustrates the importance, of the proposed enterprize, in the speedy accomplishment of which there is every reason to hope the resources of these Northern Provinces may be combined, liberally aided by the co-operation, skillfully guided by the influence, of the Imperial Government.

I shall lose no time in submitting to you despatches of a very important character, in which the views of Her Majesty's Ministers, and of the Governments of Canada and New Brunswick, in relation to this great work are fully explained.

Deeply sensible of the influence which this National Highway must exercise upon the destinies and future prosperity of this portion of the Empire, I trust I shall be enabled, before the close of the Session, to invite your grave consideration to some measure within the compass of our means, and in which the wisdom and prudence of both branches of the Legislature will be ready to concur.

It affords me pleasure to state that the Survey, which I was authorized to direct under the grant of last Session, has fully established the practicability of Railroad communication between Halifax and Windsor. To connect with the capital of Nova Scotia, that singular estuary, around the shores of which, and upon the banks of the numerous rivers that empty into it, our richest lands and most thriving Agricultural communities are situated, is an enterprise apparently full of promise. The report and plans prepared by the Engineer, now undergoing a careful revision and inspection, will shortly be laid before you, I trust in sufficient time to enable you to give to them a careful consideration; and, if deemed judicious, to adopt such measures as may ensure a successful completion of the work.

I have to regret that the Electric Telegraph, to extend from the capital to the Northern frontier of Nova Scotia, contemplated to be built by the Act of last Session, has not yet been erected. Early in the season, effective measures were adopted by me to obtain accurate information relative to the most approved models and the cost of construction. The necessary arrangements for continuing the lines to Canada on the one hand, and to the United States, by the Southern shore of New Brunswick, on the other, not having been completed, I thought it would be premature, under those circumstances, to authorize any expenditure.

The establishment throughout British North America of a uniform low rate of Postage—the adjustment of a system of inter-Colonial trade, as also the arrangements indispensable for the collection of Statistics, and the subdivision of the expenses of the Railway exploration, (all incident to the Legislation of the last Session) having appeared to me to render Deputations to the adjoining Provinces desirable, some members of my Council were sent in May last to Canada and New Brunswick.

The reports and documents connected with those missions, I shall cause to be laid

laid before you, and you will be gratified to perceive the *cordial* spirit in which the proposals made were met, and which must ultimately lead to a final and satisfactory adjustment of these important questions.

Full powers having been conferred upon me by Her Majesty's Government, I have, acting in the spirit of the measure passed last Session, directed a consolidation of the Crown Land Department, which, I trust, will lead to an improvement in the management of this branch of the public service, and to an ultimate saving of expense.

During the recess, I have endeavoured to carry out the wishes of the Legislature relative to the Mineral resources of this Province. A Survey and Report of a portion of them have been made, in accordance with the Address of the Assembly, and these, together with the correspondence conducted with the Secretary of State, as developing the views of Her Majesty's Government upon the subject, will be promptly submitted for your consideration.

The Acts which provide for the support of Education, and for the encouragement of Agriculture, will shortly expire; and I shall be gratified if, in the renewed consideration of these very prominent interests, the experience of the past conduct you to harmonious and successful Legislation.

It is pleasing to me to be able to inform you that the quantities of Fish taken around our Coasts have proved as abundant as in ordinary seasons: and if any depression is felt in that highly important branch of our industry, it is owing to general causes that tend to lessen the price of this great staple, in the markets abroad.

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

Detailed Accounts of the Receipts and Expenditures of the past year will be laid before you without delay, together with the Estimates of the expenses of the current year.

The general derangement of Commerce has, for a season, injuriously affected every branch of Colonial Trade. The partial failure of the Crops, during three successive years, has necessarily diminished the circulation, and while it depressed the spirit of enterprize, curtailed, among all classes, the means of consumption.

You will, however, be gratified to learn, that while taxation has been light the Revenue has been sufficiently productive to enable the Government to meet with promptitude every demand upon the Treasury, and to make such advances as were necessary to repair the damages occasioned by heavy floods in some of the Eastern Counties, and to discharge, towards the diseased and the unfortunate cast upon our coasts, the obligations of humanity.

Let us, while thankful to Divine Providence for the mercies with which the trials of the past have been tempered, contemplate with renewed hope the unerring signs of a more generally prosperous condition, to which we may confidently look for the supplies necessary to maintain public credit, and stimulate the improvement of the country.

Mr. Mott, pursuant to leave given, presented a Bill for abolishing Imprisonment for Debts of certain amount; and the same was read a first time, and ordered to be read a second time.

Bill presented to abolish imprisonment for debt.

Mr. Creelman then proposed the following Address in Answer to the Speech of His Excellency the Lieutenant Governor, and moved that the same do pass, viz —

Answer to Speech moved.

TO HIS EXCELLENCY LIEUTENANT GENERAL

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order; Lieutenant Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia, and its Dependencies, &c. &c. &c.

May it please Your Excellency—

WE, the Representatives of Her Majesty's Loyal Subjects the People of Nova Scotia, thank your Excellency for inviting us to the consideration of public business at this convenient season.

The startling events and sanguinary scenes which have, during the past year, created so fearful an interest in the contemplation of the affairs of other countries, have, by contrast, heightened our appreciation of the security and the blessings enjoyed within our own, and more firmly attached us to the mild sway of a Sovereign, whose Government, while it expresses the National sentiment, derives its strength from the People's affections.

That the Acts of the last Session, with two exceptions, have met the Queen's approval, we are gratified to learn; and Your Excellency may be assured, that the views of Her Majesty's Government, in reference to those, which have been reserved, shall receive from us a respectful and grave attention.

We thank your Excellency for the information communicated on the subject of the projected Railway from the Atlantic to Quebec, and for the steps so promptly taken to redeem the pledged faith of the Legislature, and to secure the co-operation so essential to combine the resources of all the Provinces interested, in some measure which may lead to the final accomplishment of the work. To the plans and estimates of the Engineers, and to the correspondence with the Imperial and Colonial Governments, we shall give our best consideration, deeply sensible, as we are, of the influence which this National Highway must exercise upon the destinies and future prosperity of this portion of the Empire.

We learn with sincere satisfaction that the practicability of Railway communication between Halifax and Windsor, has been established by the Survey which Your Excellency was empowered to direct under the Grant of last Session, estimating as we do the importance of rapid and cheap transit between the fertile Counties lying around the Basin of Mines and the Capital of our country, it will give us pleasure to discover that we can safely sanction an enterprize apparently so full of promise.

In delaying the construction of the Electric Telegraph until the lines of connection with Canada and the United States were formed through our Sister Province, we are of opinion that Your Excellency has exercised a wise discretion, and anticipated the wish of this Assembly.

We thank Your Excellency for the steps taken to ensure uniformity of action on the important questions of Inter-colonial Trade, and a low rate of Postage; and we shall rejoice if the united wisdom of the Colonial Legislatures, by perfecting the measure now in progress, shall secure to the population of British America, the facilities and advantages contemplated, and which cannot fail to promote an interchange of thought and of the products of Colonial industry.

The consolidation of the Crown Land Departments, in the spirit of the measure passed

passed last Session, meets our entire approval, and we shall faithfully endeavour, with due regard to economy, to aid Your Excellency in rendering more efficient this branch of the public service.

We thank Your Excellency for your exertions to carry out, during the recess, the wishes of the Legislature relative to the Mineral Resources of the Province, and will be gratified if we discover, in the views of Her Majesty's Government, a solution of difficulties by which this subject has been hitherto beset.

The general Education of those we represent, and the advancement of the Agricultural classes in a scientific knowledge of the arts by which they live, are so intimately interwoven with our future prosperity and intellectual advancement, that your Excellency may be assured, in the consideration of these prominent interests, we shall give full weight to the experience of the past.

The Public Accounts and Estimates will be duly considered, when submitted for our examination.

The assurance that our country has passed through a season of unexampled depression, arising from the general derangements of commerce, and the partial failure of Crops, during three successive years, honorably fulfilling, with light taxation, all its public obligations, providing for unforeseen casualties as they arose, and discharging the duties of humanity towards the diseased and the unfortunate cast upon our coasts, ought to encourage a well-grounded confidence in our future destinies, and resources.

On these, and on the goodness of Divine Providence, we securely rely for the supplies which may be hereafter necessary to maintain public credit, and give an impetus to internal improvement.

Which Motion being seconded,
Ordered, That the further consideration thereof be deferred until to-morrow.

Mr. Speaker acquainted the House that he had received a written communication from Mr. Joseph Quinan, Assistant Sergeant at Arms of the House, announcing his resignation of that office; and thereupon—

Ordered, That this House do now proceed to choose, by ballot, an Assistant Sergeant at Arms.

And the House accordingly proceeded to choose by ballot an Assistant Sergeant at Arms in the place of the said Joseph Quinan.

And upon the said ballot being taken, and reported—

It appeared that Mr. Thomas Donivan had a majority of votes:—therefore,

Ordered, That Mr. Thomas Donivan be the Assistant Sergeant at Arms of this House.

On motion of the Honorable the Provincial Secretary.

Resolved, That a Committee be appointed to consider and report upon Tenders for Printing for this House, and all matters connected with the Contracts on that subject, and other matters connected therewith.

Ordered, That the Honorable Provincial Secretary, Mr. Fraser, the Hon. Mr. Huntington, Mr. Blackadar, and Mr. Creelman, be a Committee for that purpose.

Ordered, That Mr. Fraser, Mr. Killam, Mr. Mott, Mr. Taylor, and Mr. Mignowitz, be a Committee of this House for the purpose of examining the Public Accounts, jointly with a Committee of the Legislative Council; and that the Clerk do acquaint the Council therewith.

Ordered, That Mr. Hall, Mr. Harrington, and Mr. Henry be a Committee to examine and report on the expiring Laws.

Consideration defer'd

Resignation of Assistant Sergeant at Arms

Order for choice by ballot of Assistant Sergeant at Arms.

Ballot

Mr. Donivan chosen

Com. on Printing.

Com. on Public Accounts

Com. on Expiring Laws

Speaker communi-
cates appointment
of Judge DesBarres
and issue of new
Writ for Guysboro'

Mr. Speaker acquainted the House that, having received official information that the Hon. the late Solicitor General, member for the County of Guysborough, had been appointed a Pusine Judge of Her Majesty's Supreme Court of this Province, whereby his seat in this House had become vacated. He the Speaker had thereupon, according to the usage and custom of this branch of the Provincial Legislature, requested his Excellency the Lieutenant Governor to cause a Writ to be issued for the election of another representative of the said County in General Assembly.

Com. of Privileges
added to

On motion, *Resolved*, that the Hon. Mr. Johnston and Mr. Freeman be substituted for the Honble. Judges Dodd and DesBarres, as members of the Committee of Privileges, whose seats have been vacated by their appointments as Judges of the Supreme Court.

Chairman appointed

Ordered, That the Hon. the Attorney General be replaced upon the Committee of Privileges as Chairman thereof, which he held before his appointment to the said office of Attorney General.

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

FRIDAY, 19TH JANUARY, 1849.

PRAYERS.

Address in answer to
Speech read and
considered clause
by clause

Pursuant to Order the House proceeded to the consideration of the Address proposed and moved yesterday in answer to the Speech of His Excellency the Lieutenant Governor—

And the said Address having been read, and Mr. Creelman having renewed his motion that the same do pass, such was seconded and propounded from the Chair.

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

And the first and second clauses thereof being so read were respectively agreed to by the House.

Amendment to 3d
clause negatived.

Upon the reading of the third clause the Hon. Mr. Johnston moved that the said clause be amended by leaving out the words "that the Acts of the last Session, with two exceptions, have met the Queen's approval we are gratified to learn and"—

Which proposed amendment being seconded and put, passed in the negative.

The said third clause was then upon the question put thereon agreed to by the House.

The clauses from the fourth to the eleventh, both inclusive, were then read, and upon the question put thereon respectively agreed to by the House.

Amendment to 12th
clause moved

Upon the 12th, being the last, clause being read, the Hon. Mr. Johnston moved as an amendment that the whole of said last mentioned clause be left out of the Address, and the following clauses inserted in place thereof, viz. :

"When the public accounts shall be laid before us, we shall be happy to find that the Revenue of the last year has been equal to all the public obligations, the providing for unforeseen casualties as they arise, and the discharging of the duties of humanity toward the diseased and the unfortunate cast on our shores. We encourage the confidence that the resources of the Province are adequate to raise it from its present depressed condition if they shall be drawn forth and disposed of with judgment and fidelity; and if provincial industry shall win judicious encouragement and direction. Of the future destinies of Nova Scotia there will be no occasion for apprehension, when its rulers in their own conduct exhibit that

the

the happiness of the people, and not the advancement of individuals, is their principal object,—and that they rely for the stability of Government on the wisdom, integrity and equity of its measures rather than on a corrupt and tyrannical exercise of patronage. By these means, and the divine favor, will the welfare of the Province be promoted, public credit flourish, and an impetus be given to internal improvement.”

Which being seconded and put, and the House dividing thereon, there appeared for the motion eleven, against it twenty.

For the Amendment—

Mr. Blackadar
 “ *Taylor*
 “ *Harrington*
 “ *Fraser*
Hon. Mr. Johnston
Mr. Fulton
 “ *Snow*
 “ *Campbell*
 “ *Freeman*
 “ *Ryder*
 “ *Moore*

Against the Amendment—

Mr. Kedy
 “ *McKenna*
 “ *Songster*
 “ *Mott*
 “ *McDonald*
 “ *Robertson*
Hon. Mr. Huntington
Mr. McDougall
 “ *Killam*
 “ *Ernst*
 “ *Bourneuf*

Mr. Card
 “ *Mignowitz*
 “ *Dimock*
Hon. Mr. Doyle
Mr. Smyth
The Hon. Prov. Sec.
Mr. Creelman
 “ *Comeau*
The Hon. Atty. Gen.

Division thereon.

So it passed in the negative.

The said twelfth clause was then upon the question put thereon agreed to by the House.

Negated.

The Hon. Mr. Johnston then moved that the following clause do pass, and be inserted between the tenth and eleventh clauses of the Address, viz. :

Additional clause negated on division.

We are happy to be informed that the quantity of fish taken around our coasts have proved as abundant as in former seasons ; and regret that the price of this great staple in the markets abroad has been depressed. And while we believe that this diminution of price has been owing in some degree to general causes, we yet fear that a deterioration in the high character which this valuable product of provincial industry once bore, has greatly increased that disastrous result.

Which, being seconded, and put, passed in the negative.

The question being then put that the Address as originally moved do pass, it was carried in the affirmative, and thereupon—

Address passed.

Resolved, That the Address do pass.

Ordered, That the Address be engrossed.

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

To be presented by whole House.

The Hon. the Attorney General, by command of His Excellency the Lieutenant Governor, informed the House that His Excellency had been pleased to appoint to-morrow at half-past two of the clock, at Government House, to receive the House with their Address in answer to the Speech at the opening of the Session.

Appointment of Lt. Gov. to receive Address.

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

Saturday

 SATURDAY, 20TH JANUARY, 1849.

PRAYERS.

Mr. Marshall is
sworn in for Guys-
borough.

John Joseph Marshall, Esquire, returned as Member of this House for the County of Guysborough in the place of the Honorable Judge DesBarres, took and subscribed the Oath of Allegiance in the presence of the Honorable John Morton, one of the Commissioners appointed to administer the same—and thereupon took his seat in this House.

House attend Gov.
with Address.

At half-past two of the clock, Mr. Speaker and the House, went up to Government House to attend His Excellency the Lieutenant-Governor with the Address of the House in answer to the Speech of His Excellency at the opening of the Session :

And being returned—

Mr. Speaker reported that he had presented the said Address to His Excellency, and that His Excellency had been pleased to give this reply thereto :

Answer to Address.

Mr. Speaker and Gentlemen of the House of Assembly :

I receive your Address with infinite satisfaction.

It exhibits that attachment to the Parent State for which the inhabitants of this loyal Province have been invariably conspicuous ; and I rely with confidence on your cordial co-operation for the advancement of the best interests of this portion of Her Majesty's Dominions.

Limitation of time
for Private Peti-
tions.

Ordered, That no petition of a private nature be received after Saturday, the 10th day of February next, unless by special leave of the House.

Committees on Ge-
neral subjects, viz.,

On motion of the Hon. Mr. Huntington, *resolved,* That Select Committees on general subjects be now appointed ; and thereupon—

Agriculture.

Ordered, That the Hon. the Provincial Secretary, Mr. Sangster, Mr. Hall, Mr. Creelman, Mr. Fulton, Mr. Thorne, Mr. Smyth, Mr. Robertson, and Mr. Comeau, be a Select Committee to consider and report upon all matters connected with Agriculture.

Education.

Ordered, That the Hon. Mr. Young, the Hon. Mr. Johnston, Mr. Creelman, Mr. Hall, and Mr. Henry, be a Select Committee to examine and report upon all matters connected with Education.

Fisheries.

Ordered, That the Hon. the Attorney General, Mr. Bourneuf, Mr. Snow, Mr. McDonald, the Hon. Mr. Johnston, Mr. Campbell and Mr. Martell be a Select Committee to examine and report upon all matters connected with the Fisheries.

Trade and Manufac-
tures.

Ordered, That the Hon. Mr. Huntington, Mr. Fraser, the Hon. Mr. Young, Mr. Snow, and Mr. Martell be a Select Committee to examine and report upon all matters connected with Trade and Manufactures.

Mines and Minerals.

Ordered, That the Hon. Mr. Young, Mr. Harrington, Mr. Fraser, the Hon. Mr. Huntington, Mr. Creelman, Mr. Dickey and Mr. Henry be a Select Committee to examine and report upon all matters connected with the Mines and Minerals of the Province.

Ordered.

Ordered, That the Hon. Mr. Huntington, Mr. Mott, Mr. Fraser, Mr. McKenna, Mr. Harrington, Mr. Blackadar and Mr. Moore be a Select Committee to examine and report upon all matters connected with Navigation Securities.

Navigation Securities.

Ordered, That the Hon. the Attorney General, the Hon. Mr. Johnston, Mr. Henry, Mr. Fulton, the Hon. Mr. Young, Mr. Creelman, and Mr. Kedy be a Select Committee to examine and report upon all matters connected with the Post Office Department.

Post Office.

Ordered, That Mr. Creelman, Mr. Ryder, Mr. McDougall, Mr. Whitman and Mr. Wier be a Select Committee to examine and report upon all matters connected with the Provincial Penitentiary.

Penitentiary.

Ordered, That each of the said several Committees do choose its own Chairman.

Committees to choose Chairmen.

Mr. Fraser reported in part from the Committee on the subject of Tenders for Printing for this House, &c., and he read the report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read, and is as follows :

Report from Com. on Printing as to Tenders.

The Committee appointed to consider the Tenders for Printing for this House, and other matters connected therewith, beg leave to report in part as follows :

They recommend that the Tender of Richard Nugent be accepted on the following conditions :

That the number of Three Hundred and Twenty copies of the Journals (eighty copies of which number to be furnished from day to day to the Legislature) be furnished at Two Pounds Two Shillings and Four Pence per sheet of eight pages.

The same number of copies of the Appendix and Index to Journals (eighty copies of which to be furnished from day to day as required) at One Pound Eighteen Shillings and Nine Pence per sheet of Eight Pages.

For folding and stitching Journals, Appendix, and Index, at Sixpence each.

The other ordinary work of the Legislature to be performed at rates proportionate to the above, according to the character of such work.

For Advertizing in the Sun Newspaper Four Shillings per square of twenty-two lines wide measure.

The whole of the work to be completed by the First of July in each Year.

The Contract to exist for Two Years.

The Report of the Railway Commissioners which has already been printed, to be received by the Contractor and stitched up with the Appendix and Journals free of charge except for folding and stitching.

All which is respectfully submitted.

J. D. FRASER,
 HT. HUNTINGTON,
 H. BLACKADAR,
 JOSEPH HOWE,
 SAM'L CREELMAN.

House of Assembly, 20th January, 1849.

Ordered, That the Report be received and adopted by the House.

Adopted.

The Hon. The Provincial Secretary, by command of His Excellency The Lieutenant Governor, presented to the House various Papers connected with the

Railway Report, &c. presented

Exploration and Survey of the proposed Line of Railway from Halifax to Quebec, and the apportionment of the Expenses thereof, and generally in relation to the subject of the construction of such Railway, viz :

Report of Major Robinson, R. E., on the proposed Trunk Line of Railway from an Eastern Port of Nova-Scotia through New-Brunswick, to Quebec, with several Appendices thereto, containing Captain Henderson's Report on the same subject, and various other Reports relative thereto, with Plans, &c. accompanying such Report.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 19 April, 1848.

Copy of a Despatch from Sir John Harvey to the Governor General dated 8 May, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey dated 10th May, 1848.

Copy of a Despatch from Sir John Harvey to Earl Grey dated 19 June, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 14 May, 1848, with a Treasury Minute of the 4th May.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 18 October, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 17 November, 1848—and

Copy of a Despatch from Sir John Harvey to Earl Grey dated 8 December, 1848.

And the said several papers were read by the Clerk.

(See Appendix No. 1.)

Ordered, That the same do lie on the Table.

Com. to enquire into
expenditure of sum
for seed, &c.

On motion, *resolved*, That a Select Committee be appointed to enquire into and report upon the expenditure of the sum of One Hundred Pounds, granted during the last Session for each County for the purchase of Seed and Provision for the destitute.

Ordered, That Mr. Harrington, Mr. Fulton, and Mr. Killam, be a Committee for that purpose.

Com. on Treasury
advances for casu-
alties.

On motion, *resolved*, That a Committee be appointed to ascertain and report as to all sums drawn from the Treasury and expended in the different Counties during the past year, and requiring to be provided for out of the monies which may be allotted for the service of Roads and Bridges in such Counties, respectively, during the present Session.

Ordered, That Mr. Hall, Mr. Marshall, and Mr. Smyth, be a Committee for that purpose.

Transient Poor and
Emigrant Com.

On motion, *resolved*, That a Select Committee be appointed to consider and report upon all claims for expenses connected with Transient Paupers and Immigrants.

Ordered, That the Hon. Mr. Young, Mr. Dickey, Mr. Taylor, Mr. Brown, and Mr. McDonald, be a Committee for that purpose.

Pet. of Dr. Carritt

A Petition of Edward Carritt, of Guysborough, Surgeon, was presented by Mr. Marshall, and read, praying remuneration for attendance upon, and Medicines furnished to sick Pauper Immigrants in 1847, under the direction of the Board of Health for Guysborough.

Ordered,

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants. Ref. to Trans. Poor and Emig. Com.

A Petition of Levi Bowden and others, of Tracadie, in the County of Guysborough was also presented by Mr. Marshall, and read, setting forth their present destitute condition, and praying a Grant to enable them to purchase provisions. Petit. from Tracadie for relief

Ordered, That the Petition do lie on the Table.

A Petition of Richard Meagher, at present an inmate of the Poor's Asylum, at Halifax, was presented by the Hon. Mr. Young, and read, setting forth his having been dangerously wounded in 1837, by the fall of a piece of timber, and in consequence of which he had lost one of his legs, and had since been entirely deprived of his sight, and praying a Grant of a sum of money to enable him to proceed to the United States for the purpose of learning a trade in an Asylum for the Blind, and thereby acquiring a livelihood by his own industry : Petition of Richard Meagher

And thereupon—

On motion, *resolved*, That a Select Committee be appointed to examine and report upon all matters connected with the Deaf, Dumb and Blind, of the Province. Deaf, Dumb and Blind Com.

Ordered, That Mr. Fraser, the Hon. Mr. Huntington, Mr. Campbell, Mr. Budd, and Mr. Howe, be a Committee for that purpose.

Ordered, That the foregoing Petition of Richard Meagher be referred to the said Committee. Petit of R. Meagher referred to Com

On motion of the Attorney General, *resolved*, that a Select Committee be appointed to enquire into and report upon the subject of general Commercial reciprocity. Commercial Reciprocity Com

Ordered, That the Hon. the Attorney General, Mr. Marshall, Mr. Taylor, Mr. Killam, the Hon. Mr. Young, the Hon. Mr. Huntington and Mr. Mott, be a Committee for that purpose.

On motion, *resolved*, That a Select Committee be appointed to enquire and report what additional facilities can be afforded for transacting the Public Business by alterations in the Provincial Building, or otherwise, with power to send for persons and papers. Com on facilities for Public Business

Ordered, That the Hon. the Provincial Secretary, Mr. Marshall, and Mr. Dickey, be a Committee for that purpose.

Then the House adjourned until Monday nex, at one of the clock.

MONDAY, 22ND JANUARY, 1849.

PRAYERS.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House :

A copy of Despatch from the Lieutenant Governor to Earl Grey, accompanying the Address of the House of Assembly of last Session congratulatory on the birth of a Princess Royal ; and Despatches relative to address on birth of Princess Royal

A copy of Despatch from Earl Grey to Sir John Harvey, in answer thereto ; And the same were respectively read by the Clerk, and are as follow :

Copy

COPY.

No. 21.

Government House, Halifax, 15th April, 1848.

MY LORD—

I have the honor to transmit Addresses from the Legislative Council and House of Assembly of Nova Scotia, congratulating the Queen on a Birth of the Princess Royal.

May I request that Your Lordship will present these Addresses on the first fitting occasion, and tender to our Gracious Sovereign my own respectful homage and felicitations on the happy event.

I have, &c. &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

No. 87.

Downing Street, May 9th, 1848.

SIR—

I have to acknowledge the receipt of your Despatch, No. 21, of the 15th ultimo enclosing Addresses from the Legislative Council and House of Assembly of Nova Scotia, congratulating Her Majesty on the Birth of a Princess.

You will acquaint the Houses of the Provincial Legislature that I have laid these Addresses before the Queen, and that Her Majesty was pleased to receive them very graciously.

I have, &c. &c. &c.

(Signed)

GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c. Nova Scotia.

Ordered, That the said copies of Despatches do lie on the Table.

The Hon. the Provincial Secretary, also by like command, presented to the House a copy of Despatch from Earl Grey to Sir John Harvey announcing the demise of the Princess Sophia; and the same was read by the Clerk, and is as follows:

COPY.

Downing Street, 1st June, 1848.

SIR—

It has become my melancholy duty to communicate to you the intelligence of the decease of Her Royal Highness the Princess Sophia, which event took place at Kensington Palace on the 27th May.

I have the honor to be,

Sir,

Your most obedient humble servant,
(Signed)

GREY.

Lieutenant Governor Sir John Harvey, G. C. B., &c. &c. &c.

Ordered,

Ordered, That the said copy of Despatch do lie on the Table.

The Hon. the Provincial Secretary, also by like command, presented to the House copies of several Despatches on the subject of Honorary distinctions to be conferred on retiring members of the late Executive Council of this Province—and the same were read by the Clerk, viz. :

Despatches as to
Honorary titles of
retired Ex-Coun-
cillors.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 26th June, 1848.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 21st July, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 10th August, 1848.

(See Appendix No. 2.)

Ordered, That the said copies of Despatches do lie on the Table.

A Message from the Council by Mr. Halliburton :

Message from Coun-
cil—

Mr. Speaker—

The Council have appointed Mr. Brown, Mr. Stairs and Mr. Morton, to be a Committee of this Honorable House to examine the Public Accounts.

Com. of Public Ac-
counts.

And then the Messenger withdrew.

On motion of Mr. Fraser, *resolved*, That a Committee be appointed to consider the subject of Consular Fees taken upon Vessels of this Province at Ports of the United States of America, and to report such measures as may seem feasible for reducing the same, or other relief; and also to report generally on the subject.

Com. on Consular
Fees.

Ordered, That Mr. Fraser, the Hon. Mr. Huntington, and Mr. Killam, be a Committee for that purpose.

A Petition of Dennis Hiffernan, of Halifax, Cooper and Oil Guager, was presented by Mr. Mott, and read, setting forth his having been employed during the season of 1847 to make some articles for the use of the Immigrant Hospital at Richmond in Halifax; and that having taken such articles to the Hospital, he was prevailed upon to remain and render assistance to the inmates for that afternoon, and was then refused liberty to depart, but was promised payment for his services thereat: That Petitioner had consequently been obliged to remain there for eight days, during which he was engaged night and day attending upon the sick, at the imminent danger of his own life; that he had received no payment for his services; and that a store which he had supplied at his own expense had been, as Petitioner understood, sold, and the proceeds paid over to the Health Officer or Board of Health; and praying that the House will take his case into consideration, and grant him remuneration for his services and property.

Pet. of D. Hiffernan
for services at Hos-
pital, Halifax.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on
Transient Pauper's
expenses.

A Petition of Thomas W. Winters, of Halifax, was also presented by Mr. Mott, and read, referring to a Petition presented at the last Session of the House on the subject of his liability for certain Excise Duties, and the report of the Committee thereon, recommending that no proceedings should be taken against Petitioner until the present meeting of the Legislature; and setting forth that he had since then been attacked by a severe pulmonary complaint, which rendered him unable to do any work, and which, in the opinion of his Physicians, would

Pet. of Thos. W.
Winters, surety
for Excise Duties.

ere long terminate in death, and that were proceedings taken against him in the premises, a large and helpless family would be entirely deprived of the means of subsistence; and praying to be relieved from his said liability.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Ref. to Com. on Trade.

On motion of the Hon. the Provincial Secretary, *resolved*, That a Select Committee be appointed to enquire and report upon the subject of Reporting the Proceedings and Debates of this House.

Com. on Reporting Debates, &c.

Ordered, That the Hon. the Provincial Secretary, the Hon. Mr. Johnston, and the Hon. Mr. Young, be a Committee for that purpose.

Report from Com. on Reporting.

The Hon. the Provincial Secretary reported from the said Committee on the subject of Reporting—and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 3.)

And thereupon—

Motion to adopt.

The Hon. the Provincial Secretary moved that the Report be received and adopted: which, being seconded and put, and the House dividing thereon, there appeared, for the motion, twenty; against it, thirteen.

Division thereon.

For the motion—

Against the motion—

<i>Hon. Atty. General,</i>	<i>Mr. McDonald,</i>	<i>Mr. Comeau,</i>	<i>Mr. Ryder,</i>
<i>Mr. Fraser,</i>	<i>Hon. Mr. Huntington</i>	<i>" Wier,</i>	<i>" Creelman,</i>
<i>Hon. Mr. Doyle,</i>	<i>Mr. Robertson,</i>	<i>" Card,</i>	<i>" Dimock,</i>
<i>Mr. Taylor,</i>	<i>" Fulton,</i>	<i>" Killam,</i>	<i>" McDougall,</i>
<i>" Mignowitz,</i>	<i>" Smyth,</i>	<i>" Kedy,</i>	<i>" Sangster,</i>
<i>" Thorne,</i>	<i>" Freeman,</i>	<i>" Ernst,</i>	<i>" Marshall.</i>
<i>Hon. Mr. Johnston,</i>	<i>" Campbell,</i>	<i>" Snow,</i>	
<i>Mr. Blackadar,</i>	<i>" Bourneuf,</i>		
<i>Hon. Mr. Young,</i>	<i>" Homer,</i>		
<i>Mr. Harrington,</i>	<i>" McKenna.</i>		

Carried.

So it passed in the affirmative.

Report adopted.

Ordered, That the Report be received and adopted by the House.

Crown Land Despatches.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House copies of three several Despatches on the subject of the Crown Land Department of this Province and the Act passed last Session in relation thereto, viz:

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 17th April, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 20th June, 1848.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 21st July, 1848.

And the same were read by the Clerk.

(See Appendix No. 4.)

Ordered, That the same do lie on the Table.

Motion for Com. on Destitution negatived.

The Hon. Mr. Young moved that a Select Committee be appointed to enquire into and report upon the destitution existing in the Township of Merigomish, and elsewhere throughout the Province: which, being seconded and put, passed in the negative.

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

TUESDAY,

TUESDAY, 23RD JANUARY, 1849.

PRAYERS.

A Petition of Inhabitants of Indian Harbor, in the County of Guysborough, was presented by Mr. McDonald and read, praying aid to enable them to complete a Breakwater at that place.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Pet. for Breakwater
Indian Harbor,
Guysboro.

Ref. to Com. on Nav.
Sec.

A Petition of Freeholders and other Inhabitants of the County of Richmond, was presented by Mr. Harrington and read, praying a Grant to purchase a Boat Carriage at the Little St. Peter's Haul-over; and for the repair of the Road there.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Pet. for Boat Car-
riage at St. Peter's
Haul-over.

Ref. to Com. on
Nav. Secs.

A Petition of Freeholders and others, Inhabitants of the County of Richmond, was also presented by Mr. Harrington and read, praying aid in the erection of a Wharf and Slip at the South side of Little St. Peter's Haul-over.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Petition for Wharf
in St. Peter's Ports
age.

Ref. to Com. on
Nav. Sec.

The Hon. the Attorney General, pursuant to leave given, presented a Bill for the relief of Insolvent Debtors—and the same was read a first time, and ordered to be read a second time.

Bill for relief of
Insolvent Debtors.

A Petition of the Overseers of the Poor for the First Section of the Township of Pictou, was presented by the Hon. Mr. Young and read, praying reimbursement of expenses of Transient Paupers.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Petition of Overseers
1st section Pictou.

Ref. to Com. on
Transient Poor,
&c.

A Petition of the Overseers of the Poor for the Township of Egerton, was also presented by the Hon. Mr. Young and read, praying reimbursement of expenses of Transient Paupers.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Petition of Over-
seers, Egerton.

Ref. to Com. on
Transient Poor.

Ordered, That the Select Committee appointed yesterday on the subject of Consular Fees, be also authorised and required to examine into and report upon the subject of Fees taken by American Consuls at the Ports of this Province.

Com. on Consular
Fees to report as to
fees of American
Consuls

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House copies of several Despatches and other papers in relation to the Postal arrangements throughout British North America; and the same were read by the Clerk, viz:

Despatches, &c. in
relation to Postal
arrangements

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 18th April, 1848.

Copy of Report of the Hon. the Attorney General in regard to his mission to Canada as Post Office Commissioner, dated 30th June, 1848, with other papers connected therewith.

Copy of a Despatch from Sir John Harvey to Sir Edmund Head, Lieutenant Governor of New Brunswick, dated 16th August, 1848.

Copy

Copy of a Despatch from Sir Edmund Head to Sir John Harvey, dated 19th August, 1848.

Copy of a Despatch from Sir Edmund Head to the Governor General dated 7th November, 1848.

(See Appendix No. 5.)

Ordered, That the said several Papers do lie on the Table.

Mr. McKeagney
sworn in, as Mem-
ber for Sydney,
C B.

James McKeagney, Esquire, returned as Member of this House for the Township of Sydney, in the place of the Hon. Judge Dodd, took and subscribed the Oath of Allegiance in the presence of the Hon. John Morton, one of the Commissioners authorised to administer the same, and thereupon took his seat as such Member for the Township of Sydney.

Despatches, &c. in
relation to De-
partmental Finan-
cial Act.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House copies of several Despatches and other papers relative to the Act passed during the last Session to provide for the more accurate Audit and Inspection of the Public Accounts, &c., and more particularly in reference to the office of Provincial Treasurer, as affected thereby; and the same were read by the Clerk, viz :

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 18th April, 1848; with Memorial of Samuel P. Fairbanks, Esquire, Provincial Treasurer, of same date, with accompanying copies of Correspondence.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 23rd June, 1848.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 21st July, 1848; with Minute of Executive Council of same date, accompanying copy of a Despatch from Sir John Harvey to Earl Grey, dated 18th August, 1848.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 2d November, 1848; with Letters of Mr. Fairbanks of same date.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 15th November, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 8th December, 1848.

(See Appendix No. 6.)

Ordered, That the same do lie on the Table.

Then the House adjourned until To-morrow at one of the clock.

WEDNESDAY, 24TH JANUARY, 1848.

PRAYERS.

Petition of James
Dawson, Lloyd's
Agent at Pictou.

A Petition of James Dawson, Lloyd's Agent at Pictou, was presented by Mr. Robertson and read, praying payment for his services and expenses connected with the Brig 'Joseph,' out of the proceeds of property saved from the wreck of said Brig, and paid into the Treasury.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Ref to Com. on
Trade.

Ordered,

Ordered, That Mr. Henry, Mr. Fulton, Mr. Campbell, Mr. Mott, and Mr. McKeagney, be a Select Committee to examine and report upon all matters connected with Indian Affairs.

Com. on Indian Affairs.

On motion of the Hon. Mr. Young, *resolved*, That a Committee be appointed for the purpose of taking into consideration the Practice of the Supreme Court at Halifax; in order that the trials and other business thereat may be more speedily disposed of, by extending the Terms, or otherwise; and report thereon by Bill or otherwise.

Com relative to Supreme Court Sittings, Halifax.

Ordered, That the Hon. Mr. Young, the Hon. Mr. Johnston, Mr. Hall, Mr. McDougall; and Mr. Mott, be a Committee for that purpose.

Ref. to Sel. Com.

A Petition of Indians belonging to the Micmac Tribe, residing in the County of Hants, was presented by Mr. Fraser and read, setting forth their extreme destitution, and praying relief.

Pet. of Indians of Hants,

Ordered, That the Petition be referred to the Committee on Indian Affairs.

Ref. to Indian Com.

A Petition of Edward Albro & Co., and others, dealers in Gunpowder, residing in the City of Halifax, was presented by Mr. Mott and read, setting forth the heavy rate of storage charged upon Gunpowder in the Halifax Powder Magazine; and praying investigation into the Receipts and Expenditures thereof, with a view to a reduction of such rate.

Pet. of Dealers in Gunpowder,

Ordered, That the Petition be referred to Mr. Mott, the Hon. Mr. Johnston, and Mr. Sangster, to examine into the merits thereof, and report thereon to the House.

Ref. to Sel. Com.

A Petition of John Russell, of Clam Harbor, in the County of Halifax, was presented by Mr. Mott and read, praying compensation for Land taken to form part of a new road from Clam Harbor to Ship Harbor.

Pet. of J. Russell,

Ordered, That the Petition be referred to Mr. Creelman, Mr. Homer, and Mr. Dickey, to examine and report upon.

Ref. to Sel. Com.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House copies of two Despatches relative to the Act passed during the last Session for rendering the Judges of the Supreme Court and the Master of the Rolls independent of the Crown, and to provide for their removal; and the same were read by the Clerk, viz:

Despatches relative to Judge's Bill,

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 19th April, 1848; and

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 24th June, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 10th August, 1848.

Copy of Order of Her Majesty the Queen, in Council, dated 11th August, 1848, confirming said Act.

(See Appendix No. 7.)

Ordered, That the same do lie on the Table.

The Hon. the Provincial Secretary also, by like command, presented to the House copies of Despatches and other papers on the subject of the Address of last Session relative to Free Ports; and the same was read by the Clerk, viz:

Despatches relative to Free Ports.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 15th April, 1848; and

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 14th November, 1848, with copy of a Letter from Mr. Trevelyan to Mr. Merivale, accompanying.

(See Appendix No. 8.)

Ordered, That the same do lie on the Table.

Despatches relative
to head money brig
'Lulan,'

The Hon. the Provincial Secretary, also, by like command, presented to the House copies of Despatches on the subject of Head Money required and paid out of the Provincial Treasury on Passengers per Barque "Lulan," of Pictou, conveyed to Prince Edward's Island; and the same were read by the Clerk, viz :

Copy of a Despatch from Sir John Harvey to Sir Donald Campbell, Lieutenant Governor of Prince Edward's Island, dated 15th November, 1848.

Copy of a Despatch from Sir Donald Campbell to Sir John Harvey, dated 17th November, 1848; and

Copy of a Despatch from Sir John Harvey to Sir Donald Campbell, dated 30th November, 1848.

(See Appendix No. 9.)

Ref. to Select Com.

Ordered, That the said several copies of Despatches be referred to Mr. Fraser, Mr. Killam, and Mr. Brown, to examine and report upon.

Pet. of Mary Fitzgerald,

A Petition of Mary Fitzgerald, late Matron in charge of the Richmond Fever Hospital at Halifax, was presented by Mr. Mott and read, praying remuneration for the services of herself and other members of her family at such Hospital.

Ref. to Trans. Poor Com.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Pet. for Light House, Port Medway,

A Petition of the Inhabitants, Merchants and Mariners, of Port Medway, in Queen's County, was presented by Mr. Campbell and read, praying for the erection of a Light House on the Western Head of Port Medway Harbor.

Ref. to Com. on Nav. Sec.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Pet. of Dr. Willobycki

A Petition of Dr. Willobycki, of Liverpool, was also presented by Mr. Campbell and read, praying compensation for Medical attendance upon, and Medicines furnished to, Shipwrecked Passengers and Indians.

Ref. in part to Trans. Poor Com., and in part to Ind. Com.

Ordered, That the Petition, so far as the same relates to Shipwrecked Passengers, be referred to the Committee on the expenses of Transient Paupers and Immigrants; and the remainder to the Committee on Indian Affairs.

Pet. of Hy. Verge,

A Petition of Henry Verge, of Port Mutton Island, in Queen's County, was also presented by Mr. Campbell and read, praying compensation for lodging and providing for the sustenance of the Crew and Passengers of the Barque "Commerce," from Galway, bound to St. John, New Brunswick, wrecked on the said Island, and subsequently conveying them to Liverpool.

Ref. to Trans. Poor Com.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

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

 THURSDAY, 25TH JANUARY, 1849.

PRAYERS.

On motion of Mr. Henry, *resolved*, That a Committee be appointed to consider and report further upon the subject of Reporting the Debates of this House.

Further Com. on Reporting.

Ordered, That Mr. Henry, Mr. Fulton, and Mr. Killam, be a Committee for that purpose.

A Petition of Elijah Tuttle, Overseer of the Poor for the Township of Pugwash, was presented by Mr. Fulton and read, praying reimbursement of the expenses of a Transient Pauper.

Pet. of Overseer of Poor, Pugwash.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on Trans. Poor, &c.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House copies of Despatches and other papers in relation to the Civil List Bill of last Session; and the same were read by the Clerk, viz :

Despatches on Civil List Act.

Copy of Despatches from Sir John Harvey to Earl Grey, dated 15th and 18th April, 1848.

Copy of a Memorial from the Chief Justice and others, to Her Majesty the Queen.

Copy of a Letter from the Hon. J. W. Johnston, late Attorney General, to Earl Grey, dated 17th April, 1848.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 20th April, 1848.

Copy of Address of the Executive Council to the Lieutenant Governor, dated 20th April, 1848.

Extract of a Despatch from Earl Grey to Sir John Harvey, dated 19th June, 1848.

Copy of Address of the Executive Council to the Lieutenant Governor, dated 20th July, 1848.

Extract of a Despatch from Earl Grey to Sir John Harvey, dated 15th November, 1848.

(See Appendix No. 10.)

Ordered, That the said several Papers do lie on the Table.

Ordered, That Mr. Sangster have leave of absence from the House until Monday next, inclusive, to return home on urgent private business.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House copies of Despatches and other papers relative to the Act passed during the last Session to provide for the Collection of the Revenue; and the same were read by the Clerk, viz :

Despatches, &c. rel. to Act to provide for Collection of Revenue.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 15th April, 1848.

Copy of a Memorial from Mr. Dewolf, Collector of Colonial Duties at the Port of Halifax, to Earl Grey.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 8th September, 1848.

Copy

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 12th September, 1848.

Copy of Her Majesty's Order in Council, dated 4th September, 1848.

(See Appendix No. 11.)

Ordered, That the same do lie on the Table.

Then the House adjourned until To-morrow at one of the clock.

FRIDAY, 26TH JANUARY, 1849.

PRAYERS.

Report of 46 Bills
from Com. on Ex-
piring Laws, viz.,

Bills to continue
Penitentiary Acts,

Schools,

Agriculture,

Crown Lands,

Insolvent Debtors,

Beef Weighing,

Shubenacadie,

Produce Notes,

Supervisors,

Town Officers,

Infectious Diseases,

Lotteries,

Quarantine,

Highways,

Chester Sea Manure,

Lumber Survey,

Kings Co. Landings,

Windsor Landing,

Sable Island,

Antigonish Harbour,

Moose Snares,

Mr. Henry, in the absence of the Mr. Hall, the Chairman, reported from the Committee on Expiring Laws; and thereupon presented to the House forty-six Bills for continuing various Acts of the General Assembly, viz :

A Bill to continue the Acts for the Government and Regulation of the Provincial Penitentiary.

A Bill to continue the Acts in force for the encouragement of Schools.

A Bill to continue the Act for the encouragement of Agriculture and Rural Economy in this Province.

A Bill to continue the Acts relative to the disposal of Crown Lands.

A Bill to continue the Act for relieving Insolvent Debtors from Imprisonment.

A Bill to continue the Act to regulate the Weighing and Selling of Beef.

A Bill to continue the Acts for regulating the Fishery in the River Shubenacadie.

A Bill to continue the Act in relation to Promissory Notes, or undertakings payable in Produce or otherwise than in money.

A Bill to continue the Acts for appointing Supervisors to take charge of Public Grounds and for other purposes.

A Bill to continue the Acts in amendment of the Acts for the choice of Town Officers, and regulating of Townships.

A Bill to continue the Acts more effectually to provide against the introduction of infectious or contagious Diseases, and the spreading thereof in this Province.

A Bill to continue the Act for the suppression of Lotteries.

A Bill to continue the Acts to prevent the spreading of contagious Diseases, and for the performance of Quarantine.

A Bill to continue the Acts in amendment of the Act relating to Highways, Roads and Bridges.

A Bill to continue the Act in relation to the gathering of Sea Manure in the Township of Chester.

A Bill to continue the Acts to regulate the survey of Timber and Lumber.

A Bill to continue the Act to regulate certain Landings in the County of Kings County.

A Bill to continue the Act to regulate the Public Landing at Windsor.

A Bill to continue the Act for the regulation of Sable Island in this Province.

A Bill to continue the Act to preserve and regulate the Navigation of the Harbour of Antigonish.

A Bill to continue the Act for making regulations relative to the setting of Snares for catching Moose.

A

A Bill to continue the Act for the preservation of Moose.	Moose preservation,
A Bill to continue the Act for setting off a part of the Township of Egerton as a separate District for the support of the Poor.	Egerton Poores' District,
A Bill to continue the Act to extend to the Township of Egerton the Act respecting the Collection of Poores' Rates of Pictou, and to amend the said Act.	Egerton Poores' Rates,
A Bill to continue the Act respecting the collection of Poores' Rates of Pictou, as amended.	Pictou Poores' Rates,
A Bill to continue the Act for setting off a part of the Township of Sherbrooke, in the District of St. Mary's, as a separate District for the support of the Poor.	Sherbrooke Poores' District,
A Bill to continue the Acts to regulate the Pilotage of Vessels at Sydney, Cape Breton.	Sydney Pilotage,
A Bill to continue the Act for establishing a Harbor Master at Bridgeport, in the Island of Cape Breton.	Bridgeport Harbor Master,
A Bill to continue the Act to preserve and regulate the Navigation of the Harbor of Pugwash.	Pugwash Harbor,
A Bill to continue the Acts to make provision for a Harbor Master at Spanish River, Cape Breton.	Spanish River Harbor Master,
A Bill to continue the Act in amendment of the Act for the settlement of the Poor in the several Townships within this Province.	Poor,
A Bill to continue the Acts for the Summary Trial of Actions before Justices of the Peace.	Summary Trials,
A Bill to continue the Acts to prevent Disorderly Riding, and to regulate the Driving of Carriages on the Streets of Halifax or other Towns, or on the Public Roads of this Province.	Disorderly Riding,
A Bill to continue the Act to prevent injuries to the Fisheries within the County of Lunenburg, by Mill Dams or by any other obstruction.	Lunenburg Fisheries
A Bill to continue the Act for the regulation of the Fisheries in the County of Richmond.	Richmond Fisheries,
A Bill to continue the Act for the regulation of the Fisheries at Chedabucto Bay.	Chedabucto Bay Fisheries,
A Bill to continue the Act for dividing the Township of Douglas into separate Districts for the support of the Poor.	Douglas Poores' Districts,
A Bill to continue the Acts to divide the Township of Maxweltown into separate Districts for the support of the Poor.	Maxweltown Poores' Districts,
A Bill to continue the Acts for dividing the Township of Pictou into separate Districts for the support of the Poor.	Pictou Poores' Districts.
A Bill to continue the Act to prevent damage to the Nets of Fishermen by Coasting Vessels.	Nets of Fishermen,
A Bill to continue the Act to revive the Act to amend the Act to regulate the Assize of Bread.	Bread Assize,
A Bill to continue the Act to enable the Governor in Council to make orders and regulations towards establishing an uniform Rate of Postage throughout British America.	Uniform Postage,
A Bill to continue the Act to consolidate the Acts respecting the Incorporation of the City of Halifax.	Hx. Incorporation,
A Bill to continue the Act to regulate Immigrant Vessels and Passengers.	Immigrant Vessels,
A Bill to continue the several Acts to provide for the Accommodation and Billeting of Her Majesty's Troops, or of the Militia, when on their march from one part of the Province to another; and	Billeting,
A Bill to continue the Acts for regulating the Militia.	Militia.
And the said Bills were respectively read a first time.	
Ordered, <i>nem. con.</i> , That the said Bills be now read a second time.	Bills read first and second time.
And the said Bills were severally read a second time accordingly.	

Pilotage and Harbor
Master Bills ref.
to Sel. Com.

Ordered, That the Bill to continue the Act to preserve and regulate the Navigation of the Harbor of Antigonishe; the Bill to continue the Acts to regulate the Pilotage of Vessels at Sydney, Cape Breton; the Bill to continue the Act for establishing a Harbor Master at Bridgeport in the Island of Cape Breton; the Bill to continue the Act to preserve and regulate the Navigation of the Harbor of Pugwash; and, the Bill to continue the Acts to make provision for a Harbor Master at Spanish River, Cape Breton---be referred to the Hon. Mr. Huntington, Mr. Fraser, Mr. McLeod, Mr. Whitman, and Mr. Creelman, to examine and report upon with amendments or otherwise.

Other Bills commit-
ted.

Ordered, That the several other Bills be committed to a Committee of the whole House.

Treasurer's Account
Current.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House an Account of the Provincial Treasurer of all Monies paid into, and Monies paid from the Provincial Treasury between the 1st January and 31st December, 1847; and the same was read by the Clerk.

(See Appendix No. 12.)

Ref. to Com. on
Public Accts.

Ordered, That the same be referred to the Committee on Public Accounts.

Inter-Colonial Trade
papers.

Also,--Copies of several Despatches and other Papers in relation to the inter-Colonial Trade Act of last Session; and the same were read by the Clerk, viz :

Copy of a Despatch from the Governor General to Sir John Harvey, dated 20th May, 1848.

Copy of Report of the Hon. Francis Hincks, Inspector General of Canada, dated 19th May, 1848.

Copies of two Despatches from Sir John Harvey to the Governor General, dated, respectively, 7th and 21st June, 1848.

Copy of Memorandum of the Hon. Michael Tobin relative to negotiations at Montreal, dated 20th June, 1848.

(See Appendix No. 13.)

Ordered, That the same be referred to the Committee on Trade and Manufactures.

Copy-right Act
papers.

Also,--Copies of Despatches and Order in Council in reference to the Copy-right Act of last Session; and the same were read by the Clerk, viz :

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 9th May, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 13th September, 1848.

Copy of Order of the Queen in Council assenting to the Act, dated 11th August, 1848.

(See Appendix No. 14.)

Ordered, That the same do lie on the Table.

Office of Queen's
Advocate.

Also,--A copy of a Despatch from Earl Grey to Sir John Harvey, dated 24th June, 1848, respecting the Office of Queen's Advocate in this Province; and the same was read by the Clerk.

(See Appendix No. 15.)

Ordered, That the same do lie on the Table.

Also,

Also,—A copy of a Despatch from Earl Grey to Sir John Harvey, dated 18th April, 1848, on the subject of the Officers intended to be retained on the Customs Establishment of this Province; and the same was read by the Clerk.

Custom's Officers
papers.

(See Appendix No. 16.)

Ordered, That the same do lie on the Table.

Also,—Copies of Despatches and Papers in relation to the Revenue Acts of last Session, and Address of Assembly in reference thereto; and the same were read by the Clerk, viz:

Revenue Acts papers.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 9th March, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 22nd December, 1848.

Copy of Order of the Queen in Council, dated 16th December, 1848, allowing said Acts.

(See Appendix No. 17.)

Ordered, That the same do lie on the Table.

Also,—A copy of a Despatch from Earl Grey to Sir John Harvey, dated 30th June, 1848, with copy of an Order of the Queen in Council, dated 27th June, 1848, allowing the Electric Telegraph Act of last Session; and the same was read by the Clerk.

Electric Telegraph
Act.

(See Appendix No. 18.)

Ordered, That the same do lie on the Table.

Also,—A copy of a Despatch from Earl Grey to Sir John Harvey, dated 8th November, 1848; with copy of an Order of the Queen in Council, dated 31st October, 1848, leaving to their operation Fifty-two Acts of the General Assembly of last Session.

Allowance of Acts
of last Session.

(See Appendix No. 19.)

Ordered, That the same do lie on the Table.

And also,—Copies of two Despatches from Earl Grey to Sir John Harvey, dated 12th April and 8th June, 1848, respecting payment of expenses incurred in the case of William McGuire, an insane man, charged with murder on the High Seas; and the same were read by the Clerk.

Expenses in re. Wm
McGuire.

(See Appendix No. 20.)

Ordered, That the same do lie on the Table.

A Petition of John Jennings, late Assistant Sergeant-at-Arms to the House of Assembly, was presented by the Hon. the Provincial Secretary and read, setting forth his long service in that capacity, and his age and infirmities, and praying pecuniary relief.

Pet. of John Jen-
nings for aid.

Ordered, That the Petition do lie on the Table.

A Petition of George J. Handley, of St. Peter's, in the Island of Cape Breton, Merchant, was presented by Mr. Harrington and read, setting forth his having received in the winter of 1846 a certain quantity of Flour and Meal, provided by Government for distribution among the destitute; that some persons had broken open his store, and taken, not only a portion of such Government property, but also Petitioners private property; and that he had

Pet. of George J.
Handley.

been

been put to considerable expense in attending as a witness on Criminal proceedings against the parties implicated; and praying to be indemnified for his loss and expenses.

Ref. to Select Com.

Ordered, That the Petition be referred to Mr. Henry, Mr. Mignowitz, and Mr. Card, to examine into the merits thereof and report thereon to the House.

Pet. of Colored People, Preston, for relief.

A Petition of Colored Inhabitants of Preston, was presented by Mr. Killam and read, praying relief in their present destitute state, arising from failure of the crops.

Ordered, That the Petition do lie on the Table.

Pet. of Mary Blackburne for relief of her husband from imprisonment.

A Petition of Mary Blackburne, of Aylesford, in King's County, was presented by the Hon. the Provincial Secretary and read, setting forth the imprisonment of her husband in the Kentville Gaol for Debt, and his present derangement of mind, and praying for his discharge.

Ordered, That the Petition do lie on the Table.

Pet. of Francis Dephort.

A Petition of Francis Dephort, was presented by the Hon. the Provincial Secretary and read, praying aid to enable him to teach a School for poor Colored Children in the City of Halifax.

Ordered, That the Petition be referred to the Committee on Education.

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

SATURDAY, 27TH JANUARY, 1849.

PRAYERS.

Report further from Com. on Report-
ing.

Mr. Henry reported from the Committee appointed on Thursday last to consider and report further upon the subject of Reporting the Debates of this House: and thereupon—

Com. to carry out Report.

Ordered, That it be referred to the same Committee to carry out the suggestions made by them.

Coal Mines papers presented.

The Hon. the Provincial Secretary by command of His Excellency the Lieutenant Governor, presented to the House a series of Papers relative to the Coal Mines of this Province; and the same were read by the Clerk, viz:

Copy of a Despatch from Sir John Harvey to Earl Grey, dated May 25th, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated June 20th, 1848.

Copy of a Letter from the Hon. Samuel Cunard, Agent of the General Mining Association, to Earl Grey, dated May 16th, 1848.

An account of the Grants of Land passed from 1749 to 1782, shewing what Minerals were reserved at different periods within that time.

(See Appendix No. 21.)

Mr. Dawson's Report on Coal Mines Carriboo Cove, &c.

Also,—A Report of Mr. Dawson on the Coal Mines of Carriboo Cove and River Inhabitants; which was read by the Clerk.

(See Appendix No. 22.)

Ref. to Com. on Mines and Minerals.

Ordered, That the said several Papers be referred to the Committee on the Mines and Minerals of the Province.

William

William Henry Munro, Esquire, returned as Member of this House for the County of Cape Breton in the place of the Hon. the Attorney General, whose seat had been vacated by the acceptance of office, took and subscribed the Oath of Allegiance in the presence of the Hon. Hugh Bell, and the Hon. John Morton, two of the Commissioners authorised to administer the same, and thereupon took his seat as such Member for the County of Cape Breton.

Mr. Munro takes his seat for C. Breton.

The Hon. Mr. Huntington, pursuant to leave given, presented a Bill to amend the Acts relating to the Office of Sheriff; and the same was read a first time, and ordered to be read a second time.

Sheriff's Bill presented.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House copies of several Despatches and other Papers relative to Sir Rupert D. George, and the offices held by him; and the same were read by the Clerk, viz:

Despatches, &c. relative to Sir R. D. George's Offices.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 15th April, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 28th April, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 9th September, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated November 10th, 1848.

Copy of a Letter from Sir Rupert D. George to Earl Grey, with documents annexed.

(See Appendix No. 23.)

Ordered, That the same do lie on the Table.

A Petition of Edmund H. Francheville, of Guysborough, in the County of Guysborough; also the Petition of William O. Heffernan of the same place, were presented by Mr. McKenna and read, setting forth that the Petitioner, Edmund H. Francheville, was a Candidate for the Representation of the said County at the late Election, together with John J. Marshall, Esquire; and that at the close thereof the said John J. Marshall was declared duly elected by a majority of twenty-three votes. That Petitioner, Edmund H. Francheville, his friends and supporters, were left in entire ignorance and uncertainty as to the particular places in several Electoral Districts where the Polls were to be taken, the Sheriff of the County aforesaid, (although requested so to do,) having neglected and refused to inform the said Edmund H. Francheville, or to state in his notices for holding his Court, the particular place in each Electoral District where the Polls would be taken. That at the said Election the Sheriff did not hold the Polls in several of the said Electoral Districts, at or near the Polling places established by Law, and the said Polling Places being different from those used at the previous Election held in the said County in March last. That in consequence of the uncertainty relative to the places of holding Polls, the said Edmund H. Francheville was unable to direct several of his Agents or Representatives on the day of Election where to proceed; and that one of his said Agents, after making enquiries on the way, did not ascertain or arrive at the Polling Place until after a number of votes had been recorded against the said petitioning Candidate, the greater portion of which votes were bad; that had Petitioner, Edmund H. Francheville, been permitted to have objected to these votes, he would have demanded a Scrutiny, and that he is of opinion that he could have struck off a sufficient number of bad votes recorded against him to have left a majority of good votes in his

Petition against Mr. Marshall's return for Guysboro'.

favor. That the Sheriff having presided in person at one of the Electoral Districts, did not, either at the opening or close of the Poll, take and subscribe in the Poll Books the Oaths which the Law requires for every Presiding Officer. That the proceedings of the Sheriff at the said Election had been in many respects illegal, partial, and improper. Petitioner William O. Heffernan further setting forth that in the Polling District in which he acted as Inspector for the said Edmund H. Francheville, thirty votes were given for him, but that only twenty-nine were allowed to him by the Sheriff, who presided in such District: the said Petitions respectively praying that the Election of the said John J. Marshall may be set aside if it shall appear that the Law has been violated to the injury of the said Petitioning Candidate; and to give such other relief as may seem just and proper, and consistent with usage.

Ordered, That the Petitions do lie on the Table.

Com. for considering.

On motion, *resolved,* That this House will on Tuesday the 6th day of February next, at one of the clock take into consideration the said Petitions complaining of an undue Election for the County of Guysborough.

Notices sent.

MEMORANDUM.—In pursuance of the Act for regulating the Trials of Controverted Elections or Returns of Members to serve in General Assembly, the like notices as in former cases were sent to the several parties with orders for their attendance by themselves, their Counsel or Agents, at the time on which the said Petitions have ordered to be taken into consideration.

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

MONDAY. 29TH JANUARY 1849.

Com. on stud horses
'Norfolk' and
'Bell-founder
Morgan.'

On motion of the Hon. the Attorney General, *resolved,* That a Committee be appointed to examine the Accounts of Expenses of the Stud Horses 'Norfolk,' and 'Bell-founder Morgan,' with the receipts for their services, and to report thereon, and as to their future disposal, and generally upon all matters connected with such Horses.

Ordered, That Mr. Budd, Mr. Sangster, Mr. Hall, Mr. McLeod, and Mr. Henry, be a Committee for that purpose.

Petitions for aid to
Parrsboro' Packet,

Two Petitions of Inhabitants of the County of Cumberland, were presented by Mr. Dickey and read, respectively setting forth the inconvenience resulting to the Inhabitants of Parrsborough from the Packet which has been of late years running between that place and Windsor and Horton, being owned in the latter place, and being unsuited for the service; and praying for a grant to Captain Edward Crane, of Parrsborough, to enable him to put a better Vessel on the route, to carry the Mails under the regulations formerly established.

Ref to Com. on Nav.
Sec.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Pet. from Parrsboro'
rel. to destitution.

A Petition of the Reverend W. B. King, and others, Inhabitants of Parrsborough, in the County of Cumberland, was also presented by Mr. Dickey and read, setting forth the destitution prevailing there among the poorer classes, and praying relief.

Ordered, That the Petition do lie on the Table.

A Petition of Overseers of the Poor for the Township of Truro, was presented by Mr. Archibald and read, praying reimbursement of expenses of Transient Paupers.

Pet. of Overseers of Poor, Truro,

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on Trans. Poor.

A Petition of William McKay, one of the Overseers of the Poor for Section No. 5 of the Township of Egerton, was presented by the Hon. Mr. Young and read, praying reimbursement of expenses of a Transient Pauper.

Pet. of Wm McKay, Overseer of Poor, Egerton,

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com on Trans. Poor.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House various Accounts and Correspondence on the subject of expenses of Sick Immigrants, &c.

Papers presented, viz.—Accounts, &c. sick Emigrants,

Ordered, That the same be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on Transient Poor.

Also,—Several Papers connected with expenses incurred in reference to the Barque "Lulan."

Barque 'Lulan,'

Ordered, That the same be referred to the Committee to whom the Despatches presented on a former day on the same subject were referred.

Ref. to Com.

Also,—Several Papers touching the claim of Thomas Hood for teaching a School in the Township of Digby.

Mr. Hood's claim for teaching School, Digby,

Ordered, That the same be referred to Mr. McLeod, Mr. Snow, and Mr. McDonald, to examine and report upon.

Ref. to Sel. Com.

Also,—Copies of two Communications from the Provincial Secretary of New Brunswick to the Provincial Secretary of Nova Scotia, dated 25th May and 31st May, 1848, respecting a Grant by the New Brunswick Legislature in aid of the Steamer between Annapolis, Digby, and St. John, N. B.; and the same were read by the Clerk.

Steamboat, Annapolis to St John,

(See Appendix No. 24.)

Ordered, That the same be referred to the Committee on Navigation Securities.

Ref. to Com. on Nav. Sec.

Also,—A Report of the Commissioners of Light Houses of Nova Scotia, dated 23rd January, 1849; which was read by the Clerk.

Report of Commissioners of Light Houses,

(See Appendix No. 25.)

Ordered, That the Report be referred to the Committee on Navigation Securities.

Ref. to Com. on Nav. Sec.

Also,—A Copy of Despatch from Earl Grey to Sir John Harvey, dated 23rd June, 1848, inclosing copy of Report of Commissioners for adjusting the Boundary Line between British America and the United States of America under the Treaty of Washington; and the same were read by the Clerk.

Line between B N America and U. States,

For copy of Despatch

(See Appendix No. 26.)

Ordered, That the said copies of Despatches and other Papers do lie on the Table.

Also,

Passenger and Emi-
grant vessels,

Also,—Copies of several Despatches and Papers relative to the carriage of Passengers and Immigrants, and certain Acts relative thereto; and the same were read by the Clerk, viz :

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 7th April, 1848.

Copy of Imperial Statute, 11 Vic. cap. 6, respecting the carriage of Passengers by sea to North America.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 20th April, 1848.

Copy of Order of the Queen in Council, dated 15th April, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 1st December, 1848.

Copy of a Despatch from Earl Grey to the Governor General, dated April 6th, 1848.

Extract from a Minute of the President of the Board of Trade, dated 11th October, 1843, on Nova Scotia Act No. 2,400.

(See Appendix No. 27.)

Ordered, That the said copies of Despatches and other Papers do lie on the Table.

Electric Telegraph,

Also,—Copies of Despatches and other Papers on the subject of the Line of Electric Telegraph proposed to be erected from Halifax to Quebec and the United States of America; and the same were read by the Clerk, viz :

Copy of a Despatch from Sir John Harvey to Earl Grey, dated 11th March, 1848.

Copy of a Despatch from Earl Grey to Sir John Harvey, dated 6th April, 1848.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated April 18th, 1848.

Copy of Messrs. Young and Tobin's Memorandum of their proceedings in New Brunswick and the United States, dated June 19th, 1848.

(See Appendix No. 28.)

Ordered, That the same do lie on the Table.

Salary of Master of
the Rolls,

Also,—Copies of Despatches and other Papers in reference to the Salary of the Master of the Rolls, and the Resolution of the House of Assembly at its last Session in relation thereto; and the same were read by the Clerk, viz :

Copy of a Despatch from Sir John Harvey to Earl Grey dated March 11th, 1848.

Copies of Letters from the Hon. Alexander Stewart, Master of the Rolls, to the Lieutenant Governor, dated respectively, 9th and 11th March, 1848.

Copy of a Despatch from Sir John Harvey to Earl Grey, dated April 18th, 1848.

Memorandum of the Executive Council of Nova Scotia, dated March 14th, 1848.

Copy of a Letter from the Master of the Rolls to Earl Grey, dated 27th March, 1848; together with copies of two Letters of same date, the one thereof addressed to the Lieutenant Governor, and the other to the Provincial Secretary.

Copy

Copy of a Letter from Sir Rupert D. George, late Provincial Secretary, to the Master of the Rolls, dated 18th March, 1848.

(See Appendix No. 29.)

Ordered, That the same do lie on the Table.

A Petition of the Court of General Sessions of the Peace and Grand Jury for the County of Colchester, was presented by Mr. Creelman and read, praying for an alteration in the Law for collecting County Rates in respect to the institution of Suits against Collectors of such Rates.

Pet. for alteration in Co. Poors' Rates,

Ordered, That the Petition be referred to Mr. Creelman, Mr. Fulton, Mr. Marshall, Mr. Henry, and Mr. Brown, to examine into the merits thereof, and report thereon by Bill or otherwise.

Ref. to Sel. Com.

Mr. Henry, pursuant to leave given, presented a Bill to repeal the first clause of the Act for founding, establishing, and maintaining a College in this Province; and the same was read a first time, and ordered to be read a second time.

Bill to repeal money clause of King's College Act,

A Bill to amend the Acts relating to the Office of Sheriff, was read a second time.

Sheriffs' Bill read 2nd time and com.

Ordered, That the Bill be committed to a Committee of the whole House

Then the House adjourned until To-morrow at one of the clock.

TUESDAY, 30TH JANUARY 1849.

PRAYERS.

On motion of Mr. Henry, resolved, That a Committee be appointed to enquire into the expediency of codifying or consolidating the Laws of this Province, in whole or in part, and of re-printing the same in one or more volumes.

Com. on Codification of Laws.

Ordered, That Mr. Henry, Mr. Fraser, the Hon. Mr. Young, Mr. Hall, and the Hon. Mr. Huntington, be a Committee for the foregoing purpose.

A Petition of John James Sawyer, High Sheriff of the County of Halifax, was presented by the Hon. the Provincial Secretary and read, calling the attention of the House to the provision of the Law for the election of Representatives, as entailing heavy expenses on him, as Sheriff, over and above the sums received thereunder, and praying a Grant for extra amounts paid out by him at late Elections for Halifax, and some amendment of the Law in the premises.

Pet. of Sheriff of Halifax.

Ordered, That the Petition be referred to Mr. Hall, Mr. Dickey, and Mr. Munro, to examine into the merits thereof, and report thereon to the House.

Ref. to Sel. Com.

A Petition of Philip Harvie was presented by Mr. Dimock and read, praying compensation for fencing a New Road laid out through his land, and for which the Committee appointed to lay out such Road had neglected to make provision.

Pet. of P. Harvie.

And thereupon—

Resolved, That a Select Committee be appointed to examine, consolidate, and revise the Laws relating to the laying out of New Roads through private lands.

Com. on subject of Laws concerning New Roads.

Ordered, That Mr. Dimock, Mr. Dickey, Mr. Mignowitz, Mr. Munro, and Mr. Sangster be a Committee for that purpose.

Com. named.

Ordered, That the foregoing Petition of Philip Harvie be referred to the said Committee.

Pet of P. Harvie ref. to Com.

Census Bill presented.

The Hon. the Provincial Secretary, pursuant to leave given, presented a Bill for taking the Census of this Province, and for collecting statistical returns; and the same was read a first time, and ordered to be read a second time.

Ref. to Penitentiary Com.

The Hon. the Attorney General, by command of His Excellency the Lieutenant Governor, presented to the House the Report of the Commissioners of the Provincial Penitentiary for the year 1848, together with the Medical Report for the same period, and Returns connected with the Institution.

Ordered, That the said several papers be referred to the Committee on Penitentiary Affairs.

Com. on Bills.

On motion the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

Report Sheriff's Bill with amds.

The Chairman reported from the Committee that they had gone through the Bill to amend the Acts relating to the Office of Sheriff, and had made amendments thereto, which they had directed him to report to the House with the Bill—and he delivered the Bill and amendments in at the Clerk's Table.

And thereupon—

Motion to re-com.

Mr. Dickey moved that the Bill be re-committed for the purpose of vesting the selection of the three persons from whom the Sheriff for each County is to be chosen in the Chief Justice and other Judges of the Supreme Court collectively, instead of in two of such Judges associated with two of the Executive Council, *as provided in the Bill*, which being seconded and put, and the House dividing thereon, there appeared for the motion fifteen, against it thirty.

Division.

For the motion—

Mr. Blackadar,
 " Thorne,
 Hon. Mr. Johnston,
 Mr. Dickey,
 " Budd,
 " Campbell,
 " Bent,
 " Whitman,
 " Moore,
 " Beckwith,
 " Freeman,
 " Ryder,
 " Fulton,
 " Wier,
 " Snow,

Against the motion—

Mr. Robertson,
 " McKenna.
 " McDougall,
 " Smyth,
 " Mott,
 " Killam,
 " Marshall.
 Hon. Mr. Young,
 Mr. Kedy,
 " Ernst,
 " Munro,
 " Harrington,
 " Creelman,
 " Hall,
 " Card,
 Mr. Martell,
 " Bourneuf,
 Hon. Mr. Huntington
 Mr. Dimock,
 " McDonald,
 " Brown,
 " Mignowitz,
 Hon. Atty. General,
 Mr. Henry,
 " Sangster,
 " Archibald,
 " McLeod,
 Hon. Prov. Sec.
 Mr. Comeau,
 Hon. Mr. Doyle,

Negatived.

So it passed in the negative.

Another motion to re-commit,

Mr. Hall then moved that the Bill be re-committed for the purpose of placing such selection in the hands of the Chief Justice and Senior Puisne Judge, or in the absence of the Chief Justice, of the two Puisne Judges associated in either case with the Attorney General and Provincial Secretary, being Members of the Executive Council for the time being.

Which being seconded and put, and the House dividing thereon, there appeared for the motion nine, against it thirty-three.

Negatived on divis.

So it passed in the negative.

Another motion to re-commit.

Mr. Marshall then moved that the Bill be re-committed for the purpose of inserting a clause, empowering the Grand Jury in every County annually to return

a list of three persons qualified to serve as Sheriff, out of whom one should be chosen by the two Judges of the Supreme Court associated with two Members of the Executive Council as provided in the Bill, which person so chosen, should be appointed by the Governor to the office of Sheriff for such County for the ensuing year.

Which being seconded and put, and the House dividing thereon, there appeared for the motion six, against it thirty-six. Negatived on divis.

So it passed in the negative.

The amendments reported to the said Bill having been then read, were agreed to by the House. Amndts. agreed to.

Ordered, That the Bill with the amendments be engrossed. Bill to be engrossed.

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

WEDNESDAY, 31ST JANUARY, 1849.

PRAYERS.

A Petition of David M. Cummings, Mail Courier between Londonderry and the Five Islands, was presented by Mr. Creelman and read, praying payment of a balance due him for past services in that capacity, and that his future allowance may be established in conformity with the Report of the Post Office Committee of a former Session. Pet. of David M. Cummings, Mail Courier,

Ordered, That the Petition be referred to the Committee on Post Office Affairs. Ref. to Post Office Com.

A petition of James B. Sentell of Windsor, was presented by Mr. Fraser and read, praying further remuneration for keeping account of traffic and passengers between Windsor and Halifax. Pet. of J. B. Sentell, Acc. of Traffic on Western Road.

Ordered, That the Petition be referred to Mr. Robertson, Mr. Whitman, and Mr. Fulton, to examine and report upon. Ref. to Sel. Com.

Mr. Fraser, pursuant to leave given, presented a Bill in amendment to the Act for the appointment of Commissioners of Sewers; and the same was read a first time. Bill to am. Sewers' Act,

Ordered, That the Bill be referred to Mr. Hall, Mr. Songster, Mr. Dicky, Mr. Creelman, and Mr. Dimock, to examine and report upon, with amendments or otherwise. Ref. to Sel. Com.

A Petition of Peter Toney, Indian Chief, was presented by the Hon. Mr. Young and read, setting forth the destitution of the Indians at Merigomish, in the County of Pictou, and praying relief. Pet. of Peter Toney, Indian Chief,

Ordered, That the Petition be referred to the Committee on Indian Affairs. Ref. to Com. on Indian affairs,

A Petition of George Mitchell and others, of the West Side of St. Margaret's Bay and Chester, was presented by Mr. Mignowitz and read, praying that the Court of General Sessions of the Peace for Lunenburg may be invested with power to appoint Harbour Masters to regulate the anchorage of Vessels during the fishing season around that shore. Pet. relative to Harbor Master, St. Margaret's Bay, &c.

Ordered, That the Petition be referred to Mr. Hall, the Hon. Mr. Huntington, Mr. Killam, Mr. Mignowitz, and Mr. Munro, to examine and report upon, with power to send for persons and papers, and to report thereon by Bill or otherwise. Ref. to Sel. Com.

- Pet. of Overseers of Poor, Clements,** A Petition of the Overseers of the Poor for the Township of Clements, was presented by Mr. Whitman and read, praying reimbursement of the expenses of a Transient Pauper.
- Ref. to Trans. Poor Com.** *Ordered,* That the Petition be referred to the Committee on the Expenses of Transient Paupers and Immigrants.
- Pet. of Overseers of Poor, Granville,** A Petition of the Overseers of the Poor for the Township of Granville, was presented by Mr. Thorne and read, praying reimbursement of expenses of Transient Paupers.
- Ref. to Com. on Trans. Poor,** *Ordered,* That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.
- Pet. of Overseers of Poor, Amherst,** A Petition of Overseers of the Poor for the Township of Amherst, was presented by Mr. Bent and read, praying reimbursement of expenses of Transient Paupers.
- Ref. to Com. on Trans. Poor,** *Ordered,* That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.
- Bill for Weighing and Inspection of Flour.** Mr. Mignowitz, pursuant to leave given, presented a Bill for the Weighing and Inspection of Flour; and the same was read a first time and ordered to be read a second time.
- Petitions for aid to Draw Bridge over Bear River.** A Petition of John Ditmars and others, and also a Petition of Benjamin Potter and others, respectively, of Clements, in the County of Digby, were presented by Mr. Whitman and read, severally praying a grant in aid of the erection of a Draw Bridge over Bear River, on the main Post Road from Annapolis to Digby.
- Ordered,* That the Petitions do lie on the Table.
- Pet. for Post between Parrsboro' and Five Islands,** A Petition of Joseph Berry and others, of Parrsboro', Two Islands and Five Islands, was presented by Mr. Fulton and read, praying the establishment of a Mail Route between those places.
- Ref. to Post Office Com.** *Ordered,* That the Petition be referred to the Committee on Post Office Affairs.
- Returns of Road Commissioners.** The Hon. Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House a Return of the names of persons recommended by Members of the Assembly as Road Commissioners, during the last year, who were not appointed as such—together with the names of persons appointed in their stead.
- Ordered,* That the same do lie on the Table.
- Sheriffs' Bill read 3rd time.** An engrossed Bill to amend the Acts relating to the Office of Sheriff was read a third time.
- Title altered and passed.** *Resolved,* That the Bill do pass, and that the title be, An Act to amend the Law relating to the appointment of Sheriffs.
- Sent to Council.** *Ordered,* That the Clerk do carry the Bill to the Council and desire their concurrence.
- Resolution for Com. on Cape Breton Crown Grants, &c.** On motion of Mr. Munro, *Resolved,* That a Committee be appointed to examine into the subject of Crown Grants, heretofore made in the Island of Cape Breton, and surveys connected therewith, and to report thereon, and generally upon the question of the Cape Breton Crown Lands, with power to send for persons and papers.
- Ordered,* That Mr. Munro, Mr. Harrington, and Mr. Smith, be a Committee for the foregoing purpose. **A**

A Petition of John Dauphinee and others, of Hubbard's Cove, St. Margaret's Bay, was presented by the Hon. the Attorney General and read, praying for the passage of a Law to enable Hector McLean to shut up an old road there.

Pet. to shut up Road at Hubbards Cove.

Ordered, That the Petition do lie on the Table.

On the motion of the Hon. the Attorney General, the House resolved into a Committee on the General state of the Province, to consider the Despatches and other papers, presented on the subject of the Acts of last Session, relating to the Audit of Public Accounts, &c.

Com. of whole on Departmental Despatches.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee, that they had made some progress in the business under consideration, and had directed him to move for leave to sit again on the further consideration thereof.

Report progress.

Ordered, That this House do again to-morrow, resolve itself into a Committee on the further consideration of the same subject.

Made further Order of Day.

The House adjourned until to-morrow, at twelve of the clock.

THURSDAY, 1ST FEBRUARY, 1849.

PRAYERS.

On motion of Mr. Henry, resolved, That a Committee be appointed to enquire into the general Jurisprudence of the Province, and the practice of the Superior Courts; and to report to this House by Bill or otherwise.

Com. on Judiciary and practice of Courts.

Ordered, That Mr. Henry, Mr. Hall, the Hon. Mr. Johnston, the Hon. Mr. Young, Mr. Harrington, Mr. Marshall, and Mr. Creelman, be a Committee for the foregoing purpose.

Com. named.

A Petition of Daniel O'Gorman, and others, of Herring Cove, was presented by the Hon. the Attorney General and read, praying that the House will not sanction the passage of a Law for appointing one General Inspector of Pickled Fish.

Pet. relative to Inspection of Pickled Fish.

Ordered, That the Petition be referred to the Committee on the Fisheries.

Ref. to Com. on Fisheries.

A Petition of Joseph Reyno and others, of Herring Cove, was also presented by the Hon. the Attorney General and read, praying for a Bounty on the catch of Fish of all descriptions, per quintal and per barrel.

Pet. for Bounty on Fish.

Ordered, That the Petition be referred to the Committee on the Fisheries.

Ref. to Com. on Fisheries.

A Petition of Inhabitants of Herring Cove, was also presented by the Honble. the Attorney General and read, praying that a Road at that place may be widened and extended.

Pet. relative to road at Herring Cove.

Ordered, That the Petition do lie on the Table.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House certain papers on the subject of the proposed Railroad between Halifax and Quebec; and the same were read by the Clerk, viz. :

Railway Reports, &c. presented.

A Report of the Hon. G. R. Young of his mission to New Brunswick and Canada.

Minute of the Executive Council of Canada relative to the collection of Railway Statistics, and the expenses of Survey.

A Circular dated 4th January, 1849, from G. R. Young, Commissioner.

A communication from Mr. Young to Sir John Harvey, dated January 24th, 1849.

Mr. Young's Report on the subject of the Halifax and Quebec Railroad.

Colonel Simpson's preliminary Report, dated Montreal 13th May, 1847.

Report of Mr. Sims, dated Montreal 30th November, 1848.

(See Appendix No. 30.)

Ordered, That the papers do lie on the Table.

Petition of Seamen
of 'Acadian.'

A Petition of John Williamson, and four others, late Mariners on board the Barque "Acadian," was presented by the Hon. the Provincial Secretary and read, setting forth that they had shipped on board the said Barque on a voyage hence to Port Medway, and thence to the West Indies; that while entering Port Medway Harbour, in the prosecution of the voyage, the vessel struck on a rock and leaked badly; that Petitioners, deeming her unseaworthy, had thereupon refused to proceed further on said voyage, and returned to Halifax, where they were arrested by the owners of the vessel and thrown into Gaol, for the advance of their wages; and that, having been brought up under the Insolvent Act, they had been remanded for two months, and praying investigation and relief.

Ref. to Sel. Com.

Ordered, That the Petition be referred to Mr. Marshall, Mr. Fulton, and Mr. Harrington, to examine and report upon.

Order of Day—
Com. on General
State of Province.

The Order of the Day being read,
The House again resolved itself into a Committee on the consideration of the Despatches on the subject of the Act relating to the audit of Public Accounts.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made further progress in the business under consideration, and had directed him to move for leave to sit again on the further consideration thereof.

Made further Order
of Day.

Ordered, That the House do again to-morrow resolve itself into a Committee on the further consideration of the same subject.

Then the House adjourned until To-morrow at twelve of the clock.

FRIDAY, 2ND FEBRUARY 1849.

Pet. for Light House
at Fox Island.

A Petition of Inhabitants of the County of Guysborough, was presented by Mr. Marshall and read, praying aid in the erection of a Light House at Fox Island.

Ref. to Com. on
Nav Sec.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Pet. from Country
Harbor for relief.

A Petition of Charles Archibald, and others, of Country Harbor, in the County of Guysborough, was also presented by Mr. Marshall and read, setting forth the extreme destitution prevailing there, and praying relief.

Ordered, That the Petition do lie on the Table.

The

The Order of the Day being read :

The House again resolved itself into a Committee on the consideration of the Despatches on the subject of the Act relating to the Audit of Public Accounts.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the business under consideration, and had directed him to move for leave to sit again on the further consideration thereof.

Ordered, That the House do again to-morrow resolve itself into a Committee on the further consideration of the same subject.

Then the House adjourned until To-morrow at twelve of the clock.

Order of Day—
Com. on General
State of Province

SATURDAY, 3RD FEBRUARY, 1849.

PRAYERS.

A Petition of William C. Pipes, of Napan, in the County of Cumberland, was presented by Mr. Bent and read, praying remuneration for services rendered David Keith, a transient pauper, in the year 1847.

Pet. of Wm. C.
Pipes.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on
Trans. Poor,

A Petition of Dr. Benjamin G. Page, of Amherst, was also presented by Mr. Bent and read, praying compensation for Medical attendance upon, and Medicines furnished to Transient Paupers in the year 1847.

Pet. of Dr. Page.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on
Trans. Poor.

A Petition of Dr. Benjamin G. Page, of Amherst, was also presented by Mr. Bent and read, praying remuneration for professional services rendered to sick Indians, and Medicines furnished them.

Pet. of Dr. Page.

Ordered, That the Petition be referred to the Committee on Indian Affairs.

Ref. to Com. on
Indian affairs.

A Petition of Charles Bent, M. D., of Pugwash, was presented by Mr. Fulton and read, praying remuneration for Medical attendance upon, and Medicines furnished sick Indians.

Pet. of Dr. Bent for
attendance on
Indians.

Ordered, That the Petition be referred to the Committee on Indian Affairs.

Ref. to Com. on
Indian Affairs.

A Petition of Charles Bent, M. D., of Pugwash, was also presented by Mr. Fulton and read, praying remuneration for professional services rendered a Transient Pauper.

Pet. of Dr Bent for
attendance on
Transient Paup.

Ordered, That the Petition be referred to the Committee on the Expenses of Transient Paupers and Immigrants.

Ref. to Trans. Poor
Com.

A Petition of Dr. Joseph Clarke, of Pugwash, was also presented by Mr. Fulton and read, praying remuneration for attendance on a Transient Pauper by direction of the Overseers of the Poor; and also for attendance upon sick Indians.

Pet. of Dr Clarke.

Ordered, That so much of the said Petition as relates to a Transient Pauper be referred to the Committee on the expenses of Transient Paupers and Immigrants; and that the remainder thereof be referred to the Committee on Indian Affairs.

Ref. to Transient
Poor and Indian
Coms.

Pet. of L. Jenks.

A Petition of Lewis Jenks, of Parrsborough, was also presented by Mr. Fulton and read, praying remuneration for extra services performed by him in the execution of a Contract for building a Bridge over Partridge River.

Ref. to Sel. Com.

Ordered, That the Petition be referred to Mr. McDonald, Mr. Snow, and Mr. Henry, to examine into the merits thereof, and report thereon to the House, with power to send for persons and papers.

Pet. from Annapolis relative to Consul Fees.

A Petition of Merchants, and others, of Annapolis, was presented by Mr. Whitman, and read, complaining of the heavy Fees paid the British Consuls at the Ports of the United States, in respect of vessels trading to such Ports.

Ref. to Com. on Consular Fees.

Ordered, That the Petition be referred to the Committee on the subject of Consular Fees.

Pet. of Collector of Excise Port Hood.

A Petition of Hiram Blanchard, Collector of Colonial Duties at Port Hood, in the County of Inverness, was presented by Mr. Smyth, and read, praying remuneration for extraordinary services performed by him in the discharge of his duties.

Ref. to Com. on Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Pet. of Jas. Wilson.

A Petition of James Wilson, of Dartmouth, was presented by the Hon. the Provincial Secretary, and read, setting forth the injurious effects resulting from the present high Duty on Home Manufactured Spirits, and the illicit trade flowing therefrom; and praying for an alteration in the Tariff in that respect.

Ref. to Com. on Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House:

An Abstract of Warrants paid by the Treasurer as compensation for Road alterations between 1st January and 31st December, 1848.

Ordered, That the same do lie on the Table.

Also—An Account Current of the Board of Revenue for 1848.

Ordered, That the same be referred to the Committee on Public Accounts.

Pet. of George B. Watson.

A Petition of George B. Watson, of Arichat, was presented by the Hon. the Provincial Secretary, and read, praying compensation for his services as Teacher of the Grammar and Nautical School at that place.

Ref. to Com.

Ordered, That the Petition be referred to the Committee on the subject of Mr. Hood's claim, appointed on the 29th January last.

Pet. of Elias Boudrot.

A Petition of Elias Boudrot, of D'Escouse, in the Isle Madame, was presented by Mr. Martell, and read, setting forth the seizure and sale of a quantity of Flour and Meal imported by him, and which, although not subject to any duty, he had, through ignorance neglected to enter.

Ref. to Com. on Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Pet. for Light House at Pictou Island.

A Petition of Mariners, Merchants, and others interested in Trade and Commerce, was presented by the Hon. Mr. Young and read, praying for the erection of a Light House on Pictou Island.

Ref. to Com. on Nav. Sec.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

A Petition of the Hon Samuel Cunard, of Halifax, was presented by the Hon. the Attorney General, and read, praying a Grant for a number of years, to encourage the running of a Steamboat regularly between Pictou and Prince Edward Island.

Pet. for Steamboat,
Pictou to P. E.
Island.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on
Nav. Sec.

A Petition of Ann Moon was presented by the Hon. the Attorney General and read, setting forth that Donald Moon, her late husband, lost his life in endeavoring to save persons from drowning, at St. Paul's Island, and her present destitute condition, and praying relief in addition to that extended last Session.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

The Hon. the Attorney General, pursuant to leave given, presented a Bill to regulate the Inspection of Pickled Fish, and the same was read a first time.

Pickled Fish Inspection Bill.

Ordered, That the Bill be referred to the Committee on the Fisheries to examine and report upon, with amendments or otherwise.

Ref. to Com. on
Fisheries.

A Petition of the Sub-Committee for Nova Scotia, on behalf of the Managing Committee of the Wesleyan Academy at Sackville, N. B., was presented by the Hon. the Provincial Secretary and read, praying for a continuance of the Grant in aid of that Institution, and a fair consideration of its claims when considering those of other similar Institutions.

Pet. for continued
aid to Wesleyan
Academy, Sackville.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on
Education.

A Petition of Charles E. Leonard, and others, of the Northern section of the County of Cape Breton, was presented by Mr. Munro, and read, praying for a division of that County, with an increase of Representation.

Pet. for division of
County of Cape
Breton.

Ordered, That the Petition do lie on the Table.

The Order of the Day being read,

The House again resolved itself into a Committee on the further consideration of the Despatches on the subject of the Act relating to the Audit of Public Accounts, &c.

Order of Day—
Com. on General
State of Province.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the business under consideration, and had agreed to an Address to the Queen in relation thereto, which they had directed him to report to the House, and he delivered the same in at the Clerk's Table, where it was read, and is as follows :

Report Address to
Queen on Act re-
lating to Audit of
Public Accts.

TO HER MOST GRACIOUS MAJESTY THE QUEEN.

Address.

The Humble Petition and Address of the House of Assembly of Your Majesty's Province of Nova Scotia, now convened.

RESPECTFULLY SHEWETH :

That we, Your Majesty's loyal subjects the Representatives of the People of Nova Scotia, have had under consideration the Act of last Session entitled "An Act to provide for a more accurate Audit and Inspection of the Public Accounts in this Province, and for the Appointment of certain Public Officers therein."

That we have given due weight and reflection to the various Despatches which have lately passed between His Excellency the Lieutenant Governor and the Right Honorable the Secretary of State for the Colonies in relation to said Act, and after a most respectful and deliberate review have come to the conclusion that this House should adhere to the policy which guided the Legislature at its last Session.

That this House therefore humbly pray that Your Majesty may be graciously pleased to give Your Majesty's Assent to said Act.

And thereupon,

Amendment to Address moved.

The Hon. Mr. Johnston moved that the said Address be not received—and that the House do come to the following resolution :

Whereas, the public interest will not be promoted by the Act entitled "An Act to provide for a more accurate Audit and Inspection of Public Accounts in this Province, and for the Appointment of certain Public Officers therein," becoming a Law in its present form ; and for the following, among other reasons, that Act, if passed at all, requires amendment :

Because it creates two heads of the Financial Department and places it in the power of the Executive to bring into the Legislature a greater number of Departmental Officers than are required for the conduct of the public business there, or than may be found consistent with the security of the people against an excess of Executive influence in the Legislature.

Because it is contrary to sound policy that the officer who receives and pays the Public Monies should be periodically dependant on the result of a contested election for the continuance of his livelihood, or that his office should be held on the same tenure, and subject to the same political fluctuations as the members of the Executive Council, which might have the effect of diminishing their vigilance in scrutinizing and exposing any irregularities in his management of the Public Funds.

Because it is especially objectionable that the Treasurer or Receiver General, over whose Accounts the Financial Secretary ought to exercise the most unfettered supervision, should hold a seat in the Provincial Government and the Legislature, and thus be possessed of equal influence and authority with the Financial Secretary.

Because if the Act should pass into a Law in its present form it will entail much additional expense on the Province, in Salaries and contingent Office expenses, without any corresponding benefit to the public service.

Because in the present state of the Country the Salaries given by the said Bill are too high, and ought to be reduced.

Because while the Act, in its present form, will be thus burdensome to the people and injurious to the public service, it is designed to effect the removal of an Officer who has been justly designated "a very deserving man and a very correct officer," under circumstances of peculiar and great hardship, and whose removal will in no way be beneficial to the Country.

And whereas, entertaining these views, this House is gratified in being able to concur in the recommendation of the Right Honorable Her Majesty's Colonial Secretary on these points, and at the same time pay regard to the best interests of the People of this Country.

Therefore resolved, That the said Act ought not to be passed into a Law, and that a Committee be appointed to prepare an Address to Her Majesty to that effect, leaving this House to adopt such amended legislation on the subject as may be deemed advisable and proper for establishing an efficient Audit of the

Public

Public Accounts by some Officer holding his situation on a Parliamentary tenure. Which proposed Resolution being seconded and put, and the House dividing thereon, there appeared for the motion, twenty-one; against it, twenty-eight.

For the motion—

Mr. Freeman, Mr. Budd,
 " Blackadar, " Dickey,
 " Fraser, " Campbell,
 Hon. Mr. Johnston, " Fulton,
 Mr. Marshall, " Wier,
 " Harrington, " Bent,
 " Hall, " Munro.
 " Beckwith,
 " Taylor,
 " Moore,
 " Whitman,
 " Ryder,
 " Thorne,
 " Snow,

Against the motion—

Mr. Robertson, Mr. Comeau,
 " Martell, Hon. Prov. Secretary,
 " McDougall, Mr. Bourneuf,
 " McKenna, " Smith,
 " Homer, Hon. Atty. General,
 " Ernst, " Mr. Young,
 " Kedy, " Doyle
 " Card, Mr. Henry,
 " Killam, " Mott,
 " Brown, " Archibald,
 " Creelman, " McKeagney,
 " McDonald, Hon. Mr. Huntington
 " Mignowitz, Mr. Dimock,
 " Sangster, " McLeod.

Division thereon.

So it passed in the negative.

The question being then put that the said Address be agreed to by the House, and do pass, and the House dividing thereon, there appeared, for agreeing to the Address, twenty-eight; against it, twenty-one.

Amndt. negatived.

Question on Address.

For the Address—

Mr. Robertson, Mr. Comeau,
 " Martell, Hon. Prov. Sec.
 " McDougall, Mr. Bourneuf,
 " McKenna, " Smyth,
 " Homer, Hon. Atty. General,
 " Ernst, Hon. Mr. Young,
 " Kedy, Hon. Mr. Doyle,
 " Card, Mr. Henry,
 " Killam, " Mott,
 " Brown, " Archibald,
 " Creelman, " McKeagney,
 " McDonald, Hon. Mr. Huntington
 " Mignowitz, Mr. Dimock,
 " Sangster, " McLeod.

Against the Address—

Mr. Freeman, Mr. Budd,
 " Blackadar, " Dickey,
 " Fraser, " Campbell,
 Hon. Mr. Johnston, " Fulton,
 Mr. Marshall, " Wier,
 " Harrington, " Bent,
 " Hall, " Munro,
 " Beckwith,
 " Taylor,
 " Moore,
 " Whitman,
 " Thorne,
 " Ryder,
 " Snow.

Division.

So it passed in the affirmative.

Ordered, That the said Address be engrossed.

Address passed.

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

Order for engrossing.

MONDAY, 5TH FEBRUARY, 1849.

PRAYERS.

A Petition of Inhabitants of Lake Porter and its vicinity, was presented by Mr. Mott and read, praying aid to an Oat Mill there.

Pet. for Oat Mill at Lake Porter,

Ordered, That the Petition be referred to the Committee on Agriculture.

Ref. to Com. on Agriculture.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House:

Returns

School and Academy Return. Returns of various Academies and Common Schools in different parts of the Province;
With Abstracts of such Returns; which Abstracts were read by the Clerk.

(See Appendix No. 31.)

Wesleyan Academy Return. Also—A Statement of the Financial condition, &c., of the Wesleyan Academy at Sackville, New Brunswick, on the 1st January, 1849.

Ref. to Com. on Education. Ordered, That the said several Returns and Abstracts be referred to the Committee on Education.

Account of Health Officer at Halifax. Also—An Account of Dr. Matthias Hoffman, Health Officer at Halifax, for services performed in that capacity for the year 1848.

Ref. to Com. on Transient Poor. Ordered, That the Account be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Account of Expenditure for Indians. Also—An Account of the Rev. Doctor Fraser, Roman Catholic Bishop, of the expenditure of a sum of money by him as Indian Commissioner.

Also—An Account of the Reverend Mr. Courteau, of the expenditure by him of a sum of money for the benefit of the Indians.

Ref. to Indian Com. Ordered, That the Account be referred to the Committee on Indian Affairs.

Return of Light Duties. Also—A Return shewing the names, number and tonnage of Vessels entered at the Port of Pictou in the year 1848, which have paid Light Duties at other Ports, with the names of such Ports.

Ref. to Com. on Nav. Sec. Ordered, That the Return be referred to the Committee on Navigation Securities.

Report of Treasury Note Commrs. Also—A Report of the Commissioners for issuing Treasury Notes for the year 1848, with a Record kept by them in relation to such Notes; and the same was read by the Clerk.

(See Appendix No. 32.)

Ref. to Com. on Public Accounts. Ordered, That the same be referred to the Committee on Public Accounts.

Despatch on Prison Discipline. Also—A copy of a circular Despatch from Earl Grey to Sir John Harvey on the subject of Prison Discipline, dated Downing Street 13th March, 1848.

Ref. to Com. on Penitentiary. Ordered, That the same be referred to the Committee on the Penitentiary.

Pet. for Division of County of Pictou. A Petition of James Carmichael, and one thousand two hundred and sixty-nine other inhabitants of the townships of Egerton and Maxwelton, in the County of Pictou, was presented by the Hon. Mr. Young and read, praying that these Townships may be erected into a separate County, with suitable representation in the General Assembly.

Ordered, That the Petition do lie on the Table.

Petitions from Parrsboro' for relief. Two Petitions of inhabitants of Parrsborough, in the County of Cumberland, were presented by Mr. Dickey and read, setting forth the destitution prevailing there, and praying relief.

Ordered, That the Petitions do lie on the Table.

Pet. from Pictou for amendment of Relief Assessment Act. A Petition of George W. A. Lowden and others, a Committee appointed at a public meeting, on behalf of themselves and the other inhabitants of Electoral Districts No. 19, in the County of Pictou, was presented by the Hon. Mr. Young and read, setting forth the destitution prevailing there and praying for an alteration.

tion in the Act of last Session authorising Assessments for the relief of the distressed, and other immediate relief.

Ordered, That the Petition do lie on the Table.

A Petition of William Weeks, was presented by Mr. Dickey and read, praying further aid to encourage the running of his Packet once a week, instead of once a fortnight, between Bay Verte and Prince Edward Island.

Pet. of W. Weeks for Bay Verte Packet.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com on Nav Sec.

A Petition of Freeholders and Inhabitants of Goose River and Shinemacas Districts in the County of Cumberland, was also presented by Mr. Dickey and read, setting forth the advantages that would result from the construction of the contemplated Railroad from Halifax to Quebec, and their readiness to aid therein by granting free breadth of way through their Lands; and praying that the undertaking may be favorably considered by the House.

Pet. from Cumberland in favour of Hx. and Quebec Railroad.

Ordered, That the Petition do lie on the Table.

A Petition of William Doat, a native of Denmark, was presented by the Hon. Mr. Huntington, and read, praying that he may be Naturalized by an Act of the Legislature.

Pet. of W. Doat for Naturalization.

Ordered, That the Petition do lie on the Table, and that the Hon. Mr. Huntington have leave to bring in a Bill in accordance with the prayer thereof.

Leave for Bill

And thereupon—

The Hon. Mr. Huntington, pursuant to such leave, presented a Bill to Naturalize William Doat; and the same was read a first time, and ordered to be read a second time.

Bill to Naturalize W. Doat.

A Petition of George Sprague, of Bay du Verte, was presented by Mr. Bent and read, praying a Grant in aid of a Packet to run weekly between that place and Charlotte Town, Prince Edward Island.

Pet. of Geo. Sprague for aid to Bay Verte Packet.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on Nav. Sec.

A Petition of Alexander Chisholm, Senior, of Long Point, in the County of Inverness, was presented by Mr. Smyth, and read, praying aid to a Grist Mill and Kiln, erected by him at the River Dennis Road.

Pet. of D. Chisholm, Sen. for aid to Mill.

Ordered, That the Petition be referred to the Committee on Agriculture.

Ref. to Com. on Agriculture.

A Petition of the Rev. James Drummond, Parish Priest, and others, Freeholders and Inhabitants of Guysborough, and its vicinity, was presented by Mr. Marshall and read, praying for a Grant for a period of years in aid of a higher School in the Town of Guysborough for the education of youths of the Roman Catholic religion.

Pet. for aid to Catholic School at Guysboro.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

The Hon. the Attorney General, pursuant to leave given, presented a Bill to consolidate the Acts respecting the Incorporation of the City of Halifax; and the same was read a first time.

Hx Incorporation Bill.

Ordered, That the Bill be referred to Mr. Harrington, Mr. McLeod, Mr. Beckwith, Mr. Creelman, and Mr. Mignowitz, to examine and report upon, with amendments or otherwise.

Ref. to Sel. Com.

Civil List Bill.

The Hon. the Attorney General, also, pursuant to leave given, presented a Bill for transferring the Crown Revenues, and providing for the Civil List thereof; and the same was read a first time, and ordered to be read a second time.

Report on Pet. relative to Halifax Powder Magazine.

Mr. Mott reported from the Select Committee to whom was referred the Petition of Edward Albro & Company, and others, in reference to the rate of Storage at the Powder Magazine at Halifax; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 33.)

Adopted.

Ordered, That the Report be received and adopted by the House.

Pet. of Dr. Gesner.

A Petition of Abraham Gesner, M. D., was presented by the Hon. the Attorney General and read, praying aid in the publication of a Work prepared by him on the "Industrial Resources of Nova Scotia."

Ref. to Sel. Com.

Ordered, That the Petition be referred to Mr. Hall, Mr. Marshall, Mr. Mignowitz, Mr. Ryder, and Mr. Creelman, to examine and report upon.

Pet. of Sydney Pilots

A Petition of the Pilots of the Port of Sydney, Cape Breton, was presented by Mr. McKeagney, and read, praying an increased rate or proportion of Pilotage on Vessels entering that Port.

Ref. to Com. on Mr. Master and Pilotage Bills.

Ordered, That the Petition be referred to the Committee appointed on the 26th January last, to consider and report upon certain Pilotage and Harbour Master Acts, who are also to examine and report upon this Petition.

Pet. of Sydney Harbour Master.

A Petition of Thomas Samuel Bown, Harbour Master at Sydney, C. B., was also presented by Mr. McKeagney and read, praying additional compensation for his services in that capacity during the past year.

Ref. to Com. on Mr. Master and Pilotage Bills.

Ordered, That the Petition be referred to the same Committee to whom the last foregoing Petition was referred, who are also to examine and report upon this Petition.

Pet. for Harbour Master at Cow Bay, C.B.

A Petition of inhabitants of Cow Bay, in the Island of Cape Breton, was also presented by Mr. McKeagney and read, praying for the appointment of a Harbour Master at that place.

Ref. to Sel. Com.

Ordered, That the Petition be referred to the Committee appointed on the 31st January last, on the Petition of George Mitchell and others, of Chester and Margaret's Bay, who are also to examine and report upon this Petition.

Pet. of Geo. E. Burchell.

A Petition of George E. Burchell, was also presented by Mr. McKeagney, and read, praying payment of a balance of a sum of money expended by him as an Overseer of the Poor for the Township of Sydney, Cape Breton, in 1847, and deducted from his Account by a Committee of the House of Assembly.

Ref. to Trans. Poor Com.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Pet. of Jas. Jordan.

A Petition of James Jordan, of Sydney, was also presented by Mr. McKeagney and read, praying remuneration for boarding and lodging a Transient Pauper.

Ref. to Trans. Poor Com.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

A Petition of the Overseers of the Poor for the Township of North Sydney, was presented by Mr. McKeagney and read, praying reimbursement of expenses incurred by them in the support and removal of a Transient Pauper.

Pet. of Overseers of Poor, North Sydney.

Ordered, That the Petition be referred to the Committee on the Expenses of Transient Paupers and Immigrants.

Ref. to Trans. Poor Com.

Then the House adjourned until To-morrow at twelve of the clock.

TUESDAY, 6TH FEBRUARY, 1849.

PRAYERS.

At one of the clock (being the time appointed for considering the several Petitions of Edmund H. Francheville and of William O. Heffernan, against the Election and return of Mr. Marshall, one of the sitting Members for the County of Guysborough,) the Sergeant-at-Arms was directed to go to the places adjacent and require the immediate attendance of the Members on the business of the House; who having returned and reported that he had so done, the House was counted, and forty-seven Members being present, (exclusive of Mr. Speaker, and Mr. Marshall the sitting Member,) and all other previous measures prescribed by the Act of the General Assembly made and passed in the second year of the Reign of Her present Majesty, entitled, "An Act for regulating the Trials of Controverted Elections and Returns of Members to serve in General Assembly," having been taken, and the Counsel for the Petitioners being in attendance at the Bar of the House, and the sitting Member being in his place in the House, the doors of the House were locked, and the Order of the Day for taking into consideration the said Petitions complaining of an undue Election of John J. Marshall, Esquire, one of the sitting Members for the County of Guysborough, was read—Whereupon the House proceeded to ballot for a Select Committee to try the merits of the Election and return of the said John J. Marshall, sitting Member as aforesaid, in the manner prescribed by the said Act, when the following names of fifteen Members present (and not appearing to be under the disqualifications mentioned in the said Act,) were drawn viz: Mr. Mignowitz, Mr. Archibald, Mr. Bent, Mr. Blackadar, Mr. Comeau, Mr. Smyth, Mr. Munro, Mr. Budd, Mr. Sangster, Mr. McKeagney, Mr. Dimock, Mr. Card, Mr. Fraser, the Hon. the Provincial Secretary, and Mr. Brown; and thereupon lists of the fifteen Members so chosen by lot were given to the Counsel of the Petitioners, and to the said sitting Member, who then withdrew with the Clerk Assistant in order to reduce the same pursuant to said Act; and the doors were then unlocked.

Consideration of Petition against Mr. Marshall's return for Guysboro'.

Names drawn.

The Clerk's Assistant delivered in to the House, the names of the seven Members remaining, after the number drawn by ballot this day, in regard to the Election and return of Mr. Marshall, one of the sitting Members for Guysborough, had been reduced according to Law by the Counsel for the Petitioners, and the said sitting Member alternately, striking off names therefrom, and the names of the said seven Members so delivered in being read, are as follows:—Mr. Comeau, Mr. Smyth, Mr. Sangster, Mr. McKeagney, Mr. Dimock, the Hon. the Provincial Secretary, and Mr. Brown; who thereupon, were duly sworn by the Clerk, at the table of the House, "well and truly to try the merits of the Petitions referred to them, and a true judgment to give, according to the evidence," pursuant to the provisions of the Statute.

Return of Committee struck.

Names.

Sworn.

Ordered,

Order for meeting of
Committee.

Ordered, That the said Select Committee so formed, do meet on Friday next, the 9th day of February, instant, at eleven of the clock, in the forenoon, in the Committee Room of this House, (usually called the Supreme Court Room), for the purpose of hearing and determining the merits of the Election of John J. Marshall, Esquire, taken this day into consideration.

Petitions referred to
Com.

Ordered, That the several Petitions of Edmund H. Francheville, and of William O. Heffernan, complaining of an undue election and return of Mr. Marshall, one of the sitting Members for the County of Guysborough, be referred to the said Select Committee.

Pet. from Clements
relative to Lunatics.

A Petition of the Overseers of the Poor for the Township of Clements, was presented by the Hon. Mr. Johnston and read, setting forth the expenditure by them of a large sum during the past year, in supporting and taking charge of three Lunatics, and praying that inasmuch, as the want of a Lunatic Asylum has rendered the charge necessary, a proportion of the same may be refunded them from the Public Funds.

And thereupon :

Lunatic Committee
appointed.

On motion, *resolved*, That a Select Committee be appointed to take into consideration, the subject of Lunatics in the Province, and the best mode of disposing of the same.

Names of Com.

Ordered, That the Hon. Mr. Johnston, Mr. Hall, the Hon. Mr. Huntington, Mr. McDonald, and Mr. Creelman, be a Committee for that purpose.

Pet. ref. to Com.

Ordered, That the foregoing Petition from the Overseers of the Poor for Clements, be referred to the said Committee.

Pet. for Oat Mill,
Falmouth.

A Petition of John Brown and others, of Falmouth, was presented by Mr. Sangster and read, praying aid in the erection of an Oat Mill in that Township.

Ref. to Com. on
Agriculture.

Ordered, That the Petition be referred to the Committee on Agriculture.

Pet. for aid to Annapolis
Academy.

A Petition of Inhabitants of Annapolis, was presented by Mr. Whitman, and read, praying continued aid to the Annapolis Academy.

Ref. to Com. on
Education.

Ordered, That the Petition be referred to the Committee on Education.

Pet. for School,
Moose River.

A Petition of William F. Potter and others, Inhabitants of Moose River and its vicinity, in the Township of Clements, was also presented by Mr. Whitman, and read, praying the establishment of a superior or First Class School there.

Ref. to Com. on
Education.

Ordered, That the Petition be referred to the Committee on Education.

Pet. from Pugwash
against Pilot Act.

A Petition of William Cooper, and others, Merchants and others of the Port of Pugwash, was presented by the Hon. Mr. Young and read, setting forth defects existing in the present mode of selecting Pilots at that Port, and praying for the appointment of Commissioners for that purpose.

Ref. to Com.

Ordered, That the Petition be referred to the Committee on Pilotage and Harbor Master Bills.

Pet. of Overseers,
Horton.

A Petition of the Overseers of the Poor for the Township of Horton, was presented by Mr. Hall and read, praying reimbursement of expenses of Transient Paupers.

Ref. to Trans Poor
Com.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Petition of Pictou
Pilots.

A Petition of the Licensed Pilots for the Port of Pictou, was presented by Mr. Blackadar and read, praying that in the event of the alteration of the Law for regulating the Pilotage at that Port being altered, their rights may be considered, and that they may receive an increased rate of Fees.

Ordered,

Ordered, That the Petition be referred to the Committee on Pilotage and Harbour Master Bills.

Ref. to Com.

A Petition of Samuel Hood, Teacher, of the Grammar School, at Brier Island, was presented by Mr. Bourneuf and read, complaining of the withholding of part of his allowance as such Teacher, and praying relief.

Pet. of S. Hood,
School Teacher.

Ordered, That the Petition be referred to the Committee appointed on the subject of Accounts submitted connected with such claim.

Ref. to Com.

A Petition of Inhabitants of Brier Island, was also presented by Mr. Bourneuf, and read, praying for the erection of a Light House upon Peters' Island, at the South entrance of the Grand Passage.

Pet. for Light House
at Peters' Island.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on
Nav. Sec.

The Hon. Mr. Young reported from the Committee appointed on the 24th day of January last to take into consideration the practice of the Supreme Court at Halifax, &c. ; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Halifax
Sup Court Sit-
tings.

(See Appendix No. 34.)

Ordered, That the Report do lie on the Table.

The Hon. Mr. Young also, from the same Committee, reported and presented a Bill, further to improve the administration of the Law, and the same was read a first time, and ordered to be read a second time.

Halifax Sup. Court
Sittings Bill.

A Petition of Freeholders and Inhabitants of the County of Annapolis, was presented by the Hon. the Provincial Secretary and read, setting forth the disadvantages under which a very large majority of the Inhabitants of that County labor, in consequence of their distance from Annapolis, the present Shire Town, and praying that Bridgetown may be established as the Shire Town, instead of Annapolis.

Pet. for making
Bridgetown Shire
Town of Annapolis
County.

Ordered, That the Petition do lie on the Table.

A Petition of Inhabitants of Yarmouth, was presented by Mr. Killam and read, praying aid to rebuild the Breakwater at Kelly's Cove.

Pet. for Breakwater,
Kelly's Cove.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on
Nav. Sec.

A Petition of Henry Greggs Farish, late Collector of Excise at Yarmouth, was also presented by Mr. Killam and read, praying remuneration for his services as Keeper of the Queen's and Colonial Warehouses at that Port, during two quarters of the last year.

Pet. of late Collector
of Excise at Yarmouth.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Ref. to Com. on
Trade.

A Petition of the Overseers of the Poor for the Township of Yarmouth, was also presented by Mr. Killam and read, praying reimbursement of expenses of Transient Paupers.

Pet. of Overseers,
Yarmouth.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on
Transient Poor.

A Petition of Dr. Greggs Joseph Farish of Yarmouth, was also presented by Mr. Killam and read, praying remuneration for attendance on a Transient Pauper.

Pet. of Dr. Farish,

Ref. to Com. on
Transient Poor.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Pet. for amndt. of
Lumber Survey
Law.

A Petition of Leonard Getz and others, Inhabitants of Musquodoboit and Petpiswick and others, interested in the Lumber Trade, was presented by the Hon. the Provincial Secretary and read, praying for an alteration in the Law relative to the survey of Lumber, so that all Lumber may be sold according to quality or sample.

Ref. to Sel. Com.

Ordered, That the Petition be referred to Mr. Fraser, Mr. Killam, Mr. Fulton, Mr. Mignowitz, the Hon. the Provincial Secretary, Mr. McDonald, and Mr. Munro, to examine and report upon, by Bill or otherwise.

Report from Com.
on Revision of
Laws.
Resolutions.

Mr. Henry from the Committee on the subject of the revision and consolidation of the Laws, reported that the Committee had agreed to certain resolutions in relation thereto, which they had directed him to report to the House, and he read the same in his place, and afterwards delivered them in at the Clerk's Table.

Consideration postponed.

Ordered, That the said Resolutions be again read and considered at a future day.

Pet. of James B.
Hadley.

A Petition of James B. Hadley, of Melford, in the County of Guysborough, was presented by Mr. Marshall and read, praying remuneration for his services as a Way Office Keeper at that place since 1843.

Ref. to Post Office
Com.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

Casual Revenue
Accounts.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House an Account of the Receipt and Expenditure of the Casual and Territorial Revenues of the Crown for the year 1848.

(See Appendix No. 35.)

Ref. to Com. on
Public Accounts.

Ordered, That the same be referred to the Committee on Public Accounts.

'Then the House adjourned until To-morrow at twelve of the clock.

WEDNESDAY, 7TH FEBRUARY, 1849.

PRAYERS.

Pet. for aid to Oat
Kiln, Aylesford.

A Petition of Inhabitants of Aylesford, was presented by Mr. Hall and read, praying aid to rebuild a Kiln attached to the Oat Mill of Gardner Tufts and Jesse Bent at that place.

Ref. to Com. on
Agriculture.

Ordered, That the Petition be referred to the Committee on Agriculture.

Pet. for aid to Post
Communication,
Maitland.

A Petition of George Graham, and others, of Douglas, in the County of Hants, was presented by Mr. McDougall, and read, praying for a direct Post Communication between Windsor and Maitland.

Ref. to Post Office
Com.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

Pet. of S. Dimock.

A Petition of Stephen Dimock, Mail Courier from Scotch Village through Douglas, to the Gore, in Rawdon, was also presented by Mr. McDougall and read, praying compensation for his extra services in that capacity.

Ordered,

- Ordered*, That the Petition be referred to the Committee on Post Office Affairs. Ref. to Post Office Com.
- The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House various Accounts rendered against the Board of Health at Yarmouth, by Dr. H. G. Farish and others, on account of sick Emigrants arriving there afflicted with the Small Pox. Accounts against Yarmouth Board of Health.
- Ordered*, That the Accounts be referred to the Committee on the expenses of Transient Paupers and Immigrants. Ref. to Trans. Poor Com.
- A Petition of Benjamin Davidson was presented by the Hon. the Provincial Secretary, and read, praying Provincial aid to the School under his charge in Halifax. Pet. of B. Davidson.
- Ordered*, That the Petition be referred to the Committee on Education. Ref. to Com. on Education.
- A Petition of Nathan Tupper, and others, of King's County, was presented by Mr. Hall and read, praying that the Road leading from Cornwallis to Granville, under the North Mountain, may be placed upon the list of Great Roads. Pet. for placing Road Cornwallis, among Great Roads.
- Ordered*, That the Petition be referred to the Committee on the Laws relating to the laying out of new Roads. Ref. to Road Com.
- A Petition of C. C. Hamilton, M. D., of Cornwallis, was presented by Mr. Beckwith and read, praying remuneration for medical attendance on Indians during the past year. Pet. of Dr. Hamilton
- Ordered*, That the Petition be referred to the Committee on Indian Affairs. Ref. to Com. on Indian Affairs.
- A Petition of Zenas Waterman, Junior, was presented by Mr. Taylor and read, praying payment of a sum of money expended by him in the Road Service of Queen's County. Pet. of Z. Waterman.
- Ordered*, That the Petition be referred to Mr. Henry, Mr. Fulton, and Mr. Mott, to examine and report upon. Ref. to Sel. Com.
- A Petition of Margaret Suttin, of St. Peter's, Widow, was presented by Mr. Harrington and read, praying compensation for damage done her land by a new Road being opened through the same. Pet. of Mrs. Suttin.
- Ordered*, That the Petition be referred to the Committee on the last foregoing Petition, who are also to examine and report upon this Petition. Ref. to Com.
- A Petition of the Overseers of the Poor for District No. 1, in the Township of Digby, was presented by Mr. Budd and read, praying reimbursement of expenses of Transient Paupers. Pet. of Overseers, Digby.
- Ordered*, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants. Ref. to Trans. Poor Com.
- A Petition of Edward Leonard, and others, sail-makers, and other Freeholders of the township of Digby, was also presented by Mr. Budd and read, complaining of the operation of the present Tariff, which imposes a duty upon Sail Cloth, taken in conjunction with the inter-Colonial Trade Act, by which manufactured Sails are brought in duty free, and praying for an amendment of the Law for the protection of the home manufactured article. Pet. of Sailmakers of Digby in regard to Tariff.
- Ordered*, That the Petition be referred to the Committee on Trade and Manufactures. Ref. to Com. on Trade.
- A Petition of the Hon. Alexander Keith, and others, the committee of the Lay Association in connection with the Church of Scotland, was presented by the Hon. Pet. for aid to Caledonia Academy, Halifax.

Hon. the Attorney General and read, praying aid to the Caledonia Academy under their charge in Halifax.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

Pet. for aid to National School.

A Petition of the Trustees of the National School at Halifax, was presented by the Hon. the Attorney General and read, praying a continuance of the Grant in aid of that Institution.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

Pet. for African School.

A Petition of the Rev. Robert Willis, D. D., on behalf of the African School in Halifax, was also presented by the Hon. the Attorney General and read, praying for continued aid to that Institution.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

Pet. for aid to Bear River Bridge.

A Petition of Freeholders and others, Inhabitants of the Township of Hillsburgh and Digby, was presented by Mr. Budd and read, praying for legislative aid in building a Draw Bridge over Bear River, on the main Post Road from Annapolis to Digby.

Ordered, That the Petition do lie on the Table.

Civil List Bill read 2nd time.

A Bill for transferring the Crown Revenues of Nova Scotia, and providing for the Civil List thereof, was read a second time.

Committed.

Ordered, That the Bill be committed to a Committee of the whole House.

Made Order of Day.

On motion *Resolved*, That this House do on Friday next, resolve itself into a Committee on the consideration of the said Bill.

Resolutions on Revision of Laws.

Ordered, That the proposed resolutions reported yesterday, from the Select Committee on the subject of the revision and consolidation of the Laws, be committed to a Committee of the whole House.

Committee of whole House.

Then on motion the House resolved itself into a Committee on the consideration of the said proposed Resolutions, and generally upon the subject.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report amended Resolutions.

The Chairman reported from the Committee that they had gone through the business under consideration, and had agreed to the Resolutions reported from the Select Committee, with amendments, and that they had directed him to report the said Resolutions so amended to the House, and he delivered the same in at the Clerk's Table.

The Resolutions, as reported from the Committee, were then read by the Clerk, and are as follow:

Resolutions unanimously adopted.

Whereas, it has become indispensable, in order to avoid litigation and simplify the administration of the Law, that the Statutes of this Province should be amended and improved, so as to render the same more intelligible,

1^o. *Resolved unanimously*, That the said Statutes be consolidated, simplified in their language, and republished in one uniform code.

2^o. *Resolved unanimously*, That His Excellency the Lieutenant Governor be respectfully requested forthwith to employ a sufficient number of competent persons, not to exceed five, for the purpose of carrying into effect the object of the foregoing Resolution without delay, so as to have the said code prepared and submitted to the Executive Government at least one month before the next Session of the Legislature, in order that the same may be submitted at the opening thereof, to provide for the necessary expense, such expense however, before payment, to be previously submitted to the House.

30. *Resolved unanimously*, That His Excellency the Lieutenant Governor, be also respectfully requested to convene the next Session of the Legislature, not less than fourteen days earlier than its accustomed time, in order that such period should be exclusively devoted to the consideration and passage of such revised code. Sent to Council.

The said Resolutions were then, upon the question severally put thereon, agreed to by the House.

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

A Petition of Thomas Woolaver, of Walton, in the County of Hants, was presented by Mr. Fraser and read, praying to be relieved from the payment of a Bond given by him as surety for Colonial Duties in 1841. Pet. of Thomas Woolaver.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures. Ref. to Com. on Trade.

A Petition of T. S. Harding and others, members of Temperance Societies in the Township of Windsor, was presented by Mr. Fraser and read, praying for the passage of an Act to incorporate a Temperance Hall Company at that place. Pet. for Act to incorporate Temperance Hall Company, Windsor.

Ordered, That the Petition do lie on the Table, and that Mr. Fraser have leave to bring in a Bill in accordance with the prayer thereof. Leave for Bill.

And thereupon,

Mr. Fraser, pursuant to such leave, presented a Bill to Incorporate a Temperance Hall Company in Windsor, and the same was read a first time, and ordered to be read a second time. Windsor Temperance Hall Company Incorporation.

A Petition of J. S. Cunnabell, of Halifax, was presented by the Hon. Mr. Young and read, praying Provincial aid in the publication of a proposed monthly Periodical, to be devoted to the interests of Agriculture. Pet. of J. S. Cunnabell for aid to Agricultural Paper.

Ordered, That the Petition be referred to the Committee on Agriculture. Ref. to Com on Agriculture.

Ordered, That the Bill to repeal the first clause of the Act for founding, establishing, and maintaining a College in this Province, be read a second time on Tuesday next. College Bill made Order of Day.

Mr. McKeagney, pursuant to leave given, presented a Bill to extend to the town of Sydney an Act relating to Streets and Highways, and the same was read a first time and ordered to be read a second time. Sydney Streets Bill presented.

Mr. McKeagney, also pursuant to leave given, presented a Bill to extend to the town of Sydney the several Acts respecting Firewards, and the same was read a first time and ordered to be read a second time. Sydney Firewards Bill.

Then the House adjourned until To-morrow at one of the clock.

THURSDAY, 8TH FEBRUARY, 1849.

PRAYERS.

A Petition of Inhabitants of Brier Island, in the County of Digby, was presented by Mr. Budd, and read, praying that they may be set off as a separate District for the support of the Poor in the township of Westport. Pet. of Inhabitants of Brier Island to be set off as Poor District.

Leave for Bill.

Ordered, That the Petition do lie on the Table, and that Mr. Budd have leave to bring in a Bill in accordance with the prayer thereof.

And thereupon :

Bill to divide West Port into separate Poor Districts.

Mr. Budd, pursuant to such leave, presented a Bill to divide the township of Weymouth into two separate Districts for the support of the Poor, and the same was read a first time.

Pet. of Inhabitants of Long Island against foregoing Pet. and Bill.

A Petition of Inhabitants of Long Island, in the County of Digby, was also presented by Mr. Budd and read, praying that Brier Island may not be set off as separate District of the township of Westport for the support of the Poor.

All ref. to Sol. Com.

Ordered, That the Petition, together with the foregoing Petition from Inhabitants of Brier Island and Bill, respectively on the same subject, be referred to Mr. Fulton, Mr. Campbell, and Mr. McDonald, to examine and report upon to the House.

Bills read 2nd time, To naturalize Wm. Doat.

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

A Bill to Naturalize William Doat.

Law.

A Bill further to improve the administration of the Law.

Windsor Temperance Hall Co. incorporation.

A Bill to Incorporate a Temperance Hall Company in Windsor.

Sydney Streets.

A Bill to extend to the Town of Sydney an Act relating to Streets and Highways.

Sydney Firewards.

A Bill to extend to the Town of Sydney the several Acts respecting Firewards.

Committed.

Ordered, That the said several Bills be committed to a Committee of the whole House.

Com. on Bills

On motion the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report—
Windsor Temperance Hall Co.
Sydney Streets,
Sydney Firewards,
And continuing Bills
viz—
Penitentiary,
Crown Lands,
Insolvent Debtors,
Beef Weighing,
Shubenacadie Fishery,
Produce Notes,
Supervisors,

The Chairman reported from the Committee that they had gone through the Bill to incorporate a Temperance Hall Company in Windsor; the Bill to extend to the Town of Sydney, an Act relating to Streets and Highways; the Bill to extend to the Town of Sydney the several Acts respecting Firewards; the Bill to continue the Acts for the government and regulation of the Provincial Penitentiary; the Bill to continue the Acts relative to the disposal of Crown Lands; the Bill to continue the Act for relieving Insolvent Debtors from imprisonment; the Bill to continue the Act to regulate the weighing and selling of Beef; the Bills to continue the Acts for regulating the Fishery in the River Shubenacadie; the Bill to continue the Act in relation to Promissory Notes, or undertakings payable in Produce or otherwise than in Money; the Bill to continue the Acts for appointing Supervisors to take charge of Public Grounds and for other purposes; the Bill to continue the Acts in amendment of the Acts for the choice of Town Officers and regulating of Townships; the Bill to continue the Acts more effectually to provide against the introduction of infectious or contagious Diseases and the spreading thereof in this Province; the Bill to continue the Act for the suppression of Lotteries; the Bill to continue the Acts to prevent the spreading of contagious Diseases and for the performance of Quarantine; the Bill to continue the Act in relation to the gathering of Sea Manure in the Township of Chester; the Bill to continue the Act to regulate certain Landings in the County of King's County; the Bill to continue the Act to regulate the Public Landing at Windsor; the Bill to continue the Act for the better regulation of Sable Island in this Province; the Bill to continue the Act for making regulations relative to the setting of snares for catching Moose; the Bill to continue the Act for the preservation

Town Officers,

Infectious Diseases,

Lotteries,

Quarantine,

Chester Sea Manure,

Kings Co. Landings,

Windsor Landing,

Sable Island,

Moose Snares,

vation of Moose; the Bill to continue the Act for setting off part of the Township of Egerton as a separate District for the support of the Poor; the Bill to continue the Act to extend to the Township of Egerton the Act respecting the collection of Poores' Rates of Pictou, and to amend the said Act; the Bill to continue the Act respecting the collection of Poores' Rates of Pictou as amended; the Bill to continue the Act for setting off a part of the Township of Sherbrooke, in the District of St. Mary's, as a separate District for the support of the Poor; the Bill to continue the Act in amendment of the Act for the settlement of the Poor in the several Townships within this Province; the Bill to continue the Act to prevent disorderly Riding, and to regulate the driving of Carriages on the Streets of Halifax or other Towns, or on the Public Roads of this Province; the Bill to continue the Act to prevent injuries to the Fisheries within the County of Lunenburg, by Mill Dams or any other obstruction; the Bill to continue the Act for the regulation of the Fisheries in the County of Richmond; the Bill to continue the Act for the regulation of the Fisheries at Chedabucto Bay; the Bill to continue the Act for dividing the Township of Douglas into separate Districts for the support of the Poor; the Bill to continue the Acts to divide the Township of Maxwelltown into separate Districts for the support of the Poor; the Bill to continue the Act for dividing the Township of Pictou into separate Districts for the support of the Poor; the Bill to continue the Act to prevent Damage to the Nets of Fishermen by Coasting Vessels; the Bill to continue the Act to revive the Act to amend the Act to regulate the assize of Bread; the Bill to continue the several Acts to provide for the accommodation and Billenting of Her Majesty's Troops or of the Militia, when on their march from one part of the Province to another; and had directed him to report the said Bills to the House, severally without any amendment, and he delivered the Bills in at the Clerk's Table.

Ordered, That the Bills be engrossed.

A Petition of the Executive Committee of the Royal Acadian School, Halifax, was presented by the Hon. the Provincial Secretary, and read, praying for a continuance of the Grant to that Institution, and further aid in establishing a Normal Department.

Ordered, That the Petition be referred to the Committee on Education.

A Petition of James Bossom, of Halifax, was presented by the Hon. Mr. Young and read, praying for the passage of an Act to assess the City to reimburse him the loss of his house by fire.

Ordered, That the Petition be referred to the Hon. Mr. Huntington, Mr. Hall, Mr. Henry, Mr. Sangster, and Mr. Freeman, to examine and report upon, by Bill or otherwise.

A Petition of Arthur M. Wier and James Rathbun, of Horton, was presented by Mr. Hall and read, praying a Grant in aid of the running of their Packet between that place and Parrsboro' and Windsor.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

A Petition of Freeholders of the Western District of Cornwallis was also presented by Mr. Hall, and read, praying that the lower Bridge over the Cornwallis River may be made a Draw Bridge.

Ordered, That the Petition be referred to the Hon. Mr. Huntington, the Hon. Mr. Young, and Mr. Bent, to examine and report upon, by Bill or otherwise.

Moose preservation
Egerton Poores'
District,
Egerton Poores'
Rates,
Pictou Poores' Rates,
Sherbrooke Poores'
District,
Poor,
Disorderly Riding,
Lunenburg Fisheries,
Richmond Fisheries,
Chedabucto Bay
Fisheries,
Douglas Poor
District.
Maxwelltown Poores'
Districts,
Pictou Poores' Dis-
tricts.
Nets of Fishermen.
Bread Assize,
Billenting.

Pet. for aid to Aca-
dian School.

Ref. to Com. on
Education.

Pet. of Jas. Bossom.

Ref. to Sel. Com.

Pet. for Parrsboro'
Packet.

Ref. to Com. on
Nav. Sec.

Pet. for Draw in
Cornwallis Bridge.

Ref. to Sel. Com.

The

Papers presented.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House—

Report of Dr. Gesner, Indian Comr.

A Report of Dr. A. Gesner, a Commissioner on Indian Affairs—in reference to the Indians under his charge—with Accounts of Expenditures from Provincial resources on account of such Indians and vouchers therefor.

And said Report was read by the Clerk.

(See Appendix No. 36.)

Ref. to Com. on Indian Affairs.

Ordered, That the Report, and accompanying Accounts and Vouchers, be referred to the Committee on Indian Affairs.

Message from Council—

A Message from the Council by Mr. Halliburton :

Mr. Speaker,

Agree to Sheriff Bill.

The Council have agreed to the Bill entitled an Act to amend the Law relating to the appointment of Sheriffs, without amendment.

And then the Messenger withdrew.

Report in part from Com. on Mines and Minerals

The Hon. Mr. Young reported in part from the Select Committee on the subject of the Mines and Minerals of the Province—and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 37.)

Ordered, That the Report do lie on the Table.

Consideration of Mines and Minerals made Order of Day.

On motion of the Hon. Mr. Young, *resolved*, that this House do on Monday next take into consideration the subject of the Mines and Minerals of the Province.

Report from Com. on Pet. relative to County Rates.

Mr. Creelman reported from the Select Committee to whom was referred the Petition of the Grand Jury and Sessions of Colchester, for certain amendments in the County Rates Assessment Act, and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 38.)

Ordered, That the Report be received and do lie on the Table.

County Rates Bill

Mr. Creelman, also, from the same Committee, reported and presented a Bill in further amendment of the Acts respecting County Rates, and the same was read a first time and ordered to be read a second time.

Report from Com on Pet. of John Russell.

Mr. Creelman also reported from the Select Committee on the Petition of John Russell, of Clam Harbour, for compensation for land taken for a Road, and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 39.)

Adopted.

Ordered, That the Report be received and adopted by the House.

Pet. for aid to Metegan Breakwater.

A Petition of Anselm Comeau and others, of Clare, was presented by Mr. Comeau and read, praying aid to repair the Breakwater at Montegan River.

Ref. to Com. on Navigation Sec.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

A Bill for the Weighing and Inspection of Flour was read a second time.
Ordered, That the Bill be committed to a Committee of the whole House.

Flour Weighing and Inspection Bill
 * read 2d time.

On motion the House resolved itself into a Committee on Bills.

Com. on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had considered the Bill for the Weighing and Inspection of Flour, and that the Committee recommend to the House to defer the further consideration thereof to this day three months; and he delivered the Bill in at the Clerk's Table.

Report that Flour Bill be deferred.

And thereupon :

The Hon. Mr. Doyle moved that the Report be not received, and that the Bill be recommitted for further consideration; which being seconded and put and the House dividing thereon, there appeared, for the motion, sixteen; against it, twenty-eight.

Motion not to receive Report.

For the motion—

Hon. Mr. Doyle	Mr. Munro.
" Atty. General,	" Beckwith,
Mr. Mignowitz,	" Marshall,
" Ernst,	" Sangster,
Hon. Prov. Secretary,	" Kedy,
Mr. Martell,	" Smyth,
" Harrington,	" Archibald,
" McDonald,	" Bourneuf,

Against the motion—

Mr. McDougall,	Mr. Dimock,
" Campbell,	" Killam,
" Bent,	" Dickey,
" Thorne,	" Creelman,
" Budd,	Hon. Mr. Huntington
" Taylor,	Mr. Blackadar,
" Ryder,	" Brown,
" Card,	" Wier,
" Robertson,	" Fraser,
" Moore,	" McLeod.
" Fulton,	" McKenna,
" Comeau,	" Henry,
" Snow,	Hon. Mr. Young,
" Whitman,	Mr. Hall,

Division

So it passed in the negative.

Negatived.

Ordered, That the further consideration of the Bill be deferred to this day three months.

Bill deferred.

The Hon. the Attorney General, by command of His Excellency the Lieutenant Governor, presented to the House Accounts and statements relative to the Poors' Asylum at Halifax, for the year 1848.

Poors' Asylum Acct. presented.

(See Appendix No. 40.)

Ordered, That the Accounts and statements be referred to Mr. Freeman, Mr. Killam, Mr. Snow, Mr. Munro, and Mr. Moore, to examine and report upon.

Ref to Sel. Com.

The Hon. the Provincial Secretary, by like command, presented to the House certain Papers and Returns relating to the Office of Registrar of Deeds in this Province, and the Fees received thereat, during the last year.

Registry of Deed. papers presented.

Ordered, That the same do lie on the Table.

'Then the House adjourned until To-morrow at one of the clock.

FRIDAY, 9TH FEBRUARY, 1849.

PRAYERS.

Pet. for Catholic
Cemetery Lands,
Halifax.

A Petition of Thomas Ring and others, Roman Catholics, in the City of Halifax, was presented by the Honorable the Attorney General, and read, praying the passage of an Act to convey to them a small portion of the Common of Halifax, to enable them to complete their Cemetery.

Leave for Bill.

Ordered, That the Petition do lie on the Table, and that the Honorable the Attorney General have leave to bring in a Bill in accordance with the prayer thereof.

Pet. for Mail route,
St. Mary's.

A Petition of Thomas Glencross and others, Inhabitants of the West and East Rivers of St. Mary's, in the Counties of Halifax, Guysborough and Pictou, was presented by Mr. McDonald, and read, praying the extension of Post communication to these Settlements.

Ref. to Post Office
Com.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

Leave for adjourn-
ment of Guysboro
Election Com.

Mr. McKeagney, Chairman of the Guysborough Election Committee, by direction of the Committee moved that they have the leave of the House to adjourn over until Friday next at eleven of the clock, which was agreed to by the House.

Pet. of George
Handley.

A Petition of George Handley was presented by the Hon. Mr. Johnston, and read, stating the invasion of rights to land, owned by him and Charles D. Archibald, at Little St. Peter's, by the erection of a Breakwater under the superintendance of a Provincial Commissioner.

Ref. to Sel. Com.

Ordered, That the Petition be referred to Mr. Hall, Mr. Sangster, and the Hon. Mr. Huntington, to examine and report upon.

Papers presented by
command—

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House—

Accts. of advances
for Road service.

Accounts of advances from the Provincial Treasury, for the Road Service in the last year.

Ref. to Road Com.

Ordered, That the Accounts be referred to the Committee on the subject of the Law for laying out and establishing Roads through private lands.

Return of Fines,
Sup. Court.

Also—A Return of the Clerk of the Crown, shewing the Fines and Penalties imposed in the Supreme Court for the last year, and the same was read by the Clerk.

(See Appendix No. 41.)

Ordered, That the Return do lie on the Table.

Pet. for Grammar
School, Windsor.

A Petition of Joseph Rickards, and others, of Windsor, was presented by Mr. Fraser, and read, praying aid to a Grammar School there.

Ref. to Com. on
Education

Ordered, That the Petition be referred to the Committee on Education.

Colchester Repres-
entation Bill pre-
sented.

Mr. Creelman, pursuant to leave given, presented a Bill to alter the Representation for the County of Colchester, and the same was read a first time and ordered to be read a second time.

The Hon. Mr. Johnston moved that the House do come to the following Resolution :

Resolution moved relative to Civil List Despatches.

Whereas, in the reconsideration of the Civil List, which has been recommended by Her Majesty's Colonial Secretary, it is proper that the opinions expressed by His Lordship in his Despatch on the subject, should be submitted to this House at large, and not partially and in extracts; and the more especially as the Attorney General has informed the House that the Bill introduced, and now before the House, has been framed on the suggestions of His Lordship the Colonial Secretary;

Resolved, therefore, that under these circumstances it is proper that the whole of Earl Grey's Despatch on the subject, dated 19th June, 1848, and His Lordship's Despatch, dated 15th November, 1848, and not extracts merely, should be laid before the House.

Which being seconded—

The Hon. the Provincial Secretary moved that the Order of the Day be now read—which latter motion being seconded and put, and the House dividing thereon, there appeared, for the motion, twenty-seven; against it, twenty.

Reading of Order of Day moved.

For the motion—

Mr. Henry,	Mr. Archibald,
Hon. Mr. Young,	" Homer,
Hon. Atty. General,	" Kedy,
Mr. Creelman,	" Robertson,
" Martell,	" McLeod.
" Dimock,	" Brown,
" McDougall,	" Sangster,
" Smyth,	" Comeau,
Hon. Prov. Sec.	" McKenna.
Hon. Mr. Huntington	" Munro,
Mr. McDonald,	" Card,
" Killam,	" Ernst,
" Bourneuf,	" Mott,
" Mignowitz,	

Against the motion—

Mr. Whitman,	Mr. Thorne,
" Budd,	" Snow.
" Ryder,	" Harrington,
" Marshall.	" Hall,
" Campbell,	" Blackadar,
" Wier,	Hon. Mr. Johnston,
" Freeman,	Mr. Fraser,
" Taylor,	
" Beckwith,	
" Moore,	
" Fulton,	
" Bent,	
" Dickey,	

Division thereon.

So it passed in the affirmative.

And accordingly—

Carried.

The Order of the Day being read for the House to resolve itself into a Committee of the whole House on the Bill for transferring the Crown Revenues of Nova Scotia, and providing for the Civil List thereof.

Order of Day read, Consideration in Com. of Civil List Bill.

The House resolved itself into the said Committee.

House in Com.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made some progress in the business referred to them, and had directed him to move for leave to sit again on the consideration of the said Bill.

Report progress.

Ordered, That the House do again To-morrow resolve itself into a Committee on the further consideration of the said Bill.

Made further Order of Day.

Then the House adjourned until To-morrow, at twelve of the clock.

 SATURDAY, 10TH FEBRUARY 1849.

PRAYERS.

- Pet. of Dr. Forbes.** A Petition of Dr. James Forbes, of Liverpool, was presented by Mr. Freeman and read, praying remuneration for Medical attendance upon sick Indians.
Ordered, That the Petition be referred to the Committee on Indian Affairs.
- Ref. to Com. on Indian Affairs.**
- Pet. for Post Route Queen's Co.** A Petition of W. J. Waterman, was also presented by Mr. Freeman and read, praying an extension of Post Communication to Pleasant River, in Queen's County.
Ordered, That the Petition be referred to the Committee on Post Office Affairs.
- Ref. to Post Office Com.**
- Pet. of High Sheriff of Cumberland.** A Petition of Joshua Chandler, High Sheriff of the County of Cumberland, was presented by Mr. Fulton and read, praying reimbursement of expenses incurred by him at the late General Election over and above the amount received by him.
Ordered, That the Petition be referred to the Committee on the Petition of John James Sawyer in reference to a similar subject, who are also to examine and report upon this Petition.
- Ref. to Com. on Pet. of Sheriff of Halifax.**
- Pet. from Cape Breton for relief.** A Petition of Inhabitants of the Township of St. Andrews, in the County of Cape Breton, was presented by Mr. Munro and read, setting forth their destitution, and praying aid to purchase Seed Grain.
Ordered, That the Petition do lie on the Table.
- Pet. for Seed, St. Mary's.** A Petition of Inhabitants of the District of Saint Mary's, in the County of Guysborough, was presented by Mr. McDonald, and read, praying for a Grant for the purchase of Seed, to be repaid by work on the Roads, or for a special Road Grant.
Ordered, That the Petition do lie on the Table.
- Pet. for additional allowance to Mail Courier.** A Petition of Magistrates and others, residing on the Post Road leading from Antigonishe to Sherbrooke, in the County of Sydney and District of St. Mary's, was also presented by Mr. McDonald, and read, praying for an additional allowance to Angus McLellan, Mail Courier on that route.
Ordered, That the Petition be referred to the Committee on Post Office Affairs.
- Ref. to Post Office Com.**
- Pet. for placing road, Cornwallis, on Great Road List.** A Petition of Caleb R. Bill and others, of Cornwallis, was presented by Mr. Hall, and read, praying that the Road from Cornwallis to Bridgetown, under the North Mountain, may be placed on the list of Great Roads.
Ordered, That the Petition be referred to the Committee on the subject of the Laws for laying out new Roads.
- Ref. to Road Com.**
- Resolutions in reference to Parliamentary privileges as concerning Lt. Gov.** On motion of the Hon. the Attorney General—
Resolved, That this House, from the respect which is due to our Most Gracious Sovereign, to Her Majesty's Representative in this Province, and the dignity of this House, deems it right to record its opinion that any expressions in debate derogatory to the office or person of the Queen's Representative, are highly censurable, unparliamentary, and ought not to be tolerated by this House.
- A Petition of the Alumni of King's College, Windsor, and others interested in the

the success of that Institution, was presented by Mr. Fraser, and read, praying that the Bill to repeal the Grant thereto may not pass into a Law.

Ordered, That the Petition do lie on the Table.

Pet. of Alumni of King's College.

A Petition of Inhabitants of the County of Cape Breton, was presented by Mr. McKeagney, and read, praying for a Grant in addition to their subscriptions to be expended in the making Ingonishe Harbor safe and commodious for Boats and small Vessels engaged in the Fisheries on that Coast.

Pet. for Breakwater, Ingonishe.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on Nav. Sec.

A Petition of Freeholders and other Inhabitants of the Port of Guysborough, was presented by Mr. Marshall, and read, praying that measures may be adopted for establishing a Free Port there.

Pet. from Guysboro' for Free Port.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Ref. to Com. on Trade.

A Petition of Merchants, Mariners, Fishermen, and other Inhabitants of the County of Guysborough, was also presented by Mr. Marshall, and read, praying for the continuance of the Grant for a Light in the Beacon at the mouth of Guysborough Harbor, or that the same may be placed under the control of the Commissioners of Light Houses.

Pet. for Light House Guysboro' Harbor.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on Nav. Sec.

A Petition of Freeholders and other Inhabitants of Tor Bay, Coal Harbor, Molasses Harbor, and adjoining settlements, in the County of Guysborough, was also presented by Mr. Marshall, and read, praying aid in cutting a Canal from Molasses Harbor into the Harbor of Whitehaven, to avoid Flying Point.

Pet. for Canal, Cy. Guysboro'.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on Navigation Sec.

A Petition of Inhabitants of the District of Manchester was also presented by Mr. Marshall, and read, praying for an alteration in the School Act, so that that portion of the County of Guysborough may be set off as a separate School District, with a Grammar School allowance therefor.

Pet. for separate School District, Manchester.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

A Petition of Andrew C. Starritt and others, Freeholders of the County of King's, was presented by Mr. Hall, and read, praying that a Law may be passed abolishing all the Fees taken by Clerks of the Peace.

Pet. for Law to abolish Fees of Clerk of Peace.

Ordered, That the Petition be referred to Mr. Creelman, Mr. Fulton, and Mr. Dimock, to examine and report upon, by Bill or otherwise.

Ref. to Sel. Com.

A Petition of Freeholders of the County of King's was also presented by Mr. Hall, and read, stating the destruction, by fire, of the Court House and Gaol at Kentville, in that County, and the conviction of Petitioners that that is not the proper location for the Shire Town of the County, and praying for the passage of an Act to empower the rate payers of the County to establish the sites for the new Court House and Gaol.

Pet. for Act in relation to new Court House and Jail at Kentville.

Ordered, That the Petition be referred to Mr. Killam, Mr. Marshall, Mr. Smyth, Mr. Sangster, and Mr. Fraser, to examine and report upon, and generally upon the subject, by Bill or otherwise.

Ref. to Sel. Com.

Pet. of Overseers of
Poor, Cornwallis.

A Petition of the Overseers of the Poor for the Township of Cornwallis, was also presented by Mr. Hall, and read, praying reimbursement of expenses incurred in providing for and removing two Transient Paupers under peculiar circumstances.

Ref to Trans Poor;
Com.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Pet. of W.H. Lovett.

A Petition of William H. Lovett, of King's County, was also presented by Mr. Hall, and read, praying for some allowance for his services as Seizing Officer out of the Government share of seizures made by him paid into the Treasury.

Ref. to Com. on
Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Pet. for Breakwater,
Barnaby's Cove,
Cornwallis.

A Petition of Freeholders and others, resident in the Township of Cornwallis, was also presented by Mr. Hall, and read, praying aid in the erection of a Breakwater at the Barnaby Mill Cove, on the Bay Shore, in that Township.

Ref. to Com. on Nav.
Sec.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House—

Account expenses of
'Aurora' Passen-
gers ref. to Com

An Account of expenses of Shipwrecked Passengers in the Barque "Aurora."
Ordered, That the Account be referred to the Committee on Transient Paupers and Immigrants.

Pet. of Free Church
Grammar School,
Halifax.

A Petition of the Managers of the School in connection with St. John's Free Presbyterian Church, of Halifax, was presented by the Hon. the Provincial Secretary, and read, praying a continuance of the Grant in aid of that Institution.

Ref. to Com. on
Education.

Ordered, That the Petition be referred to the Committee on Education.

Pet. of Free Church
Academy.

A Petition of the Committee of Management of the Academy, established in the City of Halifax, by the Free Church of Scotland, was also presented by the Hon. the Provincial Secretary, and read, praying for Provincial aid to that Institution.

Ref. to Com. on
Education.

Ordered, That the Petition be referred to the Committee on Education.

Pet. of Chiefs and
Capts. of Indians.

A Petition of Chiefs and Captains of the Micmac Indians of Nova Scotia, on behalf of themselves and their Tribe, was also presented by the Hon. the Provincial Secretary, and read, setting forth at length the past and present condition of their race, and praying for relief in their present destitute state, and to enable them to obtain seed for the coming season.

Ref. to Com. on
Indian Affairs.

Ordered, That the Petition be referred to the Committee on Indian Affairs.

Pet for Post Com-
munication, Apple
River.

A Petition of Inhabitants of Apple River, Three Sisters, and Parrsboro', was presented by Mr. Dickey and read, praying for the establishment of a Post Communication between these places.

Ref to Post Office
Com.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

Pet. for Dog Tax,
Horton.

A Petition of Inhabitants of Horton, in King's County, was presented by Mr. Brown, and read, praying for the imposition of a Tax upon Dogs.

Ref to Sel. Com.

Ordered, That the Petition be referred to Mr. Robertson, Mr. Sangster, and Mr. McDonald, to examine and report upon by Bill or otherwise.

A Petition of Hugh McLeod, Overseer of the Poor for the Fourth Section of the Township of Pictou, was presented by the Hon. Mr. Young, and read, praying reimbursement of expenses of Transient Paupers.

Pet. of Overseers of Poor, Pictou.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Trans. Poor Com.

A Petition of James Reid, of Mount Thom, late Overseer of the Poor for the Fourth Section of the Township of Pictou was also presented by the Hon. Mr. Young, and read, praying reimbursement of expenses of Transient Paupers.

Pet. of late Overseer Pictou.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on Transient Poor.

A Petition of James Carmichael of New Glasgow, in the County of Pictou, part owner of, and agent for, the Barque 'Lulan,' was also presented by the Hon. Mr. Young, and read, setting forth that in addition to the Passenger Tax imposed by Law, he had been compelled by the Board of Health at Pictou, to expend a large sum of money in accommodations and food for the passengers by the said Barque while suffering from the Small Pox, and praying that this latter amount may be refunded to him.

Pet. of James Carmichael relative to Barque Lulan.

Ordered, That the Petition be referred to the Select Committee on the Accounts of the Barque 'Lulan.'

Ref. to Com. on Barque Lulan.

A Petition of James Grant, of the East Branch of the East River, of Pictou, was also presented by the Hon. Mr. Young, and read, praying aid to a Water Power Loom Factory, established by him at a great expense, for the Manufacture of Woollen articles of every description, suited to the wants of the Country.

Pet. of James Grant for aid to Water Loom Factory.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Ref. to Com. on Trade.

A Petition of Arthur W. Marsters, of Amherst, merchant, was also presented by the Hon. Mr. Young, and read, setting forth his having, as Mortgagee of certain premises in Halifax, consented that certain Crown Bonds executed by the Mortgagers, but upon which no Judgment was entered until subsequently to the Registry of his Mortgage, should have priority to such Mortgage, in consequence of which the Crown Debt had been paid, to the loss of Petitioner's whole Mortgage Monies; and that it had been since Judicially decided that the Crown in such cases was not entitled to priority; and praying that the amount of the Crown Debt so paid may be refunded to him.

Pet. of A. W. Marsters, relative to priority of Crown Debts.

Ordered, That the Petition be referred to Mr. McLeod, Mr. Harrington, and Mr. McKenna, to examine and report upon.

Ref. to Sel. Com.

A Petition of Daniel Starr, and Robert D. DeWolf, of Halifax, Sureties on Bonds for Excise Duties for John F. Muncey, was presented by the Hon. the Attorney General, and read, praying that certain Drawbacks may be allowed said Muncey on such Bonds.

Pet. of D. Starr & al. for Drawback.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Ref. to Com. on Trade.

A Petition of the Ladies Managers of the Infant School at Halifax, was also presented by the Hon. the Attorney General, and read, praying a continuance of the Grant in aid of that Institution.

Pet. for aid to Infant School.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

Pet. of Alumni of
King's College

A Petition of Alumni of King's College, Windsor, and others interested in the success of that Institution, was also presented by the Hon. the Attorney General, and read, praying that the Bill, now before the House, to repeal the Grant to such College, may not pass into a Law.

Ordered, That the Petition do lie on the Table.

Pet. relative to
Meeting House
LaHave.

A Petition of Clergymen and Freeholders of Lunenburg, formerly interested in a certain place of Worship at Upper LaHave, in that County, was presented by the Hon. Mr. Johnston, and read, setting forth that all the parties interested in such place of Worship, had agreed to a sale thereof, and that the same had been purchased on behalf of the Baptist Denomination, and praying that an Act may be passed, vesting the title thereto, in Trustees chosen by the purchasers.

Ordered, That the Petition be referred to the Hon. Mr. Johnston, Mr. Mignowitz, and Mr. Hall, to examine and report upon, by Bill or otherwise.

Ref. to Sel. Com.

Pet. against Con-
sular Fees and
Pictou Harbor
Master Fees.

A Petition of Ship Owners, Masters of Vessels, and others, engaged in Trade and Navigation, in the County of Hants, was presented by Mr. Creelman, and read, complaining of the high rate of Fees paid to British Consuls at Foreign Ports, and also, of the rate of Harbor Master and Pilotage Fees at the Port of Pictou.

Ordered, That so much of the said Petition as relates to Consular Fees be referred to the Committee on that subject; and the remaining part thereof to the Committee on Harbor Master and Pilotage Acts.

Ref. to Committees.

Pet. from Colchester
in favor of Rail
Road.

A Petition of a Committee on behalf of the Inhabitants of Colchester, appointed at a public meeting convened for the purpose, was also presented by Mr. Creelman, and read, setting forth the great advantages that would result from the construction of the contemplated Railroad from Halifax to Quebec, and their willingness to grant a Breadth of Way through their Lands therefor, and to consent to an Act by which an Assessment should be made on the whole County for the value of such Lands as may be required, and praying the favorable consideration of the Legislature to such undertaking.

Ordered, That the Petition do lie on the Table.

Pet. of Charles
Blanchard and
others.

A Petition of Charles Blanchard and three others, was also presented by Mr. Creelman, praying payment of their expenses in attending an investigation before the Executive Council, on charges preferred against the Judge of Probate for Colchester, in 1846.

Ordered, That the Petition be referred to Mr. Dickey, Mr. Hall, and Mr. Brown, to examine and report upon.

Ref. to Sel. Com.

Pet. of C. Pernetto.

A Petition of Charles R. Pernetto, was presented by Mr. Ernst, and read, praying for an additional allowance for carrying the Mails over LaHave Ferry twice instead of once a week, as heretofore, and also, aid in providing a better Boat.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

Ref. to Post Office
Com.

Pet. for Post Com-
munication Mus-
quodoboit and
Stewiacke.

A Petition of James Thomson and others, of Upper Musquodoboit and Upper Stewiacke, was presented by Mr. Creelman, and read, praying an extension of Post Communication through those settlements.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

Ref. to Post Office
Com.

- A Petition of the Acting Overseers of the Poor for the Township of Barrington in 1847, was presented by Mr. McKenna, and read, praying reimbursement of expenses incurred by them as such, in the support of Transient Paupers.
Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants. Pet. of Overseers, Barrington.
- A Petition of the Overseers of the Poor for the Township of Shelburne, was also presented by Mr. McKenna, and read, praying reimbursement of expenses of Transient Paupers.
Ordered; That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants. Ref. to Com. on Trans. Poor.
- A Petition of John Crews, Collector of Excise at Barrington, was also presented by Mr. McKenna, and read, stating that a charge in his account last year was disallowed through misapprehension, and praying a reconsideration thereof.
Ordered, That the Petition be referred to the Committee on Trade and Manufactures. Pet. of Col. of Excise, Barrington.
- A Petition of Members of the Wesleyan and other denominations of Christian Inhabitants of the City and County of Halifax, was presented by the Hon. the Provincial Secretary:
Also—
A Petition of Inhabitants of the County of Hants by Mr. Fraser. Petitions for Sackville Academy, viz— Halifax,
Also—
A Petition of Inhabitants of the County of Yarmouth by the Hon. Mr. Huntington. Hants, Yarmouth,
- Also—
A Petition of the Inhabitants of the County of Annapolis by the Hon. Mr. Johnston. Annapolis,
Also—
A Petition of Inhabitants of the County of Cumberland by Mr. Fulton:—and, Cumberland, and
Also—
A Petition of Inhabitants of the County of Lunenburg by Mr. Mignowitz. Lunenburg.
And the said Petitions were read respectively, praying for continued Provincial aid to the Wesleyan Academy, at Sackville in the Province of New Brunswick.
Ordered, That the Petitions be referred to the Committee on Education. Ref. to Com. on Education.
- A Petition of Inhabitants of the Counties of Pictou and Sydney, and others, was presented by Mr. McLeod, and read, praying a Grant towards the completion and permanent erection of Arisaig Pier.
Ordered, That the Petition be referred to the Committee on Navigation Securities. Pet. for aid to Arisaig Pier.
- A Petition of Freeholders and others, of the Strait of Canso, was also presented by Mr. McLeod, and read, praying an additional allowance in aid of the Ferry, at the northern entrance of the said Strait.
Ordered, That the Petition be referred to the Committee on Navigation Securities. Ref. to Com. on Nav. Sec.
- A Petition of Freeholders and others, of the Strait of Canso, was also presented by Mr. McLeod, and read, praying an additional allowance in aid of the Ferry, at the northern entrance of the said Strait.
Ordered, That the Petition be referred to the Committee on Navigation Securities. Pet for Ferry, Strait of Canso.
- A Petition of Inhabitants of Bridgewater, in the County of Lunenburg, was presented by Mr. Mignowitz, and read, praying for a Mail communication twice instead of once a week, between that place and Lunenburg Town.
Ordered, That the Petition be referred to the Committee on Post Office Affairs. Ref. to Com. on Nav. Sec.
- A Petition of Inhabitants of Bridgewater, in the County of Lunenburg, was presented by Mr. Mignowitz, and read, praying for a Mail communication twice instead of once a week, between that place and Lunenburg Town.
Ordered, That the Petition be referred to the Committee on Post Office Affairs. Pet. for additional Mail between Lunenburg and Bridgewater.
- A Petition of Inhabitants of Bridgewater, in the County of Lunenburg, was presented by Mr. Mignowitz, and read, praying for a Mail communication twice instead of once a week, between that place and Lunenburg Town.
Ordered, That the Petition be referred to the Committee on Post Office Affairs. Ref. to Post Office Com.

Pet. rel. to opening of
new Road, Mahone
Bay to Mills Vil-
lage.

A Petition of Inhabitants of the County of Lunenburg was presented by Mr. Mignowitz, and read, complaining that the opening of that part of the new Road from Mahone Bay to Mills Village, lying between the former place and Bridge-water, had been delayed and prevented in consequence of no provision being made for payment for lands required therefor, and praying the adoption of measures to prevent further delay.

Ref. to Road Com.

Ordered, That the Petition be referred to the Committee on the subject of the Law for laying out new Roads.

Pet. of Governors of
King's College.

A Petition of "The Governors of King's College of Nova Scotia" was presented by the Hon. the Attorney General, and read, praying that the Bill before the House to repeal the Grant to that College may not pass into a Law.

Ordered, That the Petition do lie on the Table.

Pet. for special grant
for Bridge on
Great Eastern
Road.

A Petition of Inhabitants of the District of St. Mary's, in the County of Guysborough, was presented by Mr. McDonald, and read, praying a Special Grant to reimburse an outlay on the Bridge at the Forks, on the Great Eastern Road under peculiar circumstances therein set forth.

Ordered, That the Petition do lie on the Table.

Pet. of John Givan.

A Petition of John Givan, Seizing Officer at Cornwallis, was presented by Mr. Hall, and read, praying remuneration for his services in that capacity.

Ref. to Com. on
Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Pet. for Givan
Breakwater, Corn-
wallis.

A Petition of Pelatiah Kinsman and others, of Cornwallis, was also presented by Mr. Hall, and read, praying aid towards completing the Givan Breakwater in that Township.

Ref. to Com. on
Nav. Sec.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Report from Com. on
Westport Poor
Districts.

Mr. Fulton reported from the Select Committee appointed yesterday on the subject of the Petitions and Bill relating to the division of the township of Westport into separate Poor Districts, unfavorably to the passage of such Bill—and he read the Report in his place and afterwards delivered it (with the said Bill) in at the Clerk's Table, where it was again read.

(See Appendix No. 42)

Adopted.

Ordered, That the Report be received and adopted by the House.

Pet. for St. Mary's
Poor's Districts.

A Petition of the Inhabitants of the West River of Saint Mary's, in the District of Saint Mary's, in the County of Guysborough, was presented by Mr. McDonald, and read, praying that they may be set off as a separate District for the support of the Poor.

Leave for Bill.

Ordered, That the Petition do lie on the Table, and that Mr. McDonald have leave to bring in a Bill in accordance with the prayer thereof.

Pet of J. H. Cross-
kill, late Queen's
Printer.

A Petition of John H. Crosskill, late Queen's Printer, was presented by Mr. Fraser, and read, complaining of deductions from his Accounts, by Committees of the House, without due consideration, and praying further investigation thereof.

Ordered, That the Petition do lie on the Table.

The Order of the Day being read :

Ordered, That this House do To-morrow again resolve itself into a Committee on the consideration of the Civil List Bill.

Order of Day.
Civil List Bill
postponed.

Then the House adjourned until To-morrow, at twelve of the clock.

MONDAY, 12TH FEBRUARY 1849.

PRAYERS.

An engrossed Bill to Incorporate a Temperance Hall Company in Windsor was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to Incorporate a Temperance Hall Company in Windsor.

Bills read 3d time,
viz—
Windsor Temperance
Hall Co. incorpora-
tion.
Passed.

An engrossed Bill to extend to the Town of Sydney an Act relating to Streets and Highways was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to extend to the Town of Sydney an Act relating to Streets and Highways.

Sydney Streets.

Passed.

An engrossed Bill to extend to the Town of Sydney the several Acts respecting Firewards was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to extend to the Town of Sydney the several Acts respecting Firewards.

Sydney Firewards.

Passed.

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

Bills sent to Council.

Mr. Dickey, pursuant to leave given, presented a Bill to amend the Act in relation to the expenditure of Public Monies on the Highways, and the same was read a first time and ordered to be read a second time.

Bill to amend Road
expenditure Act.

A Petition of Charles W. Wallace, late Treasurer of the Province, was presented by Mr. Mott, and read, setting forth that, shortly after he had assumed that office, he discovered that it was involved in embarrassments and beset with difficulties of a peculiar and extraordinary character, and that he had just succeeded in surmounting the same when he was removed from office; and that he had received, while holding the office, a salary considerably less than that allowed his predecessor, and than that now enjoyed by the present incumbent: and praying for an investigation of the circumstances, and relief.

Pet. of C. W. Wal-
lace, late Prov.
Treas.

Ordered, That the Petition be referred to Mr. Mott, Mr. Creelman, Mr. Fulton, Mr. Wier, and Mr. Dimock, to examine into the merits thereof, and report thereon to the House.

Ref. to Sal. Com.

The Hon. the Provincial Secretary by command of his Excellency the Lieut. Governor presented to the House.

Papers presented,
viz—

A Copy of Despatch from Earl Grey to Sir John Harvey, dated 20th January, 1849, with papers accompanying, relating to a Census to be taken in England and Wales in 1851, and recommending a similar measure in the Colonies—and the same were read by the Clerk.

Census Despatch,

(See Appendix No. 43.)

Ordered, That the same do lie on the Table.

Also,

Honorary distinction
Despatch.

Also—A copy of Despatch from Sir John Harvey to Earl Grey, dated 26th May, 1848, on the subject of Honorary Distinctions to retiring Collectors—and the same was read by the Clerk.

(See Appendix No. 44.)

Ordered; That the said copy of Despatch do lie on the Table.

Order of Day—

The Orders of the day being read—

Mines and Minerals
postponed.

Ordered, That this House do on Thursday next, take into consideration the subject of the Mines and Minerals of the Province.

Civil List Bill,

Ordered, That this House do now resolve itself into a Committee on the further consideration of the Civil List Bill—and accordingly—

Com. on.

The House resolved itself into the said Committee.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made further progress in the Bill referred to them, and had directed him to move for leave to sit again on the consideration thereof.

Made further Order
of Day.

Ordered, That this House do To-morrow, again resolve itself into a Committee on the further consideration of the said Bill.

Motion for special
leave to present
Pet. carried on
division.

The Hon. the Attorney General moved for the special leave of the House, to present a Petition of the Committee of Management of the Wesleyan Day School, in the City of Halifax, praying for continued aid to that School: which being seconded and put, and the House dividing thereon, passed in the affirmative—and accordingly—

Pet. for aid to Hx.
Methodist School

The Hon. the Attorney General presented the said Petition, and the same was read.

Ref. to Com. on
Education.

Ordered, That the Petition be referred to the Committee on Education.

Pet. from Pictou
against King's
College Repeal
Bill.

A Petition of the Clergymen, Church Wardens, and Vestry, of St. James' Church, Pictou, and other members and friends of the Church of England, was, by special leave, presented by the Hon. Attorney General, and read, praying that the Grant to King's College, Windsor, may not be withdrawn.

Ref. to Com. on
Trade.

Ordered, That the Petition do lie on the Table.

Pet. of A. J. Bab-
ington.

A Petition of Alexander Johnston Babington was, by special leave, presented by the Hon. Mr. Huntington, and read, praying compensation for his services as Warehouse-Keeper, and Landing Waiter and Searcher, at the Port of Yarmouth, during a portion of the last year.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Pet. for Sackville
Academy.

A Petition of members of the Wesleyan and other denominations, Inhabitants of the County of Pictou, was, by special leave, presented by the Hon. Mr. Young, and read, praying continued Provincial aid to the Wesleyan Academy at Sackville, N. B.

Ordered, That the Petition be referred to the Committee on Education.

Pet. for Acadia
College.

A Petition of the Executive Committee of the Nova Scotia Baptist Education Society was, by special leave, presented by the Hon. Mr. Johnston, and read, praying

praying for a fair share of Provincial aid to the Institutions under their charge at Horton.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

A Petition of members of the Wesleyan and other denominations, Inhabitants of the County of King's, was, by special leave, presented by Mr. Hall, and read, praying continued Provincial aid to the Wesleyan Academy at Sackville, N. B.

Pet. for Sackville Academy.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

A Petition of Inhabitants of Cornwallis was also, by special leave, presented by Mr. Hall, and read, praying aid to secure and repair the Breakwater at Hall's Harbor, in that Township, and to build an addition thereto.

Pet. for Hall's Hr. Breakwater.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on Nav. Sec.

A Petition of members of the Wesleyan and other denominations, Inhabitants of the County of Queen's, was, by special leave, presented by Mr. Campbell, and read, praying continued Provincial aid to the Wesleyan Academy at Sackville, N. B.

Pet. for Sackville Academy.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

Then the House adjourned until To-morrow at twelve of the clock.

TUESDAY, 13TH FEBRUARY, 1849.

PRAYERS.

A Petition of the Overseers of the Poor for the Township of Liverpool, was, by special leave, presented by Mr. Freeman, and read, praying for reimbursement of expenses of Transient Paupers.

Pet. of Overseers, Liverpool.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on Transient Poor.

A Petition of Freeholders and Inhabitants of County of Richmond, was, by special leave, presented by Mr. Harrington, and read, containing suggestions relative to the sites of the Grand-dique Ferry.

Pet. relative to Grandique Ferry.

Ordered, That the Petition be referred to the Committee on Navigation Securities.

Ref. to Com. on Nav. Sec.

A Message from the Council by Mr. Halliburton :

Message from Council—

Mr. Speaker,

The Council have agreed to the Resolutions of this Honorable House respecting the consolidation and revision of the Provincial Statutes.

Agree to Res. as to Prov. Statutes.

And then the Messenger withdrew.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House :

Report of H. W. Crawley, Esquire, Commissioner of Indian Affairs for the Island of Cape Breton for 1848, together with Accounts and Vouchers connected therewith; and the said Report was read by the Clerk.

Report, &c. of Indian Commr. C. B.

(See Appendix No. 45.)

- Ref. to Com. on
India Affairs. *Ordered*, That the said Report, Accounts and Vouchers, be referred to the Committee on Indian Affairs.
- Pet. of Lessees of
Dartmouth Com-
mon. A Petition of Lessees of portions of the Dartmouth Common, was presented by the Hon. the Provincial Secretary, and read, praying that they may be relieved from the payment of an annual rent which they had agreed to pay therefor.
Ordered, That the Petition do lie on the Table.
- Pet. for aid to Digby
Gut Ferry. A Petition of Joshua Snow, of Lower Granville, was, by special leave, presented by Mr. Thorne, and read, praying aid in building a Horse Boat to cross the Digby Gut.
Ordered, That the Petition be referred to the Committee on Navigation Securities.
- Ref. to Com. on
Nav. Sec. *Ordered*, That the Petition be referred to the Committee on Navigation Securities.
- Pet. of N. H. Mar-
tin against Mr.
McKeagney, Mem-
ber for Sydney. A Petition of Nicholas Henry Martin, of Sydney, Cape Breton, was, by special leave, presented by Mr. Munro, and read, containing charges against Mr. McKeagney, the sitting Member for the Township of Sydney, and praying that the same may be taken into consideration.
And thereupon :
On motion of the Hon. the Attorney General, *resolved*, that the Petition, containing gross and unsupported charges against a Member of this House, be dismissed.
- Dismissed.
- Pet. of A. Martell. A Petition of Abram Martell was, by special leave, presented by Mr. Martell, and read, praying payment for materials for building a Bridge furnished by direction of the late Member for the County of Richmond.
Ordered, That the Petition be referred to the Committee appointed on the 7th February, instant, on the Petition of Zenas Waterman, Junior, who are also to examine and report upon this Petition.
- Ref. to Sel. Com.
- Pet. for Ferry,
Straits of Canso. A Petition of Freeholders and others, of the Straits of Canso, was, by special leave, presented by Mr. Smyth, and read, praying for an additional allowance to procure better Boats for the Ferry at the Northern entrance of the Straits of Canso.
Ordered, That the Petition be referred to the Committee on Navigation Securities.
- Ref. to Com. on Nav.
Sec.
- Pet. for Post Com-
munication, Mar-
garce. A Petition of Henry Taylor and others, of Margaree, was also, by special leave, presented by Mr. Smyth, and read, praying for a continuation of the Post Communication to that place twice instead of once a week.
Ordered, That the Petition be referred to the Committee on Post Office Affairs.
- Ref. to Post Office
Com.
- Pet. for Grist Mill at
Lake Ainslie. A Petition of Angus McMillan and others, of Lake Ainslie, was also, by special leave, presented by Mr. Smyth, and read, praying aid to a superior Grist Mill there.
Ordered, That the Petition be referred to the Committee on Agriculture.
- Ref. to Com. on
Agriculture.
- Pet. rel. to Dart-
mouth Steamboat
Company. A Petition of Edward Jennings, M. D., and Arthur W. Godfrey, was, by special leave, presented by the Hon. Provincial Secretary, and read, setting forth the inconvenience resulting from the Dartmouth Steamers discontinuing their trips at so early an hour in the Evening, praying that the same may be placed under the control of some responsible Body.
Ordered, That the Petition be referred to Mr. Mott, Mr. Dickey, and Mr. McKeagney,
- Ref. to Sel. Com.

McKeagney, with power to send for persons and papers, and to report thereon, by Bill or otherwise.

The Order of the Day being read—

Ordered, That the Bill to repeal the first clause of the Act for founding, establishing, and maintaining, a College in this Province, be read a second time on Thursday next.

Order of Day—
Civil List Bill.

Then the House resolved itself into a Committee on the Civil List Bill.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the consideration of the said Bill, and had directed him to move for leave to sit again on the consideration of the same.

Report progress.

Ordered, That this House do again To-morrow, resolve itself into a Committee on the further consideration of the said Bill.

Then the House adjourned until To-morrow, at twelve of the clock.

WEDNESDAY, 14TH FEBRUARY, 1849.

PRAYERS.

An engrossed Bill to continue the Acts for the government and regulation of the Provincial Penitentiary, was read a third time.

Continuing engrossed Bills, read 3rd time and passed, viz—
Penitentiary.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts for the government and regulation of the Provincial Penitentiary.

An engrossed Bill to continue the Acts relative to the disposal of Crown Lands, was read a third time.

Crown Lands.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts relative to the disposal of Crown Lands.

An engrossed Bill to continue the Act for relieving Insolvent Debtors from Imprisonment, was read a third time.

Insolvent Debtors.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for relieving Insolvent Debtors from Imprisonment.

An engrossed Bill to continue the Act to regulate the Weighing and Selling of Beef, was read a third time.

Beef Weighing.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to regulate the Weighing and Selling of Beef.

An engrossed Bill to continue the Acts for regulating the Fishery in the River Shubenacadie, was read a third time.

Shubenacadie Fishery.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts for regulating the Fishery in the River Shubenacadie.

An engrossed Bill to continue the Act in relation to Promissory Notes, or undertakings payable in Produce, or otherwise than in money, was read a third time.

Produce Notes.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act in relation to Promissory Notes, or undertakings payable in Produce, or otherwise than in money.

An

Supervisors,

An engrossed Bill to continue the Acts for appointing Supervisors to take charge of Public Grounds and for other purposes, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts for appointing Supervisors to take charge of Public Grounds and for other purposes.

Town Officers,

An engrossed Bill to continue the Acts in amendment of the Acts for the choice of Town Officers and regulating of Townships, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts in amendment of the Acts for the choice of Town Officers and regulating of Townships.

Infectious Diseases,

An engrossed Bill to continue the Acts more effectually to provide against the introduction of Infectious or Contagious Diseases and the spreading thereof in this Province, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts more effectually to provide against the introduction of Infectious or Contagious Diseases, and the spreading thereof, in this Province.

Lotteries,

An engrossed Bill to continue the Act for the suppression of Lotteries, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for the suppression of Lotteries.

Quarantine,

An engrossed Bill to continue the Act to prevent the spreading of Contagious Diseases, and for the performance of Quarantine, was read a third time.

Resolved, That the Bill do pass, and the title be, an Act to continue the Act to prevent the spreading of Contagious Diseases, and for the performance of Quarantine.

Chester Sea Manure,

An engrossed Bill to continue the Act in relation to the gathering of Sea Manure in the Township of Chester, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act in relation to the gathering of Sea Manure in the Township of Chester.

Kings Co. Landings,

An engrossed Bill to continue the Act to regulate certain Landings in the County of King's County, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to regulate certain Landings in the County of King's County.

Windsor Landing,

An engrossed Bill to continue the Act to regulate the Public Landing at Windsor, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to regulate the Public Landing at Windsor.

Sable Island,

An engrossed Bill to continue the Act for the better regulation of Sable Island, in this Province, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for the better regulation of Sable Island in this Province.

Moose Snares,

An engrossed Bill to continue the Act for making regulations relative to the Setting of Snares for Catching Moose, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for making regulations relative to the Setting of Snares for Catching Moose.

An engrossed Bill to continue the Act for the preservation of Moose, was read a third time. Moose Preservation

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for the Preservation of Moose.

An engrossed Bill to continue the Act for setting off a part of the Township of Egerton as a separate District for the support of the Poor, was read a third time. Egerton Poores' District,

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for setting off a part of the Township of Egerton as a separate District for the support of the Poor.

An engrossed Bill to continue the Act to extend to the Township of Egerton the Act respecting the collection of Poores' Rates of Pictou and to amend the said Act, was read a third time. Egerton Poores' Rates,

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to extend to the Township of Egerton the Act respecting the collection of Poores' Rates of Pictou and to amend the said Act.

An engrossed Bill to continue the Act respecting the Collection of Poores' Rates of Pictou as amended, was read a third time. Pictou Poores' Rates.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act respecting the Collection of Poores' Rates of Pictou as amended.

An engrossed Bill to continue the Act for setting off a part of the Township of Sherbrooke, in the District of Saint Mary's, as a separate District for the support of the Poor, was read a third time. Sherbrooke Poores' District,

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for setting off a part of the Township of Sherbrooke, in the District of Saint Mary's, as a separate District for the support of the Poor.

An engrossed Bill to continue the Act in amendment of the Act for the settlement of the Poor in the several Townships within this Province, was read a third time. Settlement of Poor.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act in amendment of the Act for the settlement of the Poor in the several Townships within this Province.

An engrossed Bill to continue the Acts to prevent Disorderly Riding, and to regulate the driving of Carriages on the Streets of Halifax, or other Towns, or on the Public Roads of this Province, was read a third time. Disorderly Riding,

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts to prevent disorderly Riding or driving of Carriages on the Streets of Halifax or other Towns, or on the Public Roads of this Province.

An engrossed Bill to continue the Act to prevent injuries to the Fisheries within the County of Lunenburg, by Mill Dams or any other obstruction, was read a third time. Lunenburg Fisheries,

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to prevent injuries to the Fisheries within the County of Lunenburg, by Mill Dams or any other obstruction.

An engrossed Bill to continue the Act for the regulation of the Fisheries in the County of Richmond, was read a third time. Richmond Fisheries,

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for the regulation of the Fisheries in the County of Richmond.

Chedabucto Bay
Fisheries,

An engrossed Bill to continue the Act for the regulation of the Fisheries at Chedabucto Bay, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for the regulation of the Fisheries at Chedabucto Bay.

Douglas Poor
District.

An engrossed Bill to continue the Act for dividing the Township of Douglas into separate Districts for the support of the Poor, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for dividing the Township of Douglas into separate Districts for the support of the Poor.

Maxweltown Pools'
Districts.

An engrossed Bill to continue the Acts to divide the Township of Maxweltown into separate Districts for the support of the Poor, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts to divide the Township of Maxweltown into separate Districts for the support of the Poor.

Pictou Pools' Dis-
tricts.

An engrossed Bill to continue the Acts for dividing the Township of Pictou into separate Districts for the support of the Poor, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for dividing the Township of Pictou into separate Districts for the support of the Poor.

Nets of Fishermen;

An engrossed Bill to continue the Act to prevent damage to the Nets of Fishermen by Coasting Vessels, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to prevent Damage to the Nets of Fishermen by Coasting Vessels.

Bread Assize,

An engrossed Bill to continue the Act to revive the Act to amend the Act to regulate the Assize of Bread, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to revive the Act to amend the Act to regulate the Assize of Bread.

Billeting,

An engrossed Bill to continue the several Acts to provide for the Accommodation and Billeting of Her Majesty's Troops or of the Militia, when on their march from one part of the Province to another, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the several Acts to provide for the Accommodation and Billeting of Her Majesty's Troops or of the Militia, when on their march from one part of the Province to another.

Bills sent to Council

Ordered, That the Clerk do carry the said several Bills to the Council and desire their concurrence.

Pet. of Dr. Forman,

A Petition of Henry B. Forman, of Sydney, in the County of Cape Breton, Surgeon, was, by special leave, presented by Mr. McKeagney, and read, praying reimbursement for Medical attendance upon certain Shipwrecked Seamen.

Ref. to Trans. Poor
Com.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Pet. of Dy. Post
Master, Sydney.

A Petition of Robert Martin, Deputy Post Master, at Sydney, C. B., was, by special leave, presented by Mr. Munro, and read, praying allowance for Office Rent, Stationery, and Fuel.

Ref. to Post Office
Com.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

A Petition of the Rev. James C. Cochran and others, of Lunenburg: and also—

Petitions against Windsor College Grant repeal Bill.

A Petition of the Rev. John Stannage and others, of St. Margaret's Bay—

Were presented by the Hon. the Attorney General, and read, respectively, praying that the Bill now before the House for repealing the permanent Grant to King's College, Windsor, may not pass.

Ordered, That the Petitions do lie on the Table.

A motion was made by the Hon. Mr. Johnston and seconded, that a Resolution do pass as followeth:

Resolutions moved in reference to Financial Sec and Rec Gen

Whereas, the increasing depression in the circumstances of the Country, and the reduced value in the Market of the products of the Farmers and Fishermen, demand the most rigid economy in the Public Expenditures: while the diminished price in the articles of life is beneficially felt by those who enjoy established incomes.

And whereas, this House having resolved upon the creation of a Financial Secretary and a Receiver General, with a Clerk to each office, whose several duties will be chiefly the same as are now performed by the Treasurer and his Clerk, it is proper before the said Offices are filled, that the Salaries appointed for those two officers in the Act now awaiting the Royal Confirmation, should be placed on a scale more suited to the exigencies of the Country and the duties of the Offices.

Resolved. That the Financial Secretary, whenever a Financial Secretary shall be appointed, shall be paid a salary of Five Hundred Pounds, Currency, and no more, in place of Six Hundred Pounds, as declared by the said Act; and that the Receiver General, whenever a Receiver General shall be appointed, shall be paid a Salary of Five Hundred Pounds, Currency, and no more, in place of Six Hundred Pounds as declared by the said Act; and that a Bill be brought in for carrying this Resolution into effect.

The attention of the House was called to the proceedings of the House on the second day of February last, in reference to the Address to Her Majesty then passed on the subject of the Bill of last Session, fixing the Salaries mentioned in the Resolution now moved; and the entry of such proceedings was read.

Attention of House called to prior proceedings.

Whereupon Mr. Speaker stated to the House that, in his opinion, the motion now made was in substance a part of the question which had been decided in this present Session by the passing of said Address; and that therefore, according to the Rules of the House, it was not competent for him to propose a question upon the motion now made.

Decision of Chair against putting question on Resolution.

The Order of the Day being read:

The House resolved itself into a Committee on the Civil List Bill.

Order of Day—

Mr. Speaker left the Chair.

House in Com on Civil List Bill.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the said Bill, and had directed him to move for leave to sit again on the consideration thereof.

Progress reported.

Ordered, That this House do To-morrow again resolve itself into a Committee on the further consideration of the said Bill.

Made further Order of Day.

Then the House adjourned until To-morrow, at twelve of the clock.

 THURSDAY, 15TH FEBRUARY 1849.

PRAYERS.

Order of Day—
Com. on Civil List
Bill.

The Order of the Day being read, for the further consideration, in Committee, of the Civil List Bill—

The House resolved itself into the said Committee.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Bill reported.

The Chairman reported from the Committee that they had gone through the said Bill and had directed him to report the same to the House without any amendment; and he thereupon delivered the Bill in at the Clerk's Table.

Amndt. to reduce
Gov. Salary

Mr. Fulton then moved that the Bill be amended by reducing the Salary of the Lieutenant Governor from Three Thousand Pounds Sterling to Two Thousand Five Hundred Pounds Sterling.

Which being seconded and put, and the House dividing thereon, there appeared, for the motion, twenty-one; against it, twenty-eight.

Division thereon.

For the motion—

Against the motion—

Mr. Ryder,	Mr. Bent,	Hon. Mr. Doyle,	Mr. McLeod.
" Freeman,	" Taylor,	Mr. McDougall,	Hon. Atty. General,
" Fulton,	" Moore,	" Homer,	Hon. Mr. Young,
" Dickey,	" Munro,	" Kedy,	Mr. Smyth,
" Fraser,	" Hall,	" Killam,	" Dimock,
" Blackadar,	Hon. Mr. Johnston,	" Ernst,	" Archibald,
" Harrington,	Mr. Marshall.	" McKenna.	" Henry,
" Thorne,		" Creelman,	" Mott,
" Budd,		" Robertson,	Hon. Prov. Sec.
" Beckwith,		" McDonald,	Mr. Bourneuf,
" Snow.		" Mignowitz,	" Comeau,
" Wier,		" Brown,	" McKeagney,
" Whitman,		" Card,	" Sangster,
" Campbell,		Hon. Mr. Huntington	" Martell,

Negative

So it passed in the negative.

Bill to be engrossed.

Ordered, That the Bill be engrossed.

Substitution on Dart-
mouth Steamboat
Co.

Ordered, That Mr. Creelman be substituted for Mr. Mott on the Petition relative to the Dartmouth Steam Boat Company.

Pet. of E. Matatall,

A Petition of Ephraim Matatall, of Sterling, in the County of Colchester, was, by special leave, presented by Mr. Creelman, and read, setting forth that the whole of his Children, five in number, are dumb, and that he has in consequence thereof, been extremely reduced in circumstances, and praying relief.

Ref. to Com. on
Deaf and Dumb.

Ordered, That the Petition be referred to the Committee on the subject of the Deaf, Dumb, and Blind.

Pet. of N. McKeag-
ney

A Petition of Nancy McKeagney, of Sydney, Cape Breton, was, by special leave, presented by Mr. Munro, and read, praying assistance for the support of a Deaf and Dumb Child.

Ref. to Com. on
Deaf and Dumb.

Ordered, That the Petition be referred to the Committee on the subject of the Deaf, Dumb, and Blind.

<p>A Petition of the Rev. R. F. Uniacke, was, by special leave, presented by the Hon. the Provincial Secretary, and read, praying continued aid to the Schools for poor children in the North Suburbs of Halifax.</p>	<p>Pet. of R. F. Uniacke.</p>
<p><i>Ordered,</i> That the Petition be referred to the Committee on Education.</p>	<p>Ref. to Com. on Education.</p>
<p>A Petition of the Trustees of the public School at North Sydney, Cape Breton, was, by special leave, presented by Mr. McKeagney, and read, praying for the passage of an Act to assess the Inhabitants of the School District for a balance due for building the School House.</p>	<p>Pet. of Trustees of Public School, Sydney.</p>
<p><i>Ordered,</i> That the Petition be referred to the Committee on Education.</p>	<p>Ref. to Com. on Education.</p>
<p>A Petition of Archibald Walker, and others, was, by special leave, presented by Mr. Moore, and read, praying an alteration in the Law respecting the recovery of small Debts.</p>	<p>Pet. for amdt. of Law of Small Debts.</p>
<p><i>Ordered,</i> That the Petition do lie on the Table.</p>	
<p>The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House a Statement of Expenses incurred in repairing the Bridge over the Missiquash River, between New Brunswick and Nova Scotia.</p>	<p>Missiquash Bridge expenses.</p>
<p><i>Ordered,</i> That the Account be referred to the Committee on the subject of Monies drawn from the Treasury under the Casualty Vote.</p>	<p>Ref. to Com. on Casualty vote.</p>
<p>The Hon. Mr. Huntington, by like command, presented to the House an Estimate of the expenses of the Civil Government of this Province for the current year, 1849—and the same was read.</p>	<p>Estimate presented.</p>
<p>(See Appendix No. 46.)</p>	
<p><i>Ordered,</i> That the estimate do lie on the Table.</p>	
<p>On motion of the Hon. Mr. Huntington, <i>resolved,</i> that a Supply be granted to Her Majesty.</p>	<p>Supply granted.</p>
<p><i>Ordered,</i> That the Estimate of the expenses of the Civil Government of this Province be referred to the Committee of Supply; then—</p>	<p>Estimate referred to Supply.</p>
<p>On motion the House resolved itself into a Committee of Supply.</p>	<p>Com. of Supply.</p>
<p>Mr. Speaker left the Chair, Mr. Dimock took the Chair of the Committee, Mr. Speaker resumed the Chair.</p>	
<p>The Chairman reported from the Committee that they had come to several Resolutions, which they had directed him to report to the House, and he delivered the same in at the Clerk's Table.</p>	<p>Resolutions reported.</p>
<p>The Chairman also acquainted the House that he was directed by the Committee to move for leave to sit again on the consideration of the Supply which the House agreed to.</p>	
<p>The said Resolutions were then read by the Clerk a first and second time, and are as follow, viz :</p>	
<p>1^o. <i>Resolved,</i> That there shall be paid the sum of Two Hundred Pounds to the Speaker of the House of Assembly, in full for his Salary as Speaker for the present year.</p>	<p>£200 Speaker of Assembly.</p>
<p>2^o. <i>Resolved,</i> That the sum of Two Hundred Pounds be granted and paid to the Clerk of the House of Assembly, for his services for the present year.</p>	<p>£200 Clerk of Assembly.</p>
<p>3^o. <i>Resolved,</i> That the sum of Twenty Five Pounds be granted and paid to the Chaplain of the House of Assembly, for his services during the present Session.</p>	<p>£25 to Chaplain.</p>

£100 Clerk Assistant of Assembly.

4°. *Resolved*, That the sum of One Hundred Pounds be granted and paid to the Clerk Assistant of the House of Assembly, for his services for the same Session.

£50 Sergeant-at-Arms.

5°. *Resolved*, That the sum of Fifty Pounds be granted and paid to the Sergeant-at-Arms to the House of Assembly, for his services for the same Session.

£30 Assistant Sergeant-at-Arms.

6°. *Resolved*, That the sum of Thirty Pounds be granted and paid to the Assistant Sergeant-at-Arms to the House of Assembly, for his services for the same Session.

£40 Messenger of Governor.

7°. *Resolved*, That the sum of Forty Pounds be granted and paid to the Messenger of the Governor, and the Executive and Legislative Councils for the present year.

£30 John Fitzgerald.

8°. *Resolved*, That the sum of Thirty Pounds be granted and paid to John Fitzgerald, for his services as Messenger to the House of Assembly during the present Session.

£250 First Clerk of Treasury.

9°. *Resolved*, That the sum of Two Hundred and Fifty Pounds be granted and paid to the Cashier of the Savings Bank and First Clerk of the Treasury, for his services for the present year.

£60 Clerk of Board of Revenue.

10°. *Resolved*, That the sum of Sixty Pounds be granted and paid to the Clerk of the Board of Revenue, for his services for the present year.

£60 Keeper of Assembly.

11°. *Resolved*, That the sum of Sixty Pounds be granted and paid to the Keeper of the Assembly House, and Council Chamber, and Law Library, for the present year.

£400 Sable Island.

12°. *Resolved*, That the sum of Four Hundred Pounds be granted and paid to the Commissioners of Sable Island, for the support of that Establishment for the present year.

£20 E. Crowell.

13°. *Resolved*, That the sum of Twenty Pounds be granted and paid to Edmund Crowell, to enable him to keep up his Establishment at Seal Island for the relief of Shipwrecked Mariners, for the present year.

£20 J. Wickins.

14°. *Resolved*, That the sum of Twenty Pounds be granted and paid to Joseph Wickins, of Mud Islands, to enable him to keep a suitable Boat and Man at that place to assist Shipwrecked Seamen.

£50 Guysborough Packet.

15°. *Resolved*, That the sum of Fifty Pounds be granted and paid to such persons as will run a proper Packet between Guysborough and Arichat, touching occasionally at Fox Island and Canso, under the regulations of the General Sessions of the Peace for the Counties of Guysborough and Richmond—to be paid upon the Certificates of such Sessions that such Packet has been properly kept and run during the present year—provided that the Judges of the Supreme Court shall be taken without charge (if required) from Guysborough to Arichat, and from Arichat to Guysborough, on their Circuit to Cape Breton; and that the said Packet shall also carry the Mail between Guysborough and Arichat, if required.

£20 W. Weeks.

16°. *Resolved*, That the sum of Twenty Pounds be granted and paid to William Weeks, or any person who will run a Packet Boat between the Bay of Verte and Prince Edward Island, when it shall be made satisfactorily to appear to the Governor in Council that such Packet Boat has been run agreeably to such regulations as may be established by the Justices, in their Sessions for the County of Cumberland.

£20 Ferry Co. Hants

17°. *Resolved*, That the sum of Twenty Pounds be granted and paid to aid the Inhabitants of Douglas, at the mouth of the River Shubenacadie, in supporting a suitable Boat or Scow to run between Londonderry and that place—the said Boat or Scow to be run under the regulations of the General Sessions for the County of Hants—to be paid upon Certificate from three Justices of the Peace,

residing

residing in Douglas, that said Boat has been running at least twice a week for Six Months, to their satisfaction, under the regulations aforesaid.

18°. *Resolved*, That the sum of Thirty Pounds be granted and paid to aid the Inhabitants of Cape Breton in supporting a suitable Boat or Scow to run between McMillan's Point in Cape Breton, and Auld's Cove in the County of Sydney—the said Boat or Scow to be placed under the regulation of the General Sessions for the County of Inverness.

£30 Ferry Co. Cape Breton.

19°. *Resolved*, That the sum of Ten Pounds each, be granted and paid to the two Licensed Ferryman at the mouth of the Shubenacadie, in the Counties of Colchester and Hants, for the transportation of Horses and Carriages across that River—the same to be paid on the Certificate of the General or Special Sessions of each County, respectively, that such Ferry has been duly attended, and proper Boats procured and used.

£10 Each Ferryman Co. Colchester.

20°. *Resolved*, That the sum of Fifteen Pounds be granted and paid to John Pernette and Charles Pernette, for keeping up the Ferry over LaHave River.

£15 J. & C. Pernette.

21°. *Resolved*, That the sum of Ten Pounds be granted and paid to Cornelius Craig, to enable him to keep up his Ferry, across the Narrows, at the entrance of Sable River, in the County of Shelburne, under the regulation of the General Sessions of the Peace, and to be paid upon their Certificate.

£10 C. Craig.

22°. *Resolved*, That the sum of Ten Pounds be granted and paid to John Carter, to enable him to run a suitable Ferry Boat or Scow between his Landing, on the Western side of the Gut of Canso, and David McPherson's, on the Eastern side thereof—to be paid on the Certificate of the General Sessions for the County of Guysborough—that such Boat or Scow has been provided and run under their regulations, and to their satisfaction.

£10 J. Carter.

23°. *Resolved*, That the sum of Ten Pounds be granted and paid to the Ferryman on the Eastern side of the Gut of Canso, to enable him to run a suitable Ferry Boat or Scow between John Carter's Landing, on the Western side of said Gut, and David McPherson's, on the Eastern side thereof—to be paid on the Certificate of the General Sessions for the County of Richmond, that such Boat or Scow has been provided and run under their regulation and to their satisfaction.

£10 Ferryman at Gut Canso.

24°. *Resolved*, That the sum of Ten Pounds each be granted and paid to such persons as shall respectively keep up a Ferry at the mouth of the Harbor of Port L'Herbert, provided a Boat be kept to convey Horses and Cattle across said Harbor—said sum to be paid upon Certificate of the General Sessions of the Peace for the County of Shelburne—that such Boat has been properly kept and run under their regulations:

£10 Ferry Port L'Herbert.

25°. *Resolved*, That the sum of Ten Pounds be granted and paid to Duncan McPhee, to enable him to maintain a Ferry between Low Point and the Sydney Mines, at the mouth of Spanish River, in the County of Breton—to be paid on the Certificate of three Justices of the Peace for the County of Cape Breton, that he has faithfully discharged the duties assigned to him by the General Sessions of the Peace for the said County.

£10 D. McPhee.

26°. *Resolved*, That the sum of Fifteen Pounds be granted and paid to William Cunningham and John Knowles, or such other persons as shall keep a Ferry across the Narrows of the Passage between Cape Sable Island and the Main—such persons being furnished with suitable Boats for the accommodation of Passengers—to be paid on the Certificate of the General Sessions for Shelburne—that such Boats have been properly kept and run under their regulations.

£15 Cunningham & Knowles.

27°. *Resolved*, That the sum of Fifteen Pounds be granted and paid to aid in maintaining a Ferry during the present year between Amherst and Minudie—such Ferry to be under the regulation of the General Sessions for the County of Cumberland,

£15 Ferry Amherst

berland, and the foregoing sum to be paid on their Certificate that the same has been conducted to their satisfaction.

£10 Ferry Grand-
duque, Co Rich-
mond.

28^o. *Resolved*, That the sum of Ten Pounds each be granted and paid to the two Licensed Ferryman at the mouth of the Grandique River, in the County of Richmond—to be paid upon Certificate of the Court of General Sessions of the Peace for that County that the work has been faithfully performed, and the public properly accommodated.

£25 School in Poor
House.

29^o. *Resolved*, That the sum of Twenty-five Pounds be granted and paid to the Commissioners of the Poor in Halifax, to defray expense of continuing the School in the Poor House for the present year, for the benefit of orphans and poor children in that Establishment.

£50 Halifax Dispen-
sary.

30^o. *Resolved*, That the sum of Fifty Pounds be granted and paid to Doctor Grigor and his Associate, in aid of the Halifax Dispensary for the present year—provided that they keep, during the year, a sufficient quantity of Vaccine Matter.

Resolutions agreed to

The said several Resolutions were then upon the question put thereon, respectively agreed to by the House.

Order of Day—
Mines and Minerals
postponed.

The Orders of the day being read—

Ordered, That the consideration of the subject of the Mines and Minerals be postponed until To-morrow.

Then pursuant to order :

Windsor College
repeal Bill read
2nd time.
Motion to commit.

A Bill to repeal the first clause of the Act for founding, establishing and maintaining a College in this Province, was read a second time : and thereupon—

Mr. Henry moved that the Bill be committed to a Committee of the whole House ; which being seconded—

Amendment to defer.

Mr. Marshall moved by way of amendment that the consideration of the Bill be deferred until this day three months ; which being seconded, and a debate arising thereon—

Motion to adjourn
debate.

Mr. Henry moved that the debate be adjourned until To-morrow ; which being seconded—

Motion to adjourn
House carried.

The Hon. the Attorney General moved that the House do now adjourn ; which being seconded and put, and the House dividing thereon, passed in the affirmative, And accordingly—

The House adjourned until To-morrow at twelve of the clock.

FRIDAY, 16TH FEBRUARY, 1849.

PRAYERS.

Leave for adjourn-
ment of Guysboro'
Election Com.

Mr. McKeagney, Chairman of the Guysborough Election Committee, by direction of the Committee, moved that they have leave of the House to adjourn over until Wednesday next, the 21st of February, instant, at eleven o'clock, which being seconded and put, was agreed to by the House.

Pet. for Mail Com-
munication, New-
port.

A Petition of Nicholas Mosher, Junior, and others, Inhabitants of Newport, was, by special leave, presented by Mr. Dimock, and read, praying aid for increased Mail Communication there.

Ref. to Post Office
Com.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

A Petition of Inhabitants of the Township of Digby, was, by special leave, presented by Mr. Budd, and read, praying for the passage of an Act to give certain necessary powers to a Water Company established there.

Ordered, That the Petition do lie on the Table.

Pet from Digby for
Incorporation of
Water Co.

Mr. Budd pursuant to leave given, presented a Bill to Incorporate the Digby Water Company, and the same was read a first time and ordered to be read a second time.

Digby Water Co.
incorporation Bill
presented.

Mr. Budd, also, pursuant to leave given, presented a Bill to regulate the Pier or Wharf at Everett's Landing, in the Township of Weymouth, and the same was read a first time and ordered to be read a second time.

Everett Wharf Bill
presented.

Ordered, That the Committee appointed to enquire as regards the appropriation of the sums of One Hundred Pounds each to the Counties, respectively, for Seed, be further empowered to enquire and report upon the several amounts advanced to the different Counties from the balance of Agricultural monies remaining undrawn from the Treasury.

Further powers to
Seed Com.

A Petition of Inhabitants of the Township of Kempt, was, by special leave, presented by Mr. Card, and read, praying the division of said Township into two separate Districts for the support of the Poor.

Ordered, That the Petition do lie on the Table.

Pet. for division of
Kempt Poores' Dis-
tricts.

Mr. Hall, pursuant to leave given, presented a Bill in further amendment of the Act relating to Highways, Roads, and Bridges; and the same was read a first time.

Highway amendt.
Bill.

Ordered, That the Bill be referred to Mr. Henry, Mr. Hall, and Mr. Dickey, to examine and report upon, with amendments or otherwise.

Ref. to Sel. Com.

Mr. Dickey reported from the Select Committee on the subject of the Law for laying out Roads through private Lands, and the several Petitions connected with the same subject to them referred; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com.
on Road Laws.

(See Appendix No. 47.)

Ordered, That the Report do lie on the Table.

Ordered, That Mr. Moore have leave of absence until Wednesday next to return home on urgent private business.

Leave of absence.

Then the House adjourned until half-past four of the clock of this day.

Adjournment:

At half-past four of the clock the House met pursuant to adjournment.

Meet again.

The Hon. Mr. Huntington moved that the Bill to repeal the Clause of the Act for founding, establishing, and maintaining a College in this Province, be committed to a Committee of the whole House; which being seconded—

Motion to commit
King's College
Repeal Bill.

Mr. Marshall moved by way of amendment that the House resolve itself into a Committee for the purpose of considering the subject of Education: which proposed amendment being seconded and put, and the House dividing thereon, there appeared for the amendment twenty-two, against it twenty-three—so it passed in the negative.

Amndt. to go into
Com. of whole on
Education nega-
tived.

The question being then put on the Resolution as originally proposed.

Original carried.

Bill committed. *Ordered*, That the Bill be committed to a Committee of the whole House—
then—
Upon motion the House resolved itself into a Committee on the said Bill.
Mr. Speaker left the Chair,
Mr. Thorne took the Chair of the Committee,
Mr. Speaker resumed the Chair.

Progress reported. The Chairman reported from the Committee that they had made some progress in the said Bill, and had directed him to move for leave to sit again on the consideration thereof.

Made farther Order of Day. *Ordered*, That this House do To-morrow, again resolve itself into a Committee on the consideration of the said Bill.

Order of Day— The Order of the Day being read—

Mines and Minerals debate postponed. *Ordered*, That the House do To-morrow take into consideration the subject of the Mines and Minerals of the Province.

Then the House adjourned until To-morrow, at twelve of the clock.

SATURDAY, 17TH FEBRUARY, 1849.

PRAYERS.

27 Petitions rel to site of King's Co. Court House. Twenty-seven Petitions of Inhabitants of King's County were, by special leave, presented by Mr. Hall, and read, severally praying that an Act approved by the Court of Sessions and Grand Jury of that County, may be passed, for rebuilding the Court House and Gaol at Kentville, as the most approved site therefor.

Ref. to Com. on subject. *Ordered*, That the Petitions be referred to the Committee appointed on the 10th February, instant, to consider the Petition of certain Freeholders of King's County, in reference to the same subject.

King's Co. Court House Bill presented. Mr. Hall, also, pursuant to leave given, presented a Bill to enable the Inhabitants of the County of King's County to rebuild their Court House and Jail, lately destroyed by fire, and the same was read a first time.

Ref. to Com. *Ordered*, That the Bill be referred to the Committee on the subject matter thereof, to examine and report upon with amendments or otherwise.

Report from Com on Pet. of Charles Blanchard and others. Mr. Dickey reported from the Select Committee on the Petition of Charles Blanchard, and others, and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read, and is as follows:
The Committee to whom was referred the Petition of Charles Blanchard, John D. McNutt, E. F. Munro, and A. G. Archibald, Esquires; to be paid expenses incurred by them in attendance on the Governor and Executive Council, on the complaint of Mr. Wier against the Judge of Probate of the County of Colchester, beg leave to report as follows:
Your Committee have taken into consideration the claims of Petitioners, and, after due consideration, have come to the conclusion that they ought to be paid each the sum of Three Pounds in full therefor, out of the general funds of the

Province

Province. This recommendation is made under peculiar circumstances, and should not be considered a precedent.

All which is respectfully submitted.

R. McG. DICKEY,
JOHN C. HALL,
EDWARD L. BROWN.

Committee Room, 16th February, 1849.

Ordered, That the Report be received, and, with the Petition, be referred to the Committee of Supply. Ref. to Supply.

A Petition of the Rev. Thomas C. Leaver and others, resident at Truro, was, by special leave, presented by Mr. McLeod, and read, praying that the Bill for the repeal of the King's College Grant may not pass into a Law. Pet. against repeal of King's College Grant.

Ordered, That the Petition do lie on the Table.

A Petition of the Office Bearers of the Pictou Agricultural Society was, by special leave, presented by the Hon. Mr. Young, and read, praying for a renewal of the Grant in favor of Agriculture, and that whatever sum may be allowed to that County out of such Grant may be given to one Society only. Pet. of Pictou Ag. Society.

Ordered, That the Petition be referred to the Committee on Agriculture. Ref. to Com. on Agriculture.

A Petition of Inhabitants of the Parish of Christ Church, Windsor, and also—
A Petition of Inhabitants of Mahone Bay, and parts adjacent—
Were presented by the Hon. the Attorney General, and read, respectively praying that the Bill to repeal the King's College Grant, may not pass into a Law. Pet. against King's College Grant Bill.

Ordered, That the Petitions do lie on the Table.

The Order of the Day being read—

Ordered, That this House do To-morrow, take into consideration the subject of the Mines and Minerals of the Province. Orders of Day—
Mines and Minerals postponed.

Then pursuant to order the House again resolved itself into a Committee on the College Bill.

Mr Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the said Bill referred to them, and had directed him to move for leave to sit again on the consideration thereof. Report progress.

Ordered, That this House do on Monday next, again resolve itself into a Committee on the consideration of the said Bill. Made further Order of Day.

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

MONDAY, 19TH FEBRUARY, 1849.

PRAYERS.

A Bill to Incorporate the Digby Water Company, was read a second time.

Ordered, That the Bill be referred to Mr. Freeman, Mr. Blackader, and Mr. Fulton, to examine and report upon, with amendments or otherwise. Digby Water Company Bill read 2nd time.
Ref. to Sel. Com.

A

Everett Pier Bill
read 2d time.

A Bill to regulate the Pier or Wharf at Everett's Landing, in the Township of Weymouth, was read a second time.

Ref. to Com. on
Nav. Sec.

Ordered, That the Bill be referred to the Committee on Navigation Securities to examine and report upon, with amendments or otherwise.

Pet. of Robt. Stone,
Excise Collector
at Wilmot.

A Petition of Robert Stone, of Wilmot, in the County of Annapolis, Collector of Excise, was, by special leave, presented by Mr. Thorne, and read, praying additional remuneration for his services.

Ref to Com. on
Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Report of Com. on
Pet. of J. B. Sen-
tell.

Mr. Robertson reported from the Select Committee to whom was referred the Petition of James B. Sentill, for further remuneration for services in keeping accounts of travelling, &c., on Windsor Road—and he read the report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 48.)

Ref. to Supply.

Ordered, That the Report be received and adopted, and, with the Petition, be referred to the Committee of Supply.

Pet. from Lunenburg
for Free Ware-
housing Port.

A Petition of importing Merchants, and others, in Lunenburg, was, by special leave, presented by Mr. Mignowitz, and read, praying that the Free Warehousing system may be extended to Lunenburg, under the direction of the present Officers of Excise there.

Ref to Com on
Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Pet. of Thorne &
Son

A Petition of Stephen S. Thorne & Son, of Bridgetown, Merchants, was, by special leave, presented by Mr. Whitman, and read, praying a return of Duties paid by them.

Ref. to Com. on
Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Pet. of W. Nelson
and others.

A Petition of William Nelson and others, of the County of Hants, was, by special leave, presented by Mr. Card, and read, praying the passage of a number of measures, in their opinion, for the benefit of this Province.

Ordered, That the Petition do lie on the Table.

Report in part from
Indian Com.

Mr. Henry reported in part from the Committee on Indian Affairs, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 49.)

Ref. to Supply.

Ordered, That the Report be received and adopted and referred to the Committee of Supply.

Com. of Supply.

On motion the House resolved itself into a Committee of Supply.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report Grant.

The Chairman reported from the Committee that they had come to a Resolution, which they had directed him to report to the House—and he delivered it in at the Clerk's Table.

Th

The Chairman, also acquainted the House that he was directed by the Committee to move for leave to sit again on the consideration of the Supply, which the House agreed to.

The said Resolution was then read by the Clerk a first and second time, and is as follows, viz. :

Resolved, That the sum of Three Hundred Pounds be granted and placed at the disposal of the Governor, for the benefit of the Indians for the present year. £300 Indians.

The said Resolution was then upon the question put thereon, agreed to by the House. Agreed to.

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

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House several Quarterly Returns of the Receipts and Expenditure of the Post Office Department in this Province. Post Office Returns.

(See Appendix No. 50.)

Ordered, That the Returns be referred to the Committee on Post Office Affairs. Ref. to Post Office Com.

The Orders of the Day being read :

Ordered, That this House do To-morrow, take into consideration the subject of the Mines and Minerals of this Province. Orders of Day—Mines and Minerals postponed.

The House then pursuant to order resolved itself into a Committee on the further consideration of the College Bill. Com. on College Bill.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the Bill referred to them, and had directed him to report the same to the House without amendment, and he delivered the Bill in at the Clerk's Table. Report Bill without amndt.

Upon the usual question being propounded from the Chair that the Bill be fairly engrossed— Usual question for engrossing previous question negatived.

The Hon. the Attorney General moved that the question be now put—which being seconded and put, and the House dividing thereon, passed in the negative.

The original question being then put, and the House dividing thereon, there appeared, for engrossing the Bill, twenty-eight ; against it, twenty-one. Original question for engrossing carried on division.

For engrossing—

Against it—

Hon. Mr. Young,	Hon. Mr. Huntington	Mr. Dickey,	Hon. Mr. Johnston,
Mr. McKenna.	Mr. Comeau,	" Bent,	Mr. Fraser,
" McKeagney,	" Ernst,	" Wier,	" Freeman,
" Henry,	" Mignowitz,	" Fulton,	" Taylor,
" Kedy,	" Homer,	" Campbell,	" Marshall,
" Harrington,	" Robertson,	" Moore,	Hon. Atty. General,
" Brown,	Hon. Prov. Sec.	" Budd,	Mr. Beckwith,
" Mott,	Mr. McLeod,	" Snow,	" Thorne,
" Sangster,	" Creelman,	" Whitman,	Hon. Mr. Doyle,
" Archibald,	" Killam,	" Blackadar,	Mr. Ryder.
" Smyth,	" Bourneuf,	" Hall,	
" Martell,	Mr. McDougall,		
" Dimock,	" Munro,		
" McDonald,	" Card.		

So it passed in the affirmative.

Ordered, That the Bill be engrossed. Order for engrossing.

The House adjourned until To-morrow at twelve of the clock.

TUESDAY, 20TH FEBRUARY, 1849.

PRAYERS.

- Pet. of Overseers, Wilmot.** A Petition of the Overseers of the Poor for the Township of Wilmot was, by special leave, presented by Mr. Thorne, and read, praying reimbursement of expenses of a Transient Pauper.
- Ref. to Trans. Poor Com.** *Ordered,* That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.
- Pet. from Bridgetown against College Bill.** A Petition of Freeholders and others, Inhabitants of Bridgetown and parts adjacent, was, also, by special leave, presented by Mr. Thorne, and read, praying that the Bill for withdrawing the Provincial Grant from King's College, may not pass.
- Ordered,* That the Petition do lie on the Table.
- Pet. against College Bill.** A Petition of Thomas Ritchie and others, Alumni of King's College, Windsor, and others interested in the success of that Institution, was, by special leave, presented by Mr. Whitman, and read, praying that the Bill for withdrawing the Grant from that College, may not pass.
- Ordered,* That the Petition do lie on the Table.
- Pet. from Horton for Oat Mill.** A Petition of Inhabitants of the Township of Horton was, by special leave, presented by Mr. Brown, and read, praying aid to Ebenezer Caldwell, Junior, to assist him in the erection of an Oat Mill and Kiln.
- Ref. to Com. on Agriculture.** *Ordered,* That the Petition be referred to the Committee on Agriculture.
- Pet. of J. Darby, late Superintendent Sable Island.** A Petition of Joseph Darby, late Superintendent of Sable Island, was, by special leave, presented by Mr. Marshall, and read, setting forth his long and arduous services in that situation from which he had been recently removed by the Government, praying investigation of his case and relief.
- Ordered,* That the Petition do lie on the Table.
- Pet from Annapolis,**
Also from Clements,
For Light House Grand Passage. A Petition of Inhabitants of the County of Annapolis, was, by special leave, presented by Mr. Whitman, and—
A Petition of Inhabitants of the Township of Clements, in the County of Annapolis, was, by special leave, presented by Mr. Bourneuf:
And the said Petitions were read, respectively praying for a Light House on Peter's Island, at the South entrance of the Harbour at the Grand Passage.
- Ref. to Com. on Nav. Sec.** *Ordered,* That the Petitions be referred to the Committee on Navigation Securities.
- Pet. against removal of Annapolis Shire Town.** A Petition of Freeholders and Inhabitants of the Western part of the County of Annapolis, was, by special leave, presented by Mr. Whitman, and read, praying that the Shire Town of that County may not be removed from Annapolis to Bridgetown.
- Ordered,* That the Petition do lie on the Table.
- Railway papers and Petitions presented.** The Hon. Mr. Young, by command of His Excellency the Lieutenant Governor, presented to the House several Papers on the subject of the proposed Railway between Halifax and Quebec—including various Petitions in favor of proceeding with that undertaking—and the same were read by the Clerk, viz. :
- 1°. Letter from A. S. Archibald, Esquire, Secretary, enclosing proceedings of the Public Meeting, held at Truro, 16th January, 1849.

- 2° . Petition from Henry Chapman and 78 others, of Tidnish, Cumberland.
- 3° . Letter from Jacob G. Purdy, enclosing Petition from himself and 81 others—Proceedings at Public Meeting, and Resolutions, held at West Chester.
- 4° . Petition from Horatio A. Davidson and 22 others, East Branch, River Philip.
- 5° . Petition from John Nelson and 27 others, East Branch, River Philip.
- 6° . Petition from John MacFarlane, Joshua Heustis, and 89 others—Wallace.
- 7° . Petition from John Bent, Micheal Gordon, and 30 others—District of Fort Lawrence.
- 8° . Petition from Joseph Oxley, Weatherby Johnston, and 70 others—County of Cumberland.
- 9° . Petition from Moses Low, W. C. Pipes, and 39 others—County of Cumberland.
- 10° . Petition from Jonathan McCully, James Ferguson, Silas H. Morse, Joshua Chandler, and 40 others—Amherst.
- 11° . Petition from W. H. Burton and 14 others—Amherst.
- 12° . Letter from Henry Baldwin, Esquire, Bathurst, enclosing Proceedings and Resolutions passed at a Public Meeting, held there 29th January, 1849.
- 13° . Letter from the Hon. W. Crane, enclosing Proceeding and Resolutions passed at Public Meeting, held at Dorchester, 18th January, 1849.
- 14° . Letter from W. Logan, Surveyor, relative to Line between Halifax and Truro.
- 15° . Petition from James G. Page, Joseph Smith, Wm. P. Moffat, and 17 others—Amherst.
- 16° . Copy of Mr. Young's Circular translated in French, as circulated by the Committee at Quebec in the French Parishes, from Quebec to River Metis.
- 17° . Return of Statistics of Road Travel kept at Scott's 10 Mile House, Onslow Bridge, and Fort Lawrence—by Archibald Scott, John Blair, and N. H. Embree, from 1st July to 1st January, 1849.
- 18° . Report from _____, of the quality and extent of the Crown Lands lying in the Valley of the Metapediac, and Returns of Road Travel kept between Quebec and Metis, forwarded by the Hon. E. P. Tache, Commissioner of the Board of Works.
- 19° . Petition from David Pugsley and 41 others—Napan and Maccan.
- 20° . Petition from Jacob F. DeWolf and E. DeW. Ratchford, and 128 others—Parrsborough.
- 21° . Petition of J. S. Morse, Alex'r. McFarlane, and others, a Committee appointed at a public meeting of the Inhabitants of the County of Cumberland, held at Amherst, pursuant to requisition.
- 22° . Petition of Hon. H. G. Pineo and 28 others—Pugwash.
- 23° . Proceedings at a public meeting held at Dorchester, Hon. Wm. Crane, Chairman; and Wm. H. Buckerfield, Esquire, Secretary; dated 18th January, 1849.
- 24° . Proceedings at a public meeting held at Bay Verte, John Carey, Esqr. Chairman; and Thomas C. Chipman, Esquire, Secretary; held 26th January, 1849.
- 25° . Proceedings at a public meeting held at Dartmouth, February 8th, 1849, Andrew Shiels, Esquire, Chairman; and Dr. DesBrisay, Secretary.
- Ordered,* That the several Papers do lie on the Table.

A Petition of certain Inhabitants of Clements, in the County of Annapolis, was, by special leave, presented by Mr. Killam, and read, praying that the House will

Pet. against Bridge
over Bear River.

will not sanction the erection of a Draw Bridge across the lower part of Bear River.

Ordered, That the Petition do lie on the Table.

Mr. Fulton moved that the House do come to a Resolution as follows:

Whereas, by an Act of the Legislature passed in 1823, a sum of £5,000 was granted as a loan to Dalhousie College, to be repaid in five years—the same not having yet been repaid: *And whereas* the present depressed state of the Province, owing to the failure of the crops, &c., renders it necessary to make as large appropriations for the Road and other services during the present Session, as possible:

Resolved, therefore, That the said sum of Five Thousand Pounds be repaid into the Provincial Treasury, in conformity with the said Act.

Which, being seconded,

The Hon. Mr. Huntington moved, by way of amendment to this said proposed Resolution, to leave out all the words thereof, after the word 'Whereas,' and instead of the words so left out, to insert the following words, viz.:

"Certain funds were secured in Great Britain, by the governors of Dalhousie College, for the maintainance of that College, for which they only receive three per cent, *Resolved,* That it would be for the interest of the Public if those Funds were removed to this Province and paid in Exchange for a like amount of one Funded Debt, and kept as a Fund for Education generally,

Which proposed amendment being seconded—

The Hon. the Attorney General moved that the question be now put, which being seconded and put passed in the negative.

Ordered, That the question on the said amendment be not now put.

Mr. Fraser then moved, by way of amendment to the Resolution as originally proposed, that the House resolve itself into a Committee to consider, generally, the subject of Education.

Which being seconded—

The Hon. Mr. Huntington moved that the question be now put—which being seconded and put, and the House dividing thereon, there appeared, for the motion, twenty-three; against it, twenty-four. So it passed in the negative.

Ordered, That the question on the said amendment be not now put.

The Hon. the Provincial Secretary then moved, by way of amendment to the said Resolution as originally proposed, that the House do now resolve itself into a Committee on the subject of Collegiate Education—which being seconded and put, and the House dividing thereon, there appeared, for the amendment, twenty-seven; against it, twenty.

For the amendment—

Mr. Comeau,	Mr. Ernst,
" McKenna,	" Henry,
" Dimock,	" McLeod,
Hon. Mr. Young	" Archibald,
Mr. Fraser,	" McDougall,
Hon. Prov. Secretary,	" Smyth,
Mr. Mignowitz,	Hon. Mr. Huntington
" Mott,	Mr. Kedy,
Hon. Atty. General,	" Robertson,
Mr. Sangster,	" McDonald,
" Brown,	" Killam,
" Card,	" Bourneuf,
" Creelman,	" Homer.
" Martell,	

Against the amendment—

Mr. Beckwith,	Hon. Mr. Johnston,
" Marshall,	Mr. Blackadar,
" Munro,	" Moore,
" Dickey,	" Harrington,
" Campbell,	Mr. Freeman,
" Taylor,	" Ryder.
" Whitman,	
" Budd,	
" Thorne,	
" Wier,	
" Fulton,	
" Bent,	
" Hall,	
" Snow,	

So it passed in the affirmative.

And

Motion in reference to Dalhousie College monies.

Amend. moved.

Previous question negatived.

Another amend. moved.

Previous question again moved and negatived.

Amend. to go into Com. on Collegiate Education.

Division thereon.

And thereupon the House resolved itself into such Committee.

House in Com.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made some progress in the business referred to them, and directed him to move for leave to sit again on the further consideration thereof, to which the House agreed.

Report progress.

A Petition of Catholics of the City of Halifax, was, by special leave, presented by the Hon. the Attorney General, and read, praying aid to common Schools connected with the Catholic Churches there.

Pet. for aid to Catholic Schools Halifax.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on Education.

A Message from the Council by Mr. Halliburton—

Mr. Speaker—

Message from Council—

The Council have passed a Bill entitled, An Act for improving the Law of Evidence—to which Bill they desire the concurrence of this Honorable House.

Have passed Evidence Bill.

The Council have agreed to the Resolution of this Honorable House, for granting the sum of £300 for the relief of Indians.

Agreed to Indian Grant.

And then the Messenger withdrew.

The engrossed Bill from the Council entitled, An Act for improving the Law of Evidence, was read a first time and ordered to be read a second time.

Council's Evidence Law Bill read.

The Hon. the Attorney General reported from the Committee on the Fisheries in regard to the Bill to regulate the Inspection of Pickled Fish, that the Committee had considered the Bill, and recommend that the same should be amended by inserting clauses to place the appointment of Chief Inspector for each Township and District in the General Sessions of the Peace—such Chief Inspector to give security, and have the power to appoint Deputies, who are also to give security to the Chief Inspector,—that the Committee were also of opinion that the makers of Fish Barrels should be compelled by Law to brand their names on all Barrels by them manufactured and offered for sale.

Report from Com. on Fisheries on Pickled Fish Inspection Bill.

Ordered, That the Report be received.

Received.

The said Bill to regulate the Inspection of Pickled Fish was then read a second time.

Bill read 2nd time and committed.

Ordered, That the Bill, with the recommendations of the Committee thereon, be committed to a Committee of the whole House.

The Hon. Mr. Young, pursuant to leave given, presented a Bill to regulate Ferries across the Harbor of Pictou, and the same was read a first time and ordered to be read a second time.

Pictou Ferry Bill presented.

A Petition of James Lang, of River John, in the County of Pictou, was, by special leave, presented by the Hon. Mr. Young, and read, setting forth that the class of Christians called British Baptists, to which Petitioner belongs, cannot conscientiously take an Oath in manner prescribed by Law, but are accustomed instead thereof to declare; and praying remedial measures for their benefit on that point.

Pet. of J. Lang.

Ordered, That the Petition be referred to the Hon. Mr. Johnston, the Hon. Mr. Huntington, and the Hon. Mr. Young, to examine and report upon by Bill or otherwise.

Ref. to Com.

The Hon. Mr. Young, by command of His Excellency the Lieutenant Governor,

Memorial of Sessions Pictou, for Loan from Treasury.

vernor, presented to the House, a Memorial of the Court of General Sessions of the Peace and Grand Jury of the County of Pictou, to His Excellency, setting forth that in consequence of the failure of the crops and the complete prostration of Trade and Commerce in the County for the last two years, the farming portion of the population had been deprived of the means of procuring seed, and praying for the passage of an Act authorizing a Loan to that County of Five Thousand Pounds from the Provincial Treasury, to be repaid in three years with interest, under such regulations as may seem proper—and the same was read by the Clerk.

Ordered, That the Memorial do lie on the Table.

Two Petitions of Inhabitants of Porter's Lake, Preston, and Lawrencetown, in the County of Halifax, were, by special leave, presented by the Hon. Mr. Young, and read, setting forth that Petitioners have been involved in protracted and expensive suits at Law, in consequence of the inaccuracies of old surveys, and praying for the appointment of a Commission to settle their Boundaries.

Ordered, That the Petition be referred to the Hon. Mr. Young, the Hon. the Attorney General, the Hon. Mr. Johnston, Mr. Dickey, and Mr. Creelman, to examine and report upon, by Bill or otherwise.

A Bill to amend the Act in relation to the expenditure of Public Monies on the Highways, was read a second time.

Ordered, That the Bill be committed to a Committee of the whole House.

Mr. Ernst, pursuant to leave given, presented a Bill further in addition to the Act relating to Highways, Roads and Bridges; and the same was read a first time, and ordered to be read a second time.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House—a Report of a Commissioner, and a Committee of the Executive Council, respectively, on the affairs of Sable Island, and in reference to the conduct of Mr. Joseph Darby, late Superintendent of the Island—with Minutes of Evidence taken in regard thereto; and the said Reports were read by the Clerk.

Ordered, That the said Reports and Minutes of Evidence, and also the Petition of Joseph Darby, this day presented, be referred to Mr. Marshall, Mr. Mott, Mr. Munro, Mr. McDonald, and Mr. Snow, to examine and report upon, with power to send for persons and papers.

The Hon. the Provincial Secretary, by like command, also presented—

A Memorial of the Commissioners of the Asylum for the Poor in Halifax addressed to His Excellency, suggesting the necessity for providing a suitable Asylum for Lunatics, together with a list of the Lunatics in the Asylum, 31st December, 1848, with their respective ages, and places of birth, and last residence—and the same were read by the Clerk.

(See Appendix No. 51.)

Ordered, That the Memorial and accompanying List be referred to the Committee on the subject of Lunatics.

Also—An Account of expenses incurred by the Commissioners of the Poors' Asylum connected with the Waterloo Hospital at Halifax.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

A Message from the Council by Mr. Halliburton :
Mr. Speaker—

The Council have agreed to the Bill entitled an Act to continue the Acts for the government and regulation of the Provincial Penitentiary; the Bill entitled an Act to continue the Acts relative to the disposal of Crown Lands; the Bill entitled an Act to continue the Act for relieving Insolvent Debtors from Imprisonment; the Bill entitled an Act to continue the Act to regulate the Weighing and Selling of Beef; the Bill entitled an Act to continue the Acts for regulating the Fishery in the River Shubenacadie; the Bill entitled an Act to continue the Act in relation to Promissory Notes or Undertakings payable in produce or otherwise than in money; the Bill entitled an Act to continue the Acts for appointing Supervisors to take charge of Public Grounds and for other purposes; the Bill entitled an Act to continue the Acts in amendment of the Acts for the choice of Town Officers, and regulating of Townships; the Bill entitled an Act to continue the Acts more effectually to provide against the introduction of Infectious or Contagious Diseases and the spreading thereof in this Province; the Bill entitled an Act to continue the Act for the suppression of Lotteries; the Bill entitled an Act to continue the Acts to prevent the spreading of Contagious Diseases and for the performance of Quarantine; the Bill entitled an Act to continue the Act in relation to the gathering of Sea Manure in the Township of Chester; the Bill entitled an Act to continue the Act to regulate certain Landings in the County of King's County; the Bill to continue the Act to regulate the Public Landing at Windsor; the Bill entitled an Act to continue the Act for the better regulation of Sable Island in this Province; the Bill entitled an Act to continue the Act for making regulations relative to the setting of Snares for catching Moose; the Bill entitled an Act to continue the Act for the preservation of Moose; the Bill entitled an Act to continue the Act for setting off a part of the Township of Egerton as a separate District for the support of the Poor; the Bill entitled an Act to continue the Act to extend to the Township of Egerton the Act respecting collection of Poores' Rates of Pictou, and to amend the said Act; the Bill entitled an Act to continue the Act respecting the collection of Poores' Rates of Pictou as amended; the Bill entitled an Act to continue the Act for setting off part of the Township of Sherbrooke, in the District of St. Mary's as a separate District for the support of the Poor; the Bill entitled an Act to continue the Act in amendment of the Act for the settlement of the Poor in the several Townships within this Province; the Bill entitled an Act to continue the Act to prevent injuries to the Fisheries within the County of Lunenburg by Mill Dams or any other obstruction; the Bill entitled an Act to continue the Act for the regulation of the Fisheries in the County of Richmond; the Bill entitled an Act to continue the Act for the regulation of the Fisheries at Chedabucto Bay; the Bill entitled an Act to continue the Act for dividing the Township of Douglas into separate Districts for the support of the Poor; the Bill entitled an Act to continue the Acts to divide the Township of Maxwiltown into separate Districts for the support of the Poor; the Bill entitled an Act to continue the Acts for dividing the Township of Pictou into separate Districts for the support of the Poor; the Bill entitled an Act to continue the Act to prevent damage to the Nets of Fishermen by Coasting Vessels; the Bill entitled an Act to continue the Act to revive the Act to amend the Act to regulate the Assize of Bread; and the Bill entitled an Act to continue the several Acts to provide for the accommodation and Billetting of Her Majesty's Troops, or of the Militia, when on their march from one part of the Province to another—severally without any amendments.

And then the Messenger withdrew.

Message from Council—

Agree to continuing Bills, viz—
Penitentiary,
Crown Lands,
Insolvent Debtors,
Beef Weighing,
Shubenacadie Fishery,
Produce Notes,
Supervisors,
Town Officers,
Infectious Diseases,
Lotteries,
Quarantine,
Chester Sea Manure,
Kings Co. Landings,
Windsor Landing,
Sable Island,
Moose Snares,
Moose Preservation,
Egerton Poores' District,
Egerton Poores' Rates,
Pictou Poores' Rates
Sherbrooke Poores' District,
Settlement of Poor.
Lunenburg Fisheries,
Richmond Fisheries,
Chedabucto Bay Fisheries,
Douglas Poor District.
Maxwiltown Poores' Districts,
Pictou Poores' Districts.
Nets of Fishermen,
Bread Assize,
Billetting.

The

Orders of Day—
Mines and Minerals
postponed.

The Order of the Day being read—
Ordered, That the House do To-morrow take into consideration the subject of the Mines and Minerals of the Province.

Then the House adjourned until To-morrow, at twelve of the clock.

WEDNESDAY, 21ST FEBRUARY, 1849.

PRAYERS.

Engrossed College
Bill read 2d time.
Passed.

An engrossed Bill to repeal the first clause of the Act for founding, establishing, and maintaining a College in this Province, was read a third time.
Resolved, That the Bill do pass, and that the title be, an Act to repeal the first clause of the Act for founding, establishing, and maintaining a College in this Province.

Engrossed Civil List
Bill read 3d time.
Passed.

An engrossed Bill for transferring the Crown Revenues of Nova Scotia and providing for the Civil List thereof was read a third time.
Resolved, That the Bill do pass, and that the title be, an Act for transferring the Crown Revenues of Nova Scotia and providing for the Civil List thereof.

Bills sent to Council.

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

Leave for adjournment of
Guysborough Election Com.

Mr. McKeagney, Chairman of the Guysborough Election Committee, by direction of the Committee, moved that they have the leave of the House to adjourn over until Saturday next, at eleven of the clock, which, upon the question put thereon, was agreed to by the House.

Bills read 2d time,
viz—
Evidence Law.

The following Bills were severally read a second time, viz. :
The engrossed Bill from the Council entitled an Act for improving the Law of Evidence.

Cy. Rates

The Bill in further amendment of the Acts respecting County Rates.

Highways,

The Bill further in addition to the Act relating to Highways, Roads and Bridges; and—

Pictou Ferries,

The Bill to regulate Ferries across the Harbor of Pictou

Committed.

Ordered, That the Bills be committed to a Committee of the whole House.

Report from Com.
on Pet. relative to
Dog Tax.

Mr. Robertson reported from the Select Committee, to whom was referred the Petition of the Inhabitants of Horton, for the imposition of a tax upon Dogs, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 52.)

Received.

Ordered, That the Report be received and do lie on the Table.

Report from Com. on
Petitions of Sheriffs.

Mr. Hall reported from the Select Committee on the several Petitions of Sheriffs Sawyer and Chandler, for compensation for expenses incurred at the last General Election—and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 53.)

Received.

Ordered, That the Report be received and do lie on the Table.

The

The Order of the Day for the consideration of the subject of the Mines and Minerals being read :

Order of Day—
Mines and Mineral

On motion of the Hon. Mr. Young, *resolved*, that the same be considered in a Committee of the whole House.

Ordered, That the Report of the Select Committee thereon be referred to the said Committee of the whole House.

Report ref. to Com.

Then on motion the House resolved itself into the said Committee.

Com. of whole on
subject of.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the consideration of the subject referred to them, and had come to several Resolutions in relation thereto, which they had directed him to report to the House, and he delivered the same in at the Clerk's Table.

Report Resolutions.

Ordered, That the Resolutions be reported To-morrow.

Report deferred.

Mr. Hall, pursuant to leave given, presented a Bill to authorize the Supervisors in the Township of Cornwallis to lease the Public Grounds therein—and the same was read a first time.

Cornwallis Public
Lands Bill.

Ordered, That the Bill be referred to Mr. Dickey, Mr. Fraser, and Mr. Blackadar, to examine and report upon, with amendments or otherwise.

Ref. to Sel. Com.

On motion of the Hon. Mr. Johnston, *resolved*, that the order for referring the Petitions of Dennis Hiffernan and of Mary Fitzgerald to the Committee on the expenses of Transient Paupers and Immigrants be discharged, and the said Petitions be referred to a Select Committee to examine and report upon.

Order on Pet. of D.
Hiffernan, &c.
discharged, & Pet.
ref to Sel. Com.

Ordered, That Mr. Creelman, Mr. Henry, Mr. Sangster, Mr. Taylor, and Mr. Smyth be a Committee for the foregoing purpose.

Com. named.

Mr. Fraser reported from the Joint Committee on the Public Accounts, and he read the Report in his place and afterwards delivered it in at the Clerk's Table (where it was again read), together with an abstract of undrawn Monies for Roads and Bridges—an account of Monies drawn from the Treasury under the Casualty Vote and to be deducted from the Road Appropriations for the several Counties to be made at the present Session of the Legislature—a comparative statement of Duties collected at Halifax, 1847 and 1848—and a statement of probable Assets for the year 1849.

Report from Com. on
Public Accounts,

(See Appendix No. 54.)

Ordered, That the Report be received and adopted—and, with the other papers, do lie on the Table.

Adopted.

A Petition of Inhabitants of the City and County of Halifax was, by special leave, presented by the Hon. the Attorney General, and read, praying a Provincial Grant and aid towards the projected Railroad between Halifax and Quebec.

Pet. from City and
County of Halifax
in favor of Halifax
and Quebec Rail-
road.

Ordered, That the Petition do lie on the Table.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House—

Account of the Queen's Printer for Public Printing for the last year.

Ordered, That the Account be referred to Mr. Mignowitz, the Hon. Mr. Young, Mr. Henry, Mr. Fulton, and Mr. Hall, to examine and report thereon, and generally on Accounts for Public Printing.

Queen's Printer's
Acct presented.
Ref. to Sel. Com.

Pet. of J. H. Cross-kill ref. to Sol. Com.

Ordered, That the Petition of John H. Crosskill, late Queen's Printer, presented to the House the 10th day of February instant, be referred to Mr. Fulton, Mr. Sangster, Mr. Snow, Mr. Creelman and Mr. Harrington, to examine and report upon.

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

THURSDAY, 22ND FEBRUARY, 1849.

PRAYERS.

Report from Com. on Public Accounts.

Mr. Freeman reported from the Select Committee to whom were referred the Accounts of the Commissioners of the Poor of expenses of the Halifax Poor Asylum; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 55.)

Adopted.

Ordered, That the Report be received and adopted, and do lie on the Table.

Com on Bills.

On motion the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report Pictou Ferries Bill, and Summary Trials Bill without amndt.

The Chairman reported from the Committee that they had gone through the Bill to regulate the Ferries across the Harbor of Pictou; the Bill in further amendment of the Acts respecting County Rates; and the Bill to continue the Acts for the Summary Trials before Justices of the Peace—and had directed him to report the said Bills to the House severally without any amendment; and he delivered the Bills in at the Clerk's Table.

Ordered, That the Bills be engrossed.

Report from Com. on Halifax Incorporation Bill.

Mr. Huntington reported from the Committee on the Halifax Incorporation Bill, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 56.)

Received.

Ordered, That the Report be received and do lie on the Table.

Com. on Education.

On motion the House resolved itself into a Committee on the subject of Education.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made some progress in the business under consideration, and had directed him to move for leave to sit again on the consideration thereof.

Made further Order of Day.

Ordered, That this House do To-morrow, again resolve itself into a Committee on the subject of Education.

Order of Day postponed.

The Order of the Day being read—

Ordered, That the Resolutions on the subject of the Mines and Minerals be reported To-morrow.

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

FRIDAY, 23RD FEBRUARY, 1849.

PRAYERS.

An engrossed Bill to continue the Acts for the Summary Trial of Actions before Justices of the Peace, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts for the Summary Trial of Actions before Justices of the Peace.

Engrossed Summary
Trials Bill read
3rd time.
Passed.

An engrossed Bill in further amendment of the Acts respecting County Rates, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act in further amendment of the Acts respecting County Rates.

Engrossed Cy. Rates
Bill.

Passed.

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

Bills sent to Council.

A Petition of the Rev. E. B. Nichols, A. M., Edward C. Barss, A. M., and others, Inhabitants of Queen's County, was, by special leave, presented by Mr. Freeman, and read, praying that the Provincial Grant to King's College may not be withdrawn.

Pet. from Queen's
County against
College Bill.

Ordered, That the Petition do lie on the Table.

A Petition of Alexander Buchanan, was, by special leave, presented by Mr. Brown, and read, praying reimbursement of expenses incurred by him in support of a Transient Pauper in 1847.

Pet. of A. Buchanan.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on
Transient Poor.

A Petition of Dr. William Culpepper, of Lunenburg, was, by special leave, presented by Mr. Kedy, and read, praying payment for medicines furnished sick Indians at Gold River Settlement.

Pet. of Dr. Culpepper.

Ordered, That the Petition be referred to the Committee on Indian Affairs.

Ref. to Com. on
Indian Affairs.

Two Petitions of Freeholders of the Township of Pictou, were, by special leave, presented by the Hon. Mr. Young, and read respectively, praying that no division of the County of Pictou may take place.

Pet from Pictou
against division of
Cy. of Pictou.

Ordered, That the Petition do lie on the Table.

A Petition of the Colored Population of the Three Mile Plains, near Windsor, was, by special leave, presented by Mr. Fraser, and read, praying a continuance of the Grant in aid of their School.

Pet. for aid to Colored
School near
Windsor.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on
Education.

A Petition of the Overseers of the Poor for the Township of Kempt, was, by special leave, presented by Mr. Card, and read, praying reimbursement of expenses of a Transient Pauper.

Pet. of Overseers of
Poor, Kempt.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Ref. to Com. on
Trans. Poor.

The Order of the day for reporting the Resolutions passed in the Committee of the whole House, on the subject of the Mines and Minerals of the Province, being read,

Order of Day --

Mr. Dimock, the Chairman of the Committee, reported the following Resolutions, and the same were read by the Clerk, viz. :

Coal Mines Resolu-
tions reported.

1^o. *Resolved*, That the Report of the Select Committee on the subject of the Mines and Minerals be adopted by the House.

2^o. *Resolved*, That this House are of opinion that the pending controversy relative to the title of the G. M. Association, to the Mines and Minerals of this Province, is daily growing in importance—that they will constitute one of the main sources of the future industry and wealth of the people; and that their speedy emancipation from the injurious monopoly now existing, is essential to supply the increasing demand, to reduce the price of Coal, to introduce Manufactures, and to give a vigorous and steady impulse to provincial prosperity.

3^o. *Resolved*, That this House feel it to be their imperative duty to reiterate the opinion expressed by the last Assembly in the Session of 1845:—“That the Lease made to his late Royal Highness the Duke of York, for the period of 60 years, from the 25th August, 1826, of all the Mines and Minerals of Nova Scotia, except those which had been opened and were then in course of working, coupled with the subsequent agreement entered into on behalf of the Crown in 1828 for a Lease of the reserved Mines at Pictou, and all the Mines of Cape Breton, for a like period of 60 years, to the G. Mining Association, being seams of Gold, Silver, Iron, Iron Stone, Lime Stone, Slate Stone, Slate Rock, Tin, Clay, Copper, Lead, and other Mines, Minerals, and Ores, of every kind and description, belonging to the Crown, within this Province, and thus creating in their hands a close monopoly, was an improvident and unconstitutional exercise of the Royal Prerogative, injurious to the public interests, and tending to fetter the enterprize, limit the Foreign trade, and impede the introduction of local Manufactures for the inhabitants of this Province.”

4^o. *Resolved*, That this House have seen with surprise that the Agent of the G. M. Association, in his letter to C. E. Trevelyan, Esq., bearing date 26th June, 1847, and lately submitted, should have felt himself justified in making the following statement:

“By a reference to the office of Surveyor General, at Halifax, it will be found that between the years of 1749 and 1782—968,190 acres of Land were granted individuals, in which the reservations were only of gold, silver, and precious stones—this large tract of Land is known to contain valuable deposits of Iron, Coal, and other Mineral, and may be worked by the proprietors of the soil without the payment of any rent or royalty, but they remain unworked and unproductive to the Province—it cannot therefore be said that the Grants alluded to are a monopoly.” This House being satisfied, from the most accurate information extant, that the large proportion of the said Grants lie on the Southern and Western coasts of this Province, where Iron and Coal in juxta-position do not exist; and that nearly all, if not all, the rich and workable beds of these Minerals, are embraced by the Grant and Lease in question, so as practically to secure to the said G. M. Association a close and injurious monopoly,—the extent of which can be fully estimated by stating that the said Lease to his late Royal Highness the Duke of York, contains the following comprehensive language—“All Mines of Gold and Silver, Coal, Iron, Iron Stone, Lime Stone, Slate Stone, Slate Rock, Tin, Clay, Copper, Lead, and Ores of every kind and description belonging to His Majesty within the Province of Nova Scotia.”

5^o. *Resolved*, That the clause in the Lease to the late Duke of York, by which it is provided that Her Majesty may lease and work any Mine, if “after notice in writing has been given by the Governor to the said Duke of York or his Representatives of the discovery of any such Mines, and that the said Duke of York or his Representatives shall thereupon refuse or neglect within the space of twelve calendar months from the receipt of such notice, to work or proceed to

work

work any such Mine," is, in the deliberate opinion of this House, of no practical benefit; for, if the Mine promise to be profitable, the Association, after notice, will of course, open and work it for their own advantage, and exclude competition; but, if not, the undefined terms of the clause, leaving it free to them to sell 10, 100, or 1000 chaldrons in any one locality, at their option—coupled with the conditions suggested by Mr. Cunard in his late letter, and recommended by the Lords of the Treasury, compelling every applicant to give bonds, in large penalties, that he would work the mine applied for, before the notice is acted upon—completely secure an unrestrained power to the said General Mining Association over the mineral resources and enterprise of the Province.

6°. *Resolved*, That this House do not concur in the representation lately made by Mr. Cunard, "That the Treasury made a most advantageous bargain with the General Mining Association for the Province." The royalty paid by the former lessees at Sydney being seven shillings and six-pence per chaldron,—and at Pictou three shillings and eleven-pence per chal.; while the royalty now paid by the Association of Three Thousand Pounds sterling, for the right of raising twenty-six thousand Newcastle, equal to fifty-two thousand chaldrons Winchester, yield only a royalty of one shilling and five-pence half-penny currency, per chaldron—the royalty secured under the lease to the late Duke of York, of one shilling sterling per ton, is equal to one shilling and five-pence currency per chaldron,—and the royalty paid for all Coals raised at Sydney and Pictou over the fifty-two thousand chaldrons, is only one shilling currency per chaldron; and therefore the bargain has not been advantageous to the Revenues of this Province.

7°. *Resolved*, That it was proved before a Committee of this House in One Thousand Eight Hundred and Forty-Four, that when the assignment of the said lease was obtained in One Thousand Eight Hundred and Twenty-Eight, by the said General Mining Association of the coal mines at Sydney and Pictou—a capitalist in Halifax offered to accept a lease of the Sydney Mines alone at an annual rent of Seven Thousand Pounds currency, whereas the whole royalty paid by the General Mining Association for all the Mines worked by them has been, in

1841, for	91,770 chaldrons paid	£6184
1842, "	78,616 " "	5487
1843, "	61,532 " "	3473
1846, "	90,350 " "	5475
1847, "	122,466 " "	6142

8°. *Resolved*, That the terms in the said lease, by which the said General Mining Association are made liable to pay (after raising the quantity of fifty-two thousand chaldrons, Winchester measure, for which the royalty of Three Thousand Pounds sterling is paid,) a royalty of two shillings currency, Newcastle measure, only containing double the quantity of Winchester—being the measure which regulated the contract of the former Lessees, and that which had been previously used in this Province, were as this House believe, not thoroughly understood at the time, and an *unintentional* surrender of the Revenues of the Crown to the extent of one shilling currency royalty, per chaldron, on the quantity raised over said 52,000 chaldrons.

9°. *Resolved*, That this House after due care, have estimated that if the General Mining Association had paid last year (1847,) for the Coals raised by them, the same royalties of seven shillings and six-pence, and three shillings and eleven-pence per chaldron, as were paid by the former Lessees of the Mines at Sydney

and at Pictou, before 1828, such royalties would have yielded the sum of £33,343, in place of £6142 actually paid, being a difference of £27,201 8s. as appears by the following table :

Coals raised in the Province of Nova Scotia, by the General Mining Association, in 1847.

PICTOU	35,104 2	Newcastle,	
	<hr/>		
	70,208	Winchester, at 3s. 1d.	£13,747 2 0
SYDNEY,	26,129 2	Newcastle,	
	<hr/>		
	52,258	Winchester, at 7s. 6d.	19,596 15 0
			<hr/>
			£33,343 17 0 cy.

Amount paid by the General Mining Association to the Treasurer of the Casual Revenue.

By Royalty,	£1666 13 4	
By premium on Dollars,	49 7 10	
By Royalty,	1666 13 4	
By premium on Dollars,	9 9 6	
By Royalty of 2s. per chaldron on Coal raised above 26,000 chals.,	2670 5 1	
	<hr/>	£6,142 9 0
		<hr/>
	Difference,	£27,201 8 0

10°. *Resolved*, That it has been proved to the satisfaction of this House that the price of Coals at Pictou has been increased from thirteen shillings and sixpence to sixteen shillings and sixpence per chaldron.

11°. *Resolved*, That this House are satisfied that if the unopened Coal Mines situate in this Province, now held by the said G. M. Association, and which, as this House believe, they have no intention to open, were under the control of the Legislature, and open to fair competition, the price of Coals in certain localities would be reduced and sold from eight shillings to ten shillings currency per chaldron, in place of the prices of eighteen shillings now paid at Sydney, and sixteen shillings and sixpence per chaldron paid at Pictou; and further, that if Coal were permitted to be raised in adequate quantities, and sold at this reduced price, the market of New England would be secured, and the Coal trade between this Province and the United States be largely increased.

12°. *Resolved*, That since 1843 every negotiation on this question with the Imperial Government, has terminated unfavorably to the rights and interests of the people, and in opposition to the earnest remonstrances of this Legislature; and that in 1845 the Association, in lieu of the annual payment of Three Thousand Pounds sterling, secured the right of raising Fifty-two instead of Forty Thousand chaldrons, without any adequate claim to such concession, and in opposition to the unequivocal declaration of this House, after a reference of such claim made to them.

13°. *Resolved*, That this House are satisfied that the people of this Province never

never will be, as they never ought to be, content until this question is satisfactorily settled; and they believe the true interests, and certainly the future stability of the Association, will be promoted if these existing and growing causes of irritation and discontent are removed, and a just regard paid by them to the constitutional and unalienable rights of all Her Majesty's subjects in Nova-Scotia.

14^o. *Resolved*, That a copy of the said Report and Resolutions be sent with an Address to His Excellency the Lieutenant Governor, with a respectful request that the same be forwarded to the Right Honorable the Secretary of State for the Colonies, recommending them to the favorable consideration of Her Majesty's Government, in order that this important question may be brought to an early and satisfactory conclusion.

And the said Resolutions having been again read, were, upon the question put thereon, respectively, agreed to and adopted by the House.

Resolutions agreed to.

On motion of the Hon. Mr. Young, *resolved*, that the following Address to His Excellency the Lieutenant Governor, in pursuance of the last foregoing Resolution of the House, do pass, and be presented to His Excellency, viz. :

Address to Governor on subject of Coal Mines Resolutions.

TO HIS EXCELLENCY LIEUTENANT GENERAL

SIR JOHN HARVEY,

Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia, and its Dependencies, &c. &c. &c.

The Humble Address of the Representatives of the People of Nova Scotia now convened in General Assembly.

MAY IT PLEASE YOUR EXCELLENCY :

We have lately adopted a Report of a Committee on the subject of the Mines and Minerals of the Province, and passed a series of Resolutions in reference to the same subject—copies of which Report and Resolutions are hereunto annexed—and we respectfully request that your Excellency will be pleased to transmit the same to the Right Honorable the Secretary of State for the Colonies, with your Excellency's favorable recommendation in reference thereto, for the consideration of Her Majesty's Government.

On motion, the House resolved itself into a Committee of Supply.

Com. of Supply.

Mr Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had come to a Resolution, which they had directed him to report to the House—and he delivered the same in at the Clerk's Table.

Report.

The Chairman also acquainted the House that he was directed by the Committee to move for leave to sit again on the consideration of the Supply to which the House agreed.

The said Resolution was then read by the Clerk, and is as follows :

Resolved, That the sum of Twenty Thousand Pounds be granted for the service of Roads and Bridges in the present year.

£20,000 Grant for Roads and Bridges.

The

- Agreed to. The said Resolution being again read, was, upon the question put thereon, agreed to by the House.
- Sent to Council. *Ordered*, That the Clerk do carry the Resolution to the Council and desire their concurrence.
- The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House:
- Acct. of Sheriff of Richmond. An Account of the Sheriff of the County of Richmond of expenses incurred by him in arresting certain persons at St. Peter's charged with breaking a Queen's Warehouse.
- Ref. to Sel. Com. *Ordered*, That the Account be referred to Mr. Campbell, Mr. Ernst, and Mr. Card, to examine and report upon.
- Family Insurance Bill presented. The Hon. the Attorney General, pursuant to leave given, presented a Bill to enable persons to make provisions for their families; and the same was read a first time, and ordered to be read a second time.
- Memorial of J. D. Fraser & others. The Hon. Mr. Young, by command of His Excellency the Lieutenant Governor, presented to the House:
A Memorial of James D. B. Fraser, and others, a Committee appointed at a Public Meeting of the Rate Payers of the Township of Pictou, addressed to His Excellency, setting forth the distress prevailing among the Indians there; and the same was read by the Clerk.
- Ref. to Com. on Indian Affairs. *Ordered*, That the Petition be referred to the Committee on Indian Affairs.
- Order of Day— The Order of the Day for the consideration of the subject of Education, being read—
- Com. on Education. The House resolved itself into a Committee on that subject.
Mr. Speaker left the Chair.
Mr. Dimock took the Chair of the Committee.
Mr. Speaker resumed the Chair.
- Report progress. The Chairman reported from the Committee that they had made some progress in the business under consideration, and directed him to move for leave to sit again on the further consideration thereof.
- Made further order. *Ordered*, That the House do To-morrow, again resolve itself into a Committee on the subject of Education.
- Leave of absence to Mr. Brown. *Ordered*, That Mr. Brown have leave of absence until Tuesday next, to return home on urgent private business.
- Then the House adjourned until To-morrow, at three of the clock.

SATURDAY, 24TH FEBRUARY, 1849.

PRAYERS.

Mr. McKeagney, Chairman of the Guysborough Election Committee, by direction of the Committee, moved that they have leave of the House to adjourn over until Thursday next, at eleven of the clock, which being put, was agreed to by the House.

A Petition of the Rev. J. T. T. Moody, A. M., and others, resident in the County

County of Yarmouth, was, by special leave, presented by the Hon. Mr. Huntington, and read, praying that the Provincial Grant may not be withdrawn from King's College, Windsor.

Pet. from Yarmouth against College Bill.

Ordered, That the Petition do lie on the Table.

A Petition of Inhabitants of St. Mary's River and Wine Harbor, on the Eastern Shore in the District of St. Mary's, was, by special leave, presented by Mr. McDonald, and read, praying the establishment of Postal Communication from Sherbrooke to Indian Harbour Beach, through their settlements.

Pet. for Post Communication, St. Mary's.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

Ref. to Post Office Com.

A Petition of Inhabitants of Indian Harbor, County of Guysboro', was also, by special leave, presented by Mr. McDonald, and read, praying the establishment of Postal Communication between that place and Sherbrooke.

Pet. for Post Route, Co. of Guysboro'.

Ordered, That the Petition be referred to the Committee on Post Office Affairs.

Ref to Post Office Com.

A Petition of the Grand Pre Division, No. 47, of the Sons of Temperance, located in Lower Horton, in King's County, was, by special leave, presented by Mr. Brown, and read, praying the passage of an Act for the incorporation of Divisions of Sons of Temperance generally, or of a special Act for their incorporation.

Pet. of Grand Pre Division Sons of Temperance.

Ordered, That the Petition do lie on the Table.

A Petition of Inhabitants of River Dennis and its vicinity, in the County of Inverness, was, by special leave, presented by Mr. Smith, and read, praying aid to Dougald Blue, in building a Grist and Oat Mill in the River Dennis Settlement.

Pet. for Oat Mill at River Dennis.

Ordered, That the Petition be referred to the Committee on Agriculture.

Ref. to Com. on Agriculture.

A Petition of Freeholders of the Township of Pictou, and also a Petition of Freeholders of the Township of Maxwellton, were, by special leave, presented by the Hon. Mr. Young, and read respectively, praying that no division of the County of Pictou may be sanctioned.

Pet from Pictou against division of Cy. of Pictou.

Ordered, That the Petitions do lie on the Table.

A Petition of Freeholders and Inhabitants residing in the Township of Wilmot, in the County of Annapolis, was, by special leave, presented by Mr. Whitman, and read, praying that the Shire Town of that County may not be removed from Annapolis to Bridgetown.

Pet. against removal of Shire Town Annapolis.

Ordered, That the Petition do lie on the Table.

A Petition of Inhabitants of Middle Musquodoboit, in the County of Halifax, was, by special leave, presented by the Hon. the Provincial Secretary, and read, embodying Resolutions adopted at a Public Meeting held in that Settlement on various topics of General interest, and containing suggestions for the consideration of the House in reference thereto.

Pet. from Musquodoboit on various subjects.

Ordered, That the Petition do lie on the Table.

A Petition of David LeBlanc, of Little Arichat, in the County of Richmond, was, by special leave, presented by Mr. Marshall, and read, praying an allowance of Balance of Monies improperly exacted from him on an erroneous supposition that the Revenue Laws had been infringed.

Pet. of D: LeBlanc.

Ref. to Com on
Trade.

Ordered, That the Petition be referred to the Committee on Trade and Manufactures.

Pet. for alteration of
Terms of Sup.
Court Richmond.

A Petition of Magistrates, Barristers, Merchants, and Inhabitants of Arichat, in the County of Richmond, was, by special leave, presented by Mr. Harrington, and read, praying for an alteration in the times of holding the sittings of the Supreme Court in that place.

Ref. to Com.

Ordered, That the Petition be referred to the Committee on Jurisprudence and the practice of the Superior Courts, who are also to examine and report upon this Petition by Bill or otherwise.

Report from Com.
on Cornwallis
Public Lands Bill.

Mr. Dickey reported from the Select Committee to whom was referred the Bill to authorize the Supervisors in the Township of Cornwallis, to lease the Public Grounds therein, that they had considered the said Bill, and had made an amendment thereto, which they had directed him to report to the House with the Bill, and he delivered the Bill and amendment in at the Clerk's Table—and thereupon.

Bill read 2d time.
Committed.

The said Bill was read a second time with the amendment.
Ordered, That the Bill and amendment be committed to a Committee of the whole House.

Motion for Com. on
Destitution.

Mr. Henry moved that a Committee be appointed to take into consideration the subject of the destitution at present prevailing throughout the Province; which being seconded—

The Hon. Mr. Young moved that the Order of the Day be now read; which being seconded and put passed in the affirmative—and accordingly,

Order of Day read.
Com. on Education.

The Order of the Day being read:

The House resolved itself into a Committee on the subject of Education.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made some progress in the business under consideration, and had directed him to move for leave to sit again on the consideration thereof.

Ordered, That the House do on Monday next again resolve itself into a Committee on the subject of Education.

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

MONDAY, 26TH FEBRUARY, 1849.

PRAYERS.

Resolution for Com.
on Franking.

On motion of Mr. Fraser, *resolved*, that a Committee be appointed to take into consideration and report upon the Postage of members of the Legislature during the Session.

Com. named.

Ordered, That Mr. Fraser, Mr. Fulton, and Mr. Mignowitz be a Committee for that purpose.

Special leave for
Pet. refused.

Mr. Mott moved for the special leave of the House to present a Petition of Arthur W. Godfrey, of Halifax, praying compensation for publishing a Pamphlet—which being seconded and put, passed in the negative.

Mr.

Mr. Killam, from the Committee to whom were referred the several Petitions on the subject of the site of a Court House and Jail for King's County and the Bill to provide for the rebuilding such Court House and Jail, reported that the Committee had considered the same and had made some amendments to the said Bill, which they had directed him to report to the House therewith, and he delivered the Bill and amendments in at the Clerk's Table, where the said amendments were read.

Report from Com. on King's Co. Court House Bill.

The said Bill was then read a second time, with the amendments.

Bill read 2d time.

Ordered, That the Bill and amendments be committed to a Committee of the whole House.

Committed.

The Hon. Mr. Young, pursuant to leave given, presented a Bill to divide the County of Pictou and to regulate the representation thereof, and the same was read a first time and ordered to be read a second time.

Pictou Co. Division Bill presented.

A Petition of William Henry Buckerfield, of Westmoreland, in the Province of New Brunswick, was, by special leave, presented by the Hon. the Attorney General, and read, praying that certain suggestions offered by him in relation to the proposed Railway between Halifax and Quebec may be taken into consideration.

Pet. of W. H. Buckerfield rel. to Railway.

Ordered, That the Petition do lie on the Table.

A Message from the Council by Mr. Halliburton :

Message from Council—

Mr. Speaker—

The Council have passed a Bill entitled an Act concerning the performance of Statute Labour on Highways, to which Bill they desire the concurrence of this Honorable House.

Have passed Statute Labor Bill.

The Council have agreed to the Bill entitled an Act to continue the Acts to prevent disorderly Riding and to regulate the driving of Carriages on the Streets of Halifax or other Towns, or on the Public Roads of this Province, without any amendment.

Agree to Disorderly Riding Bill.

And then the Messenger withdrew.

The engrossed Bill from the Council entitled an Act concerning the performance of Statute Labour on Highways, was read a first time and ordered to be read a second time.

Council's Statute Labor Bill read.

The Order of the Day being read—

The House resolved itself into a Committee on the subject of Education:

Order of Day—
Com. on Education.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the business under consideration, and had come to a Resolution in reference thereto, which they had directed him to report to the House, and he delivered the same in at the Clerk's Table.

Report Resolution as passed.

Ordered, That the Chairman do report the said Resolution at a future day.

Report deferred.

Then the House adjourned until To-morrow at one of the clock:

TUESDAY, 27TH FEBRUARY, 1849.

PRAYERS.

Pet. for abolition of traffic, &c. in intoxicating drink.

A Petition of Adam Hemmeon and others was, by special leave, presented by the Hon. the Attorney General, and read, praying for the abolition of the manufacture, importation, and vending of intoxicating Liquors.

Ordered, That the Petition do lie on the Table.

Pet. in favor of Temperance.

A Petition of James W. Turner, W. P., and others, was, also, by special leave, presented by the Hon. the Attorney General, and read, setting forth the evils resulting from Intemperance, and praying for Legislative enactments to restrain the same, and more particularly by the passage of a Law to prevent retailers in intoxicating liquors dealing in other articles.

Ordered, That the Petition do lie on the Table.

Pet. from Dartmouth in favor of Halifax and Quebec Railway.

A Petition of Andrew Shiels and others, of Dartmouth, was, by special leave, presented by Mr. Mott, and read, embodying Resolutions passed at a public meeting there in reference to the proposed Railroad from Halifax to Quebec, and praying that the favorable consideration of the Legislature may be extended to such undertaking.

Ordered, That the Petition do lie on the Table.

Penitentiary additional Bill presented.

The Hon. the Attorney General, pursuant to leave given, presented a Bill additional to the Act regulating the Provincial Penitentiary, and the same was read a first time and ordered to be read a second time.

Railway papers presented, viz—

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House :

Copy of Despatch and Report of Comms.

A Copy of Dispatch from Earl Grey to Sir John Harvey, dated 26th January, 1849, with copy of a Report of the Commissioners of Railways, in reference to the proposed Halifax and Quebec Railway, and the probabilities of the same proving a profitable undertaking—and the same were read by the Clerk.

(See Appendix No. 57.)

Ordered, That the same do lie on the Table.

Report from Com. on Digby Water Co. Bill amendts.

Mr. Freeman reported from the Committee to whom was referred the Bill to incorporate the Digby Water Company, that the Committee had considered the Bill, and had directed him to report the same to the House with amendments—and he delivered the Bill and amendments in at the Clerk's Table.

Bill read 2d time. Committed.

The Bill was then read a second time with the amendments.

Ordered, That the Bill and amendments be committed to a Committee of the whole House.

Colchester Representative Bill read 2d time, and Committed.

A Bill to alter the Representation for the County of Colchester, was read a second time.

Ordered, That the Bill be committed to a Committee of the whole House.

Message from Council—

A Message from the Council by Mr. Halliburton—

Mr. Speaker—

Agree to Road grant.

The Council have agreed to the Resolution of this Honorable House, for granting the sum of £20,000 for the service of Roads and Bridges for the present year.

And the Messenger withdrew.

On—

On motion the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the Bill to naturalize William Doat, and the Bill to enable the Inhabitants of the County of King's County to rebuild their Court House and Jail destroyed by fire, and had directed him to report the same to the House without amendment—That the Committee had also gone through the Bill further in addition to the Act relating to Highways, Roads, and Bridges, and had directed him to report the same with an amendment—and that the Committee had considered the Bill to authorize the Supervisors in the Township of Cornwallis to lease the Public Grounds thereon, and recommend that the further consideration thereof be deferred until this day three months—and he delivered the said Bills with the amendments to the Highways Bill in at the Clerk's Table.

The amendment reported from the Committee to the Bill relating to Highways, &c., was read and agreed to by the House.

Ordered, That the Bill with the amendment be engrossed.

Ordered, That the Bills reported without amendment be engrossed.

Ordered, That the further consideration of the Cornwallis Public Grounds Bill be deferred until this day three months.

Then the House adjourned until To-morrow, at one of the clock.

Com. on Bills.

Report Bills to naturalize Wm. Doat. King's Co. Court House. Without amendt. Also, Highway Bill with amendt.

Recommend Cornwallis Public Land Bill to be deferred.

Amndt agreed to.

Bills to be engrossed.

Cornwallis Public Lands Bill deferred.

WEDNESDAY, 28TH FEBRUARY, 1849.

PRAYERS.

A Bill additional to the Act regulating the Provincial Penitentiary; and, A Bill to enable persons to make provision for their families and others—Were severally read a second time.

Ordered, That the Bills be committed to a Committee of the whole House.

The engrossed Bill from the Council entitled an Act concerning the performance of Statute Labor on Highways, was read a second time.

Ordered, That the Bill be referred to Mr. Dickey, Mr. Dimock and Mr. McDonald, to examine and report upon, with amendments or otherwise.

Mr. Hall reported from the Committee on the Petition of Abraham Gesner, Esq., M. D., for aid in the publication of a Work on the Industrial Resources of Nova Scotia—and he read the Report in his place and afterwards handed it in at the Clerk's Table, where it was again read.

(See Appendix No. 58.)

Ordered, That the Report be received, and, with the Petition, referred to the Committee of Supply.

A Petition of the Reverend Henry L. Owen and others, friends to Religious Education and interested in the public support given to King's College, Windsor, and other Denominational Colleges in this Province, was presented by Mr. Hall,

Penitentiary Bill, and Family Provision Bill read 2d time And committed.

Council's Statute Labor Bill read 2d time. Ref. to Sel. Com.

Report from Com. Pet. of Dr. Gesner.

Ref. to Com. of Supply.

Pet. against College Bill.

Hall, and read, praying that the Provincial Grant may not be withdrawn from King's College.

Ordered, That the Petition do lie on the Table.

Com. on Bills.

On motion, the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

Report Law Bill with amndts.

The Chairman reported from the Committee that they had gone through the Bill further to improve the administration of the Law, and had directed him to report the same to the House with amendments—and he delivered the Bill and amendments in at the Clerk's Table, where the amendments were read.

Order for engrossing.

Ordered, That the Bill, with the amendments, be engrossed.

Yarmouth Fire Engine Bill presented

The Hon. Mr. Huntington, pursuant to leave given, presented a Bill additional to the Act for providing Fire Engines for the Town of Yarmouth, and the same was read a first time and ordered to be read a second time.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House—

Letter of J. P. Miller respecting Light House on Sable Island.

A Letter from J. P. Miller, Esquire, a Commissioner of Light Houses and also of Sable Island, addressed to His Excellency, dated February 24th, 1849, recommending the erection of a Light House on Sable Island—and the same was read by the Clerk.

(See Appendix No. 59.)

Ref. to Com. on Nav. Sec.

Ordered, That the Letter be referred to the Committee on Navigation Securities.

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

THURSDAY, 1st MARCH, 1849.

PRAYERS.

Engrossed Bills—
To Naturalize Wm. Doat.
Passed.

An engrossed Bill to Naturalize William Doat, was read a third time.
Resolved, That the Bill do pass, and that the title be, an act to Naturalize William Doat.

King's Co. Court House.

An engrossed Bill to enable the Inhabitants of the County of King's County to rebuild their Court House and Jail, lately destroyed by fire, was read a third time.

Passed.

Resolved, That the Bill do pass, and that the title be, an Act to enable the Inhabitants of the County of King's County to rebuild their Court House and Jail lately destroyed by fire.

Highways,

An engrossed Bill further in addition to the Act relating to Highways, Roads, and Bridges, was read a third time.

Passed.

Resolved, That the Bill do pass, and that the title be, an Act further in addition to the Act relating to Highways, Roads, and Bridges.

Bills sent to Council.

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

A Bill additional to the Act for providing Fire Engines for the Town of Yarmouth was read a second time.

Yarmouth Fire Engine Bill committed.

Ordered, That the Bill be committed to a Committee of the whole House.

Mr. McKeagney, Chairman of the Guysborough Election Committee, by direction of the Committee, moved that they have the leave of the House to adjourn over until Monday next, at eleven of the clock, which being put, was agreed to by the House.

Leave for adjournment of Guysborough Election Com.

The Hon. Mr. Huntington, pursuant to leave given, presented a Bill concerning Registrars of Deeds—and the same was read a first time and ordered to be read a second time.

Registrar of Deeds Bill presented.

Ten Petitions of various Inhabitants of the County of King's, were, by special leave, presented by the Hon. the Provincial Secretary, and read, severally referring to a Petition of Andrew C. Starritt, and others, for the abolition of Fees of Clerks of the Peace presented on a former day, and praying that the House will not sanction the prayer of such Petition.

Pet. from King's Co. against abolition of Fees of Clerks of Peace.

Ordered, That the Petitions be referred to the Committee on the said Petition of Andrew C. Starritt, and others, who are also to examine and report upon these Petitions.

Ref. to Com.

Mr. Fraser reported from the Committee to whom was referred the Petition of Inhabitants of Musquodoboit, &c., for amendment of Acts regulating the survey of Timber and Lumber, and generally on that subject—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Timber and Lumber Survey Bill.

(See Appendix No. 60.)

Ordered, That the Report be received and do lie on the Table.

Mr. Fraser also reported from the Committee on the subject of the Deaf, Dumb, and Blind, of the Province, and also on the Petition of Richard Meagher, referred to the same Committee—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Deaf, Dumb & Blind.

(See Appendix No. 61.)

Ordered, That the Report be received and do lie on the Table.

Mr. McLeod reported from the Committee on the Petition of A. W. Marsters, praying repayment of a sum paid by him on account of a supposed right of the Crown—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Pet. of A. W. Marsters.

(See Appendix No. 62.)

Ordered, That the Report be received, and, with the Petition, referred to the Committee of Supply.

Ref. to Supply.

Mr. Blackadar, pursuant to leave given, presented a Bill to regulate the Pilotage of Vessels at the Port of Pictou, and the same was read a first time.

Pictou Pilotage Bill presented.

Ordered, That the Bill be referred to the Committee on the subject of Harbor Master and Pilotage Laws.

Ref. to Com. on Hr. Master and Pilotage Bills.

Com. on Bills.

On motion, the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

Recommend Halifax
Incorporation Bill
to be ref. to Sel.
Com.

The Chairman reported from the Committee that they had had under consideration the Bill to consolidate the Acts respecting the Incorporation of the City of Halifax, and had directed him to recommend that the same be again referred to a Select Committee, to examine and report upon.

Com. named.

Ordered, That the Bill be referred to Mr. Fraser, the Hon. Mr. Johnston, Mr. Killam, Mr. Mignowitz, and Mr. Snow, to examine and report upon with amendment or otherwise.

Poor Rates Suits Bill
presented.

Mr. Creelman, pursuant to leave given, presented a Bill respecting Suits against Collectors of Poor Rates—and the same was read a first time and ordered to be read a second time.

Poor Districts Bill
presented.

Mr. McDonald, pursuant to leave given, presented a Bill for the division of Districts for the support of the Poor—and the same was read a first time.

Ref. to Sel. Com.

Ordered, That the Bill be referred to Mr. Hall, Mr. McDonald, Mr. Dickey, Mr. Comeau, and Mr. Harrington, to examine and report upon with amendments or otherwise.

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

FRIDAY, 2ND MARCH, 1849.

PRAYERS—

Law Bill read 3d
time.

An engrossed Bill further to improve the Administration of the Law, was read a third time.

Passed.

Resolved, That the Bill do pass, and that the title be, an Act further to improve the Administration of the Law.

Sent to Council.

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

Petitions against
College Bill.

A Petition of Inhabitants of Wolfville and Lower Horton, in King's County—also—

A Petition of Freeholders and Inhabitants of Granville, also—

A Petition of Alumni of King's College, Windsor, and others interested in the success of that Institution residing at Chester; also—

A Petition of Inhabitants of the County of Digby; also—

A Petition of Freeholders and others, of St. Clements, in the County of Annapolis; also—

A Petition of Inhabitants of the Parish of Sackville; and also—

A Petition of Inhabitants of the Township of Weymouth, in the County of Digby—

Were severally, by special leave, presented by the Hon. the Attorney General, and read, respectively praying that the Provincial Grant to King's College may not be withdrawn.

Ordered, That the Petitions do lie on the Table.

Mr.

Mr. Hall reported from the Committee to whom was referred the Bill in amendment of the Act for the appointment of Commissioners of Sewers, that the Committee had considered the Bill and had directed him to report the same to the House with amendments—and he delivered the Bill and amendments in at the Clerk's Table, where the amendments were read.

Report on Sewers Bill.

The said Bill, with the amendments, was then read a second time.

Bill read 2d time. Committed.

Ordered, That the Bill and amendments be committed to a Committee of the whole House.

Mr. Campbell reported from the Select Committee on the Account of the Sheriff of Richmond—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read, and is as follows :

Report from Com. on Aect. of Sheriff of Richmond.

The Committee to whom was referred the Account of John Fuller, Sheriff of the County of Richmond, asking payment for services performed by him in the cases of the Queen vs. John McDougall and others, report as follows—

That they cannot recommend that the Account of the Sheriff, amounting to £37 15s., should be paid out of the Provincial Treasury ; and as there is no Petition accompanying the Account, your Committee are at a loss to know upon what grounds the Sheriff rests his claim for remuneration, and they recommend that the amount of said Account shall be made chargeable upon the County of Richmond.

(Signed)

JOHN CAMPBELL,
WILLIAM CARD,
GEORGE ERNST.

Committee Room, 27th February, 1849.

Ordered, That the Report be received and do lie on the Table.

Mr. Dickey reported from the Select Committee to whom was referred the engrossed Bill from the Council, entitled, an Act concerning the performance of Statute Labour on Highways, that the Committee had considered the Bill and had directed him to report the same to the House with amendments—and he delivered the Bill and amendments in at the Clerk's Table, where the amendments were read.

Report from Com. on Council's Statute Labor Bill.

The said Bill was then read a second time, with the amendments.

Bill read 2d time. Committed.

Ordered, That the Bill and amendments be committed to a Committee of the whole House.

A Petition of Joseph P. Miller and others, Inhabitants of the County of Lunenburg, was, by special leave, presented by the Hon. Mr. Johnston, and read, praying that no further sum may be granted for opening the proposed new line of Road from Mahone Bay to Bridgewater until the route most advantageous to the public is ascertained by an official survey.

Pet. relative to Bridgewater and Mahone Bay Road.

Ordered, That the Petition do lie on the Table.

The Hon. Mr. Johnston, pursuant to leave given, presented a Bill for the regulation of Benefit Building Societies, and the same was read a first time and ordered to be read a second time.

Building Society Bill presented.

Mr. Creelman reported from the Select Committee to whom was referred the Petition of Andrew C. Starritt and others, and the several other Petitions on the

Report from Com. on Fees of Clerks of the Peace.

subject of the Fees of Clerks of the Peace—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 63.)

Ordered, That the Report be received and do lie on the Table.

Bill to abolish Fees
of Clerks of the
Peace.

Mr. Creelman, from the same Committee, further reported and presented a Bill to abolish Fees of Clerks of the Peace—and the same was read a first time and ordered to be read a second time.

Resolution for divi-
sion of Road
Grant.

On motion of Mr. Fulton :

Resolved, That the sum of £20,000, granted for the service of Roads and Bridges in the present year, be applied as follows :

For the County of Yarmouth, - - - - -	£1,000
“ “ Shelburne, - - - - -	1,000
“ “ Digby, - - - - -	1,000
“ “ Sydney, - - - - -	1,000
“ “ Guysborough, - - - - -	1,000
“ “ Queens, - - - - -	1,000
“ “ Richmond, - - - - -	1,000
“ “ Halifax, - - - - -	1,520
“ “ Hants, - - - - -	1,400
“ “ Inverness, - - - - -	1,380
“ “ Cape Breton, - - - - -	1,460
“ “ Kings, - - - - -	1,100
“ “ Pictou, - - - - -	1,460
“ “ Colchester, - - - - -	1,200
“ “ Cumberland, - - - - -	1,200
“ “ Lunenburg, - - - - -	1,240
“ “ Annapolis, - - - - -	1,040

Message from Coun-
cil—

A Message from the Council by Mr. Halliburton—

Mr. Speaker—

Agree to Sydney
Streets Bill, and

The Council have agreed to the Bill, entitled, an Act to extend to the Town of Sydney an Act relating to Streets and Highways, and—

Sydney Firewards,
Bill,

To the Bill entitled an Act to extend to the Town of Sydney several Acts respecting Firewards :

Without amendts.

Severally without any amendment.

And then the Messenger withdrew.

Comm. of Supply.

On motion the House resolved itself into a Committee of Supply.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report Resolution.

The Chairman reported from the Committee that they had come to a Resolution which they had directed him to report to the House, and he delivered the same in at the Clerk's Table.

The Chairman also acquainted the House that he was directed by the Committee to move for leave to sit again on the consideration of the Supply, to which the House agreed.

The said Resolution reported from the Committee was then read by the Clerk and is as follows :

Resolved,

Resolved, That the sum of £3,000 be granted and placed at the disposal of the Governor, to improve the Main Post Roads between Halifax and Amherst, Truro and Pictou, and Halifax and Annapolis.

Grant for Main Post Roads.

And the said Resolution having been read a second time, was, upon the question put thereon, agreed to by the House.

Agreed to.

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

Sent to Council.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House:

Papers presented, viz—

A General Statement of the Affairs of the Nova Scotia Marine Insurance Company for the years 1847 and 1848 respectively, and—

Nova Scotia Marine Insurance Co. Statement.

A General Statement of the Affairs of the Union Marine Insurance Company of Nova Scotia for the year 1848.

Union do.

And the same were read by the Clerk.

Ordered, That the Statements do lie on the Table.

Also—an Account of the Sales of Crown Lands in Nova Scotia for the last year, together with an Account of Cash received during the same year from purchasers of previous years—and the same were read by the Clerk.

Crown Land Accts.

Ordered, That the Accounts together with the Account of Receipts and Expenditure of the Casual Revenue for the last year be referred to Mr. Henry, Mr. Killam, Mr. Card, Mr. Bent, and Mr. Whitman, to examine and report upon.

Ref with Casual Revenue Accts. to Sel. Com.

Also—A Copy of Receipt for the one half of Sir R. D. George's Salary, as Provincial Secretary for a portion of the present year, and copies of Receipts on account of the Attorney General's Salary—and the same were read by the Clerk.

Copies of receipts for payments of certain salaries.

(See Appendix No. 64.)

Ordered, That the said copies of Receipts do lie on the Table.

Mr. Henry moved for the special leave of the House to present a Petition of Overseers of the Poor for the Township of Dorchester, in the County of Sydney, for reimbursement of expenses of a transient Pauper—which being seconded and put, and the House dividing thereon, passed in the affirmative; and—

Motion for special leave to present Pet of Overseers of Dorchester.

The said Petition was accordingly presented and read.

Carried on division.

Ordered, That the Petition be referred to the Committee on the expenses of Transient Paupers and Immigrants.

Pet. read.

Ref. to Trans. Poor Com.

A Petition of William Lawlor and others, Freeholders and Inhabitants of the Township of Lawrencetown, in the County of Halifax, was presented by Mr. Mott, and read, praying that the House will not accede to the prayer of the Petitions presented on a former day by authorizing a new Survey of the Township, but that the original Plan may be upheld.

Pet. from Lawrencetown relative to Lines.

Ordered, That the Petition be referred to the Select Committee to whom the former Petitions on the same subject were referred.

Ref. to Com.

A Petition of Merchants and others, Citizens of Halifax, was, by special leave, presented by the Hon. Mr. Johnston, and read, praying that the House will not sanction the Tax on Goods sold at Auction, proposed by the Halifax Incorporation Bill now before the House.

Pet. against tax on Auction Sales in Halifax.

Ordered, That the Petition be referred to the Select Committee on the Halifax Incorporation Bill.

Ref. to Com. on Halifax Incorporation Bill.

Pet. from Arichat against Pictou Harb. Fees. A Petition of Merchants and Shipowners, of Arichat, and the adjacent Ports was, by special leave, presented by Mr. Harrington, and read, complaining of the Pilotage and Harbor Master's Fees to which their vessels engaged in the Coal Trade are subject at the Port of Pictou, and praying relief by Legislative enactment.

Ref. to Com. Ordered, That the Petition be referred to the Committee on Harbour Master and Pilotage Acts.

Pet. for division of Co. of Cape Breton. A Petition of Inhabitants of the Northern Section of the County of Cape Breton was, by special leave, presented by Mr. Munro, and read, praying for a division of that County, with suitable Representation.

Ordered, That the Petition do lie on the Table.

Pet. for Ferry at Grand Narrows. A Petition of Inhabitants of the North and South side of the Grand Narrows and its vicinity, in the County of Cape Breton was, also, by special leave, presented by Mr. Munro, and read, praying aid to a Ferry there.

Ref. to Com. on Nav. Sec. Ordered, That the Petition be referred to the Committee on Navigation Securities.

Com. on General State of Province. On motion, the House resolved itself into a Committee of the whole House on the General State of the Province, for the purpose of considering of a Grant in aid of Agriculture.

Mr. Speaker left the Chair,
Mr. Dimock took the Chair of the Committee,
Mr. Speaker resumed the Chair.

Report. The Chairman reported from the Committee that they had gone through the business referred to them, and had come to a Resolution in relation thereto, which they had directed him to report to the House—and he delivered the same in at the Clerk's Table, where it was read, and is as follows:

Recommending Agricultural Grant. Resolved, That it be recommended to the House to grant the sum of £1,050 annually, for four years, to encourage the Agriculture and Rural Economy of the Province under a continuance of the present system, with such modifications as the House may see fit to adopt.

Agreed to. And the said Resolution having been again read, was, upon the question put thereon, agreed to by the House.

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

SATURDAY, 3RD MARCH, 1849.

PRAYERS.

Bills read 2d time, viz—
Registrars of Deeds.
Col. of Poor Rates.
Fees of Clerks of Peace.
Committed.

The following Bills were severally read a second time, viz :
A Bill concerning Registrars of Deeds.
A Bill respecting Suits against Collectors of Poor Rates ; and
A Bill to abolish Fees of Clerks of the Peace.
Ordered, That the Bills be committed to a Committee of the whole House.

Jury Bill presented.

Mr. McKenna, pursuant to leave given, presented a Bill concerning the Act for the regulation of Juries ; and the same was read a first time, and ordered to be read a second time.

Mr.

Mr. McKenna, also, pursuant to leave given, presented a Bill to authorize the Sale of the Court House and Jail Grounds at Shelburne, and the purchase of a new site therefor; and the same was read a first time, and ordered to be read a second time.

Shelburne Court House Bill presented.

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

MONDAY, 5TH MARCH, 1849.

PRAYERS.

Mr. Creelman reported from the Committee on the subject of the Penitentiary; and he read the report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Penitentiary.

(See Appendix No. 64.)

Ordered, That the Report be received and do lie on the Table.

Mr. Fraser reported from the Select Committee on the Halifax Incorporation Bill; and he read the Report in his place, and afterwards delivered it in, with the Bill, at the Clerk's Table, where the Report was again read.

Report from Com. on Halifax Incorporation Bill.

(See Appendix No. 65.)

Ordered, That the Report be received, and that the Bill be recommitted, with the Report, to a Committee of the whole House.

Bill, &c. recommitted.

The Hon. Mr. Huntington reported from the Committee on Trade and Manufactures; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Trade,

(See Appendix No. 66.)

Ordered, That the Report be received, and that so much thereof as recommends Grants of Money, be referred to the Committee of Supply.

Ref. to Supply.

Mr. Budd reported in part from the Select Committee on the subject of the Stud Horses "Norfolk" and "Bell-founder-Morgan"; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report on Stud Horses.

(See Appendix No. 67.)

Ordered, That the Report be received and adopted by the House; and that such part thereof as recommends a Grant of Money be referred to the Committee of Supply.

Adopted, And ref. to Supply.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House a copy of a new Commission of Peace for the Province issued during the last year; and the same was read by the Clerk.

Copy of Commission of Peace presented.

Ordered, That the same do lie on the Table.

A Petition of Inhabitants of the South East Shore in the County of Halifax; also,

Pets. against College Bill.

A Petition of Inhabitants of Antigonishe and other Settlements in the County of Sydney ; also,

A Petition of Inhabitants of Charlotte Town, Prince Edward Island ; and also,

A Petition of the Ministers and certain of the Parishioners of Milton and Rustico, in Prince Edward Island :

Were severally, by special leave, presented by the Hon. the Attorney General, and read, respectively praying that the Provincial Grant may not be withdrawn from King's College, Windsor.

Annapolis Shire
Town Bill present-
ed.

The Hon. the Provincial Secretary, pursuant to leave given, presented a Bill to establish Bridgetown as the Shire Town of the County of Annapolis ; and the same was read a first time and ordered to be read a second time.

Pet. of Canada Rail-
way Co. of Lon-
don.

A Petition of Rowland Wilder, and others, of London, on behalf of themselves and others, Shareholders in a Company or Association proposed to be incorporated, and to be called the Canadian Land and Railway Association, was, by special leave, presented by the Hon. Mr. Young, and read, praying for the passage of an Act authorising the construction of a Railway from Halifax to Quebec, so far as the same may pass through Nova Scotia.

Ordered, That the Petition do lie on the Table.

Order for Road
Scales.

Ordered, That the several Members from the respective Counties, do prepare and report to this House, scales of subdivision of the Road Money allotted to each County out of the sum of £20,000 granted for the service of Roads and Bridges.

Road Pets. ref. to
Members.

Ordered, That the several ordinary Petitions for aid to Roads and Bridges, presented this Session, (and by the course and practice of the House, placed on the file of Road Petitions, without being entered on the Journal at the time of presentation) be referred to the several Members from the Counties respectively from which the same have been sent.

For a list of such Petitions,

(See Appendix No. 68.)

Pet. for alteration of
Law for appointing
Clerks of Peace.

A Petition of Inhabitants of the County of Richmond, was presented by Mr. Martell, and read, praying for an alteration of the Law providing for the appointment of Clerks of the Peace.

Ref. to Sel. Com.

Ordered, That the Petition be referred to the Hon. Mr. Young, Mr. Martell, and Mr. McDonald, to examine and report upon, by Bill or otherwise.

Message from Coun-
cil—

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Have passed Law
Bill.

The Council have passed a Bill, entitled, an Act for the amendment of the Law and the better advancement of Justice, to which Bill they desire the concurrence of this Honorable House.

Agree to Cy. Rates
Bill.

The Council have agreed to the Bill, entitled, an Act in further amendment of the Act respecting County, Rates without any amendment.

And then the Messenger withdrew.

Com of Ways and
Means.

On motion the House resolved itself into a Committee to consider of Ways and Means for raising the Supply granted to Her Majesty.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The

The Chairman reported from the Committee that they had made some progress, and had directed him to move for leave to sit again on the consideration of Ways and Means, to which the House agreed.

Report progress.

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

TUESDAY, 6TH MARCH, 1849.

PRAYERS.

A Bill concerning the Act for the regulation of Juries; and—

A Bill to authorize the sale of the Court House and Jail Grounds at Shelburne, and the purchase of a new site therefor—

Juries Bill, and
Shelburne Court
House Bill,

Were severally read a second time.

Read 2nd time.
Committed.

Ordered, That the Bills be committed to a Committee of the whole House.

The engrossed Bill from the Council, entitled, an Act for the amendment of the Law and the better advancement of Justice, was read a first time and ordered to be read a second time.

Law amendment Bill
read, &c.

The Hon. the Attorney General reported from the Committee on Post Office Affairs, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com.
on Post Office.

(See Appendix No. 69.)

Ordered, That the Report be received, and that such parts thereof as recommends Grants of Money be referred to the Committee of Supply.

Ref. in part, to Sup-
ply.

The Hon. Mr. Young reported from the Committee appointed yesterday on the subject of the Law regarding appointments of Clerk's of the Peace—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com.
on Clerks of Peace
Law.

(See Appendix No. 70.)

Ordered, That the Report be received and do lie on the Table.

A Petition of Inhabitants of the Northern Section of the County of Cape Breton, was, by special leave, presented by Mr. McKeagney, and read, praying for a division of that County, with adequate Representation.

Pet. for division of
Co. of C. Breton.

Ordered, That the Petition do lie on the Table.

Mr. McLeod reported from the Select Committee on the Petitions and Claims of Samuel Hood and George B. Watson, School Teachers; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com.
on Pet. of Hood
and Watson.

(See Appendix No. 71.)

Ordered, That the Report be received and that so much thereof as recommends a Grant of Money, be referred to the Committee of Supply.

Ref. to Supply.

The Hon. the Attorney General reported from the Committee on the Fisheries; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com.
on Fisheries.

(See Appendix No. 72.)

Ordered

Adopted, and
ref. to Supply. *Ordered*, That the Report be received and adopted, and that such part thereof as refers to a Grant of Money, be referred to the Committee of Supply.

Catholic Cemetery
Bill presented. The Hon. Mr. Doyle, pursuant to leave given, presented a Bill relating to the Roman Catholic Cemetery in Halifax, and the same was read a first time and ordered to be read a second time.

Com of Ways and
Means. On motion, the House again resolved itself into the Committee on Ways and Means.

Mr. Speaker left the Chair,
Mr. Dimock took the Chair of the Committee,
Mr. Speaker resumed the Chair.

Report progress. The Chairman reported from the Committee that they had made further progress in the business referred to them, and had come to two Resolutions, which they had directed him to report to the House, and that he was directed by the Committee to move for leave to sit again on the consideration of Ways and Means, to which the House agreed.

Resolutions postponed. *Ordered*, That the Chairman do report the Resolutions at a future day.

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

WEDNESDAY, 7TH MARCH, 1849.

PRAYERS—

Catholic Cemetery
Bill read 2d time.
Committed. A Bill relating to the Roman Catholic Cemetery in Halifax, was read a second time.
Ordered, That the Bill be committed to a Committee of the whole House.

Leave of absence to
Mr. Brown. *Ordered*, That Mr. Brown have leave of absence to return home on urgent private business, until Monday next.

Report from Com.
on Pet. of J. H.
Crosskill. Mr. Fulton reported from the Select Committee on the Petition of John H. Crosskill, late Queen's Printer, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 73.)

Ref to Supply. *Ordered*, That the Report be received and referred to the Committee of Supply.

Report from Com.
on Pet. as to
Dartmouth Steam-
ers. Mr. Creelman reported from the Select Committee on the Petition of Dr. Jennings and A. W. Godfrey, in reference to the management of the Dartmouth Steamers; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 74.)

Leave for Bill. *Ordered*, That the Report be received and do lie on the Table, and that Mr. Creelman have leave to bring in a Bill founded thereon.

Pet. against Pickled
Fish Inspection
Bill. A Petition of Merchants and others, Inhabitants of Arichat, was, by special leave, presented by Mr. Harrington, and read, praying that the Bill now before the House for the Inspection of Pickled Fish may not pass into a Law.

Ordered,

Ordered, That the Petition be referred to the Committee of the whole House, to be considered with the Bill.

Ref. to Com. of whole.

A Petition of Inhabitants of St. Eleanor's, and its vicinity, in the Island of Prince Edward, was, by special leave, presented by the Hon. the Attorney General, and read, praying that the Provincial Grant may not be withdrawn from King's College, Windsor.

Pet. in favor of King's College.

Ordered, That the Petition do lie on the Table.

The Hon. the Attorney General, pursuant to leave given, presented a Bill for the protection of the titles of ungranted landed Property in Nova Scotia,—and the same was read a first time and ordered to be read a second time.

Crown Land Conveyance Bill.

A Petition of Inhabitants of the Township of Guysborough, was, by special leave, presented by Mr. Marshall, and read, praying that the Provincial Grant may not be withdrawn from King's College.

Pet. in favor of King's College.

Ordered, That the Petition do lie on the Table.

A Petition of Inhabitants of the County of Richmond, was, by special leave, presented by Mr. Harrington, and read, praying that the Law for the appointment of Commissioners of Streets for Arichat, may be repealed altogether, or as respects that part which places the License Fund under the control of such Commissioners.

Pet. for repeal of Arichat Streets Bill.

Ordered, That the Petition do lie on the Table, and that Mr. Harrington have leave to bring in a Bill in accordance with the prayer thereof.

Leave for Bill.

Ordered, That the Chairman of Committee of Ways and Means do report the Resolutions passed in such Committee yesterday—and accordingly,

Report from Com. Ways and Means.

Mr. Dimock reported such Resolutions, and the same were read by Clerk, and are as follows :

General Resolution.

1^o. *Resolved*, That the same system of imposition, collection and regulation of the Colonial Duties of Impost and Excise, as has been in operation for the past year, be preserved and re-enacted for the year ending the 31st day of March, 1850, with such exceptions as may be hereafter determined on.

2^o. *Resolved*, That a Duty of One Shilling Sterling, per barrel, be imposed on Wheat Flour.

Duty on Flour.

The said first Resolution having been again read, was upon the question put thereon, agreed to by the House.

General Resolution agreed to.

The second Resolution having been then again read, and the question being put from the Chair that the same be agreed to, the House divided thereon, when there appeared, for agreeing to the Resolution twenty-two; against it twenty-four.

Division on Flour Resolution.

For the Resolution—

Mr. Hall,	Mr. Ernst,
" Henry,	" Mignowitz,
Hon. Atty. General,	" Robertson,
" Mr. Doyle,	" McDougall,
Mr. McLeod,	" Snow,
Hon. Mr. Young,	" Creelman,
Mr. Mott,	Hon. Mr. Huntington
" Sangster,	Mr. Blackadar,
Hon. Prov. Sec.	" McDonabl,
Mr. Kedy,	" Archibald,
" Smyth,	" Marshall.

Against the Resolution—

Mr. Campbell,	Mr. Whitman,
" Ryder,	" Wier,
" McKeagney,	" Killam,
" Dickey,	" Fulton,
" Beckwith,	Hon. Mr. Johnston,
" Budd,	Mr. Bourneuf,
" Munro,	" Dimock,
" Freeman,	" Martell,
" Crow,	" Harrington,
" Thorne,	" Fraser,
" Card,	" McKenna,
" Homer,	" Comeau.

So it passed in the negative.

Ordered, That the said second Resolution be not agreed to by the House.

On motion the House again resolved into the Committee on Ways and Means.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had come to three further Resolutions upon the subject referred to them, which they had directed him to report to the House, and he delivered the same in at the Clerk's Table.

The Chairman also acquainted the House that he was directed by the Committee to move for leave to sit again on the consideration of Ways and Means, to which the House agreed.

The said Resolutions reported from the Committee were then read, and are as follow :

3°. *Resolved*, That an additional duty of one Half-Penny Sterling per gallon be imposed on Molasses.

4°. *Resolved*, That an additional duty of one and a quarter *per cent.* be imposed on all articles now paying an *ad valorem* of five per cent.

5°. *Resolved*, That an additional duty be imposed of a Half-Penny per pound on all Black Teas, and a Penny per pound on all Green Teas.

The said Resolutions being then again read, were, upon the questions severally put thereon, agreed to by the House.

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

THURSDAY, 8th MARCH, 1849.

PRAYERS.

The engrossed Bill from the Council entitled an Act for the amendment of the Law and the better advancement of Justice, was read a second time.

Resolved, That the Bill be agreed to by the House.

Ordered, That the Clerk do carry the Bill back to the Council and inform them that this House have agreed thereto, without any amendment.

A Message from His Excellency the Lieutenant Governor, by the Gentleman Usher of the Black Rod :

Mr. Speaker—

His Excellency the Lieutenant Governor commands this Honorable House to attend His Excellency immediately in the Council Chamber.

Accordingly, Mr. Speaker, with the House, attended His Excellency in the Council Chamber, when His Excellency was pleased to give his assent to thirty-nine Bills, entitled as followeth :

An Act for transferring the Crown Revenues of Nova Scotia, and providing for the Civil List thereof.

An Act to amend the Law relating to the appointment of Sheriffs.

An Act to Incorporate a Temperance Hall Company in Windsor.

An Act to extend to the Town of Sydney an Act relating to Streets and Villages.

An Act to extend to the Town of Sydney the several Acts respecting Firewards.

An.

Committee of Ways and Means.

Report Resolutions.

Molasses Duty.

Addition to 5 per cents.

Tea Duty.

Resolutions agreed to.

Council's Law Bill read 2d time.

Passed.

Sent back to Council.

Message from Governor.

Assent to Bills, viz—

Civil List:

Sheriffs.

Windsor Tem. Hall Company.

Sydney Streets.

Sydney Firewards.

An Act in further amendment of the Acts respecting County Rates.	Co. Rates.
An Act for the amendment of the Law and the better advancement of Justice.	L.w.
An Act to continue the Act for dividing the Township of Douglas into separate Districts for the support of the Poor.	Douglas Poor District.
An Act to continue the Act for the Regulation of the Fisheries at Chedabucto Bay.	Chedabucto Bay Fisheries.
An Act to continue the Act for the regulation of the Fisheries in the County of Richmond.	Richmond Fisheries.
An Act to continue the Act to prevent Injuries to the Fisheries within the County of Lunenburg, by Mill Dams or any other obstruction.	Lunenburg Fisheries.
An Act to continue the Acts to prevent Disorderly Riding, and to regulate the Driving of Carriages on the Streets of Halifax, or other Towns, or on the Public Roads of this Province.	Disorderly Riding.
An Act to continue the Act in amendment of the Act for the Settlement of the Poor in the several Townships within this Province.	Settlement of Poor.
An Act to continue the Act for setting off a part of the Township of Sherbrooke, in the District of St. Mary's, as a separate District for the Support of the Poor.	Sherbrooke Poores District.
An Act to continue the Act respecting the Collection of Poores' Rates of Pictou, as amended.	Pictou Poores Rates.
An Act to continue the several Acts to provide for the Accommodation and Billeting of Her Majesty's Troops, or of the Militia, when on their march from one part of the Province to another.	Billeting.
An Act to continue the Act to revive the Act to amend the Act to regulate the Assize of Bread.	Assize of Bread.
An Act to continue the Act to prevent Damage to the Nets of Fishermen by Coasting Vessels.	Nets of Fishermen.
An Act to continue the Acts for dividing the Township of Pictou into separate Districts for the Support of the Poor.	Pictou Poores Districts.
An Act to continue the Acts to divide the Township of Maxwellton into separate Districts for the support of the Poor.	Maxwelltown Poores Districts.
An Act to continue the Act to extend to the Township of Egerton the Act respecting the Collection of Poores' Rates of Pictou, and to amend the said Act.	Egerton Poores Rates.
An Act to continue the Act for setting off a part of the Township of Egerton as a separate District for the support of the Poor.	Egerton Poores District.
An Act to continue the Act for the Preservation of Moose.	Moose Preservation.
An Act to continue the Act for making regulations relative to the setting of Snares for catching Moose.	Moose Snares.
An Act to continue the Act for the better regulation of Sable Island in this Province.	Sable Island.
An Act to continue the Act to regulate the Public Landing at Windsor.	Windsor Landing.
An Act to continue the Act to regulate certain Landings in the County of Kings County.	Kings Co. Landings.
An Act to continue the Act in relation to the gathering of Sea Manure in the Township of Chester.	Chester Sea Manure.
An Act to continue the Act to prevent the spreading of Contagious Diseases, and for the performance of Quarantine.	Quarantine.
An Act to continue the Act for the Suppression of Lotteries.	Lotteries.
An Act to continue the Acts more effectually to provide against the introduction of Infectious or Contagious Diseases, and the spreading thereof in this Province.	Infectious Diseases.
An Act to continue the Acts in amendment of the Acts for the choice of Town Officers and regulating of Townships.	Town Officers.

Supervisors,	An Act to continue the Acts for appointing Supervisors to take charge of Public Grounds, and for other purposes.
Produce Notes,	An Act to continue the Act in relation to Promissory Notes, or undertakings, payable in Produce, or otherwise than in money.
Shubenacadie Fishery,	An Act to continue the Acts for regulating the Fishery in the River Shubenacadie.
Beef Weighing,	An Act to continue the Act to regulate the Weighing and Selling of Beef.
Insolvent Debtors,	An Act to continue the Act for relieving Insolvent Debtors from Imprisonment.
Crown Lands,	An Act to continue the Acts relative to the disposal of Crown Lands.
Penitentiary.	An Act to continue the Acts for the Government and Regulation of the Provincial Penitentiary.
Horticultural Society amendt. Bill presented.	The Hon the Attorney, pursuant to leave given, presented a Bill in addition to, and amendment of, an Act entitled an Act to incorporate the Nova Scotia Horticultural Society, and the same was read a first time and ordered to be read a second time.
Clerks of the Peace Bill presented.	The Hon. Mr. Young, pursuant to leave given, presented a Bill to amend the Acts now in force relating to the Office of Clerks of the Peace, and the same was read a first time and ordered to be read a second time.
Com. of Ways and Means.	On motion, the House again resolved itself into the Committee of Ways and Means. Mr. Speaker left the Chair, Mr. Dimock took the Chair of the Committee, Mr. Speaker resumed the Chair.
Report.	The Chairman reported from the Committee that they had made further progress in the business referred to them, and had come to three additional Resolutions, which they had directed him to report to the House, and he delivered the same in at the Clerk's Table. The Chairman also acquainted the House that he was directed by the Committee to move for leave to sit again on the consideration of Ways and Means, to which the House agreed.
Resolutions.	The Resolutions reported from the Committee were then read, and are as follows :
Spikes.	6°. <i>Resolved</i> , That the duty on Spikes be reduced to $2\frac{1}{2}$ per cent.
Spirits Duty.	7°. <i>Resolved</i> , That the duty on Home Manufactured Spirits be reduced to Eleven Pence Sterling.
Light House Duties.	8°. <i>Resolved</i> , That the Duties for the support of Light Houses shall remain, and be the same, for the ensuing year ending the 31st day of March, 1850, as they have been for the current year.
Motion not to receive Spirits Duty.	The said sixth Resolution having been then again read was, upon the question put thereon, agreed to by the House. The seventh Resolution being then again read, Mr. Fraser moved that the same be not received by the House, but that it be referred back to the Committee to increase the Duty on Home Manufactured Spirits to One Shilling Sterling— which, being seconded and put, and the House dividing thereon, there appeared, for the motion, fourteen ; against it, twenty-nine.

For the motion—

Hon. Mr. Huntington
 Mr. Dimock,
 Hon. Mr. Johnston,
 Mr. Fraser,
 " Creelman,
 " Killam,
 " Fulton,
 " Beckwith,
 " Budd,
 " Snow,
 " Freeman,
 " Campbell,
 " Ryder.
 " Wier,

Against the motion—

Mr. Marshall,
 " McKenna,
 " Crow,
 " Sangster,
 " McLeod,
 Hon. Atty. General,
 Mr. Bourneuf,
 " Comeau,
 " McDougall,
 " Thorne,
 " Mott,
 " Bent,
 " Dickey,
 " Kedy,
 " Martell,
 Mr. Smyth,
 " Archibald,
 " Card,
 " Hall,
 " Robertson,
 " Mignowitz,
 " Ernst,
 " McDonald,
 " Blackadar,
 " Harrington,
 " Whitman,
 Hon. Prov. Secretary,
 Hon. Mr. Young
 Mr. Henry,

Division thereon.

So it passed in the negative.

Negated.

The said Resolution was then, upon the question put thereon, agreed to by the House.

Resolutions agreed to.

Mr. Fraser then moved that the House do now again resolve itself into the Committee on Ways and Means, for the purpose of reducing the Duty on Spirits imported from 1s. 6d. stg., to 1s. 5d. stg., per gallon; which being seconded and put, and the House dividing thereon, there appeared, for the motion three; against it forty.

Motion for reduction of Duty on imported Spirits.

For the motion—

Mr. Fraser,
 " Killam,
 " Campbell,

Against the motion—

Hon. Mr. Huntington,
 Mr. Wier,
 " Dimock,
 Hon. Mr. Johnston,
 Mr. Creelman,
 " Fulton,
 " Beckwith,
 " Budd,
 " Snow,
 " Freeman,
 " Ryder,
 " Marshall,
 " McKenna,
 " Crow,
 " Sangster,
 " McLeod,
 " Martell,
 Hon. Atty. General,
 Mr. Bourneuf,
 " Comeau,
 Mr. McDougall,
 " Thorne,
 " Mott,
 " Bent,
 " Dickey,
 " Kedy,
 " Smyth,
 " Archibald,
 " Hall,
 " Card,
 " Robertson,
 " Mignowitz,
 " Ernst,
 " McDonald,
 " Blackadar,
 " Harrington,
 " Whitman,
 Hon. Prov. Secretary,
 " Mr. Young,
 Mr. Henry.

Division.

So it passed in the negative.

Negated.

The eighth Resolution reported from the Committee being then again read, was, upon the question being put thereon, agreed to by the House.

Light House Duties agreed to.

Annapolis Shire
Town Bill made
Order of Day.

On motion of the Hon. the Provincial Secretary, *Resolved*, That the Bill for establishing Bridgetown as the Shire Town of the County of Annapolis, be read a second time on Monday next.

Then the House adjourned until To-morrow, at twelve of the clock.

FRIDAY, 9TH MARCH, 1849.

PRAYERS.

Leave to Guysboro'
Election Com. to
adjourn.

Mr. McKeagney, Chairman of the Guysborough Election Committee, by direction of the Committee, moved that they have the leave of the House to adjourn over until Friday next, at eleven of the clock; which being put, was agreed to by the House.

Pet. against grant to
Liverpool Acade-
my.

A Petition of Freeholders and others, of the Northern District of the County of Queen's, was, by special leave, presented by Mr. Freeman, and read, praying that no further Provincial aid may be given to the Liverpool Academy, but that the funds may be applied towards the support of Common Schools.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on
Education.

Com. of Ways and
Means.

On motion, the House again resolved itself into the Committee of Ways and Means.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report orally.

The Chairman reported from the Committee that they had gone through the business referred to them, and had come to a Resolution thereupon, which they had directed him to report to the House, and he thereupon delivered the same in at the Clerk's Table, where it was read, and is as follows:

License Duties.

9°. *Resolved*, That the several Duties imposed upon Licenses for Public Houses and Shops for the sale of Liquors generally, and on sales by Auction in Halifax, be continued in the same manner and at the same rates as during the past year.

Agreed to.

The said Resolution was then, upon the question put thereon, agreed to by the House.

Com to prepare
Rev. Bills.

Ordered, That the Hon. Mr. Huntington, Mr. Fraser, and Mr. Hall be a Committee to prepare and report Revenue Bills in accordance with the several Resolutions reported from the Committee of Ways and Means, and agreed to by the House.

Report from Com.
on Pet. of J. Wil-
liamson.

Mr. Marshall reported from the Select Committee on the Petition of John Williamson and others, Seamen, confined in the Gaol at Halifax—and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 75.)

Adopted.

Ordered, That the Report be received and adopted by the House.

Horticultural So-
ciety Bill read 2d
time.

A Bill in addition to, and amendment of an Act, entitled, an Act to Incorporate the Nova Scotia Horticultural Society, was read a second time.

Ordered,

Ordered, That the Bill be referred to Mr. Mott, Mr. Mignowitz, and Mr. Freeman, to examine and report upon, with amendments or otherwise. Ref. to Sel. Com.

On motion, the House resolved itself into a Committee on Bills. Com. on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the Bill additional to the Act regulating the Provincial Penitentiary; the Bill additional to the Act for providing Fire Engines for the Town of Yarmouth; the Bill respecting Suits against Collectors of Poor Rates; the Bill concerning the Act for the regulation of Juries; and the Bill relating to the Roman Catholic Cemetery in Halifax—and had directed him to report the said Bills to the House, severally, without any amendment: That the Committee had also gone through the Bill in amendment of the Act for the appointment of Commissioners of Sewers; the Bill to Incorporate the Digby Water Company; and the engrossed Bill from the Council, entitled, an Act to amend the Acts concerning the performance of Statute Labor on Highways; and had made the amendments thereto respectively recommended by the several Select Committees to whom the same had been referred—and he thereupon delivered the said Bills, with the amendments to the three last mentioned Bills, in at the Clerk's Table.

Report Bills—
Penitentiary.
Yarmouth Fire En-
gines.
Col. of Poor Rates.
Juries,
Catholic Cemetery.
Without amendts.

Sewers,
Digby Water Co.
and
Council's Statute
Labor Bill,
With amendt.

The amendments to the said last mentioned Bill were read by the Clerk a first and second time, and agreed to by the House. Amendt. to Statute
Labor Bill agreed
to.

Ordered, That the Clerk do carry the Bill and amendments back to the Council, and acquaint them that this House have agreed to the Bill with such amendments. Sent back to Coun-
cil.

The amendments to the two remaining Bills reported with amendments, were then read by the Clerk, and on the question severally put thereon, were agreed to by the House. Other amendts.
agreed to.

Ordered, That the Bills, with the amendments, be engrossed.

Ordered, That the Bills, reported without amendment, be engrossed. Bills to be engrossed.

On motion of Mr. Munro, the House resolved itself into a Committee on the General State of the Province, for the purpose of considering the Representation in General Assembly, from the Island of Cape Breton. Com. on C. Breton
Representation.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the business referred to them, and had come a Resolution in relation thereto, which they had directed him to report to the House, and he delivered the same in at the Clerk's Table, where it was read, and is as follows: Report.

Resolved, That in the opinion of this House the Representatives of the Island of Cape Breton ought to be increased at the next General Election, from six to eight members. Resolution for in-
crease of Repr-
sentation, C. B.

The said Resolution being again read, and the question being put, that the same be agreed to, the House divided thereon, when there appeared, for agreeing to the Resolution twenty-three; against it twenty-one. Agreed to on divi-
sion.

For the Resolution—		Against the Resolution—	
<i>Mr. McLeod,</i>	<i>Mr. Harrington,</i>	<i>Mr. Campbell,</i>	<i>Mr. Hall,</i>
" <i>McKeagney,</i>	" <i>Ernst,</i>	" <i>Whitman,</i>	" <i>Kedy,</i>
" <i>Henry,</i>	" <i>McDonald,</i>	" <i>Wier,</i>	" <i>Ryder,</i>
" <i>Bourneuf,</i>	" <i>Martell,</i>	" <i>Budd,</i>	" <i>Mignowitz,</i>
" <i>Card,</i>	" <i>Sangster,</i>	" <i>Thorne,</i>	" <i>Fulton,</i>
<i>Hon. Mr. Huntington</i>	" <i>Creelman,</i>	" <i>Snow,</i>	" <i>Blackadar,</i>
" <i>Mr. Young,</i>	" <i>Archibald,</i>	" <i>Dickey,</i>	" <i>Fraser,</i>
<i>Mr. Smyth,</i>	" <i>Killam,</i>	" <i>Crow,</i>	" <i>Dimock,</i>
<i>Hon. Atty. General,</i>	" <i>Munro,</i>	" <i>Beckwith,</i>	" <i>Freeman,</i>
" <i>Mr. Doyle,</i>	" <i>Robertson,</i>	" <i>Bent,</i>	
<i>Mr. Comeau,</i>	" <i>Mott.</i>	" <i>McKenna,</i>	
" <i>Marshall.</i>		" <i>McDougall.</i>	

So it passed in the affirmative.

Leave for Bill.

On motion of the Hon. the Attorney General, *Resolved*, That leave be given to bring in a Bill in accordance with the foregoing Resolution.

Then the House adjourned until To-morrow at one of the clock.

SATURDAY, 10TH MARCH, 1849.

PRAYERS.

Motion to reconsider
C. B. Representa-
tion Resolution
negatived.

Mr. Hall moved that the Resolution passed yesterday in reference to increasing the Representation in General Assembly, from the Island of Cape Breton, be rescinded—which, being seconded and put, and the House dividing thereon, there appeared, for the motion, twenty; against it, twenty-five.

For the motion—		Against the motion—	
<i>Mr. Blackadar,</i>	<i>Mr. Budd,</i>	<i>Mr. Marshall,</i>	<i>Mr. Creelman,</i>
" <i>Fraser,</i>	" <i>Snow,</i>	<i>Hon. Mr. Huntington,</i>	" <i>Mott,</i>
" <i>Wier,</i>	" <i>Kedy,</i>	<i>Mr. Martell,</i>	<i>Hon. Atty. General,</i>
" <i>Dimock,</i>	" <i>Thorne,</i>	<i>Hon. Prov. Secretary,</i>	<i>Hon. Mr. Young,</i>
" <i>Mignowitz,</i>	" <i>Crowe,</i>	<i>Mr. Munro,</i>	<i>Mr. Smyth,</i>
" <i>Fulton,</i>	" <i>Freeman,</i>	" <i>McDonald,</i>	" <i>Archibald,</i>
" <i>Hall,</i>	" <i>Dickey,</i>	" <i>Robertson,</i>	" <i>Card,</i>
" <i>Whitman,</i>	" <i>Campbell,</i>	" <i>Sangster,</i>	" <i>Henry,</i>
" <i>McDougall,</i>	" <i>Beckwith,</i>	" <i>Homer,</i>	" <i>Bourneuf,</i>
" <i>Bent,</i>	" <i>Ryder.</i>	" <i>Harrington,</i>	" <i>McKeagney,</i>
		" <i>Killam,</i>	" <i>McLeod,</i>
		" <i>Comeau,</i>	<i>Hon. Mr. Doyle</i>
		" <i>Ernst,</i>	

So it passed in the negative.

Pet. in favor of
King's College.

A Petition of residents at Arichat; also—

A Petition of the Clergy, Magistrates, and other Inhabitants of Westmoreland, Prince Edward Island; and also—

A Petition of Members of the Congregation of St. James' Church, Port Hill, in Prince Edward Island, and others.

Were severally, by special leave, presented by the Hon. the Attorney General, and read, respectively praying that the Provincial Grant may not be withdrawn from King's College, Windsor.

A Petition of Freeholders and Inhabitants of the District of Fort Lawrence, in

in the County of Cumberland, was, by special leave, presented by the Hon. the Attorney General, and read, praying that the House may take into consideration certain suggestions thereto annexed, in reference to the formation of a Railroad from Halifax to Quebec.

Pet. in favor of Railroad.

Ordered, That the Petition do lie on the Table.

A Petition of Residents of the County of Cape Breton, was, by special leave, presented by Mr. Munro, and read, praying that the Provincial Grant may not be withdrawn from King's College, Windsor.

Pet. against College Bill.

Ordered, That the Petition do lie on the Table.

A Bill for the Protection of the Titles of ungranted Landed Property in Nova Scotia, was read a second time.

Crown Land Titles Bill read 2d time.

Ordered, That the Bill be committed to a Committee of the whole House.

Committed.

Mr. Creelman, pursuant to leave given, presented a Bill further relating to the Halifax Steam Boat Company, and the same was read a first time, and ordered to be read a second time.

Halifax Steamboat Bill presented.

The Hon. the Attorney General, pursuant to leave given, presented a Bill to Incorporate the Roman Catholic Bishop, of Halifax, and the same was read a first time, and ordered to be read a second time.

Roman Catholic Bishop Incorporation Bill.

A Bill to divide the County of Pictou, and to regulate the Representation thereof, was read a second time: and thereupon—

Pictou Co. Division Bill read 2d time.

The Hon. Mr. Young moved that the Bill be committed to a Committee of the whole House: which, being seconded,

Motion to commit.

Mr. Blackadar moved that the further consideration of the said Bill be deferred until the next Session: which, being seconded and put, passed in the affirmative.

Amendt. to defer carried,

Ordered, That the further consideration of the Bill be deferred until the next Session.

Bill deferred.

Five Petitions from different parts of the County of Colchester, were, by special leave, presented by Mr. Creelman, and read, respectively praying an alteration in the Representation of that County.

Pet. relative to Colchester Representation.

Ordered, That the Petitions be referred to a Committee of the whole House, to be considered with the Bill to which the same refer.

Ref. to Com. on Bills.

On motion of Mr. Dickey,

Resolved, That the sum of Seven Pounds and Nine Shillings remaining undrawn out of Thirty Pounds granted at the last Session to build South Branch Bridge, Macan, and repair damage done by the freshet, be applied to repair the Road from South Branch Bridge, past Alexander Hannah's.

Change of Appropriation Cumberland.

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

On motion, the House resolved itself into a Committee on Bills.

Com. on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had had under consideration the Bill to alter the Representation for the County of Colchester, and had directed him to recommend that the same be referred to a Select Committee to examine and report upon—and he delivered the same in at the Clerk's Table.

Recommend Colchester Representation Bill to be referred to Sel. Com.

Bill ref. to Sel. Com.

Ordered, That the said Bill be referred to the Hon. the Attorney General, the Hon. Mr. Huntington, the Hon. Mr. Young, Mr. Hall, and Mr. Dickey, to examine and report upon with amendments or otherwise.

Papers presented,
viz—
Post Office papers.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor presented to the House—

A Letter from the Deputy Post Master General, at Halifax, dated 10th March, 1849, and addressed to His Excellency, and—

A copy of a Letter from W. L. Maberly, Esquire, to the Deputy Post Master General, at Halifax, dated 16th February, 1849—

Respectively relating to the establishment of a Tri-Weekly instead of Semi-Weekly Mail, between Halifax and St. John, N. B., and Halifax and Pictou; and the same was read by the Clerk.

(See Appendix No. 75.)

Ref. to Post Office Com.

Ordered, That the said Communications be referred to the Committee appointed at the present Session on the Post Office Affairs, who are to examine and report upon the same.

Letter from Guysboro' for relief.

Also—A Letter from the Custos Rotulorum and certain Justices of the Peace for the County of Guysborough, addressed to the Provincial Secretary, and dated 3rd March, 1849, setting forth the extreme destitution prevailing in that County.

Ordered, That the Letter do lie on the Table.

Pictou Loan Bill.

The Hon. Mr. Young, pursuant to leave given, presented a Bill to raise Funds in the County of Pictou—and the same was read a first time and ordered to be read a second time.

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

MONDAY, 12TH MARCH, 1849.

PRAYERS.

Engrossed Bills
read 3d time and
passed, viz—
Sewers,

An engrossed Bill in amendment of the Act for the appointment of Commissioners of Sewers, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act in further amendment of the Act for the appointment of Commissioners of Sewers.

Digby Water Co.

An engrossed Bill to Incorporate the Digby Water Company, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to Incorporate the Digby Water Company.

Penitentiary.

An engrossed Bill additional to the Act regulating the Provincial Penitentiary, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act additional to the Act regulating the Provincial Penitentiary.

Col. of Poor Rates.

An engrossed Bill respecting Suits against Collectors of Poor Rates, was read a third time.

Resolved,

Resolved, That the Bill do pass, and that the title be, an Act respecting Suits against Collectors of Poor Rates.

An engrossed Bill concerning the Act for the regulation of Juries, was read a third time. Juries,

Resolved, That the Bill do pass, and that the title be, an Act concerning the Act for the regulation of Juries.

An engrossed Bill relating to the Roman Catholic Cemetery in Halifax, was read a third time. Catholic Cemetery,

Resolved, That the Bill do pass, and that the title be, an Act relating to the Roman Catholic Cemetery in Halifax.

An engrossed Bill additional to the Act for providing Fire Engines for the Town of Yarmouth, was read a third time. Yarmouth Fire Engines.

Resolved, That the Bill do pass, and that the title be, an Act additional to the Act for providing Fire Engines for the Town of Yarmouth.

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

The Hon. Mr. Huntington reported in part from the Committee on Harbor Master and Pilotage Acts, that the Committee had considered the Bill to continue the Act to preserve and regulate the Navigation of the Harbor of Antigonishe; the Bill to continue the Act to regulate the Pilotage of Vessels at Sydney, Cape Breton; the Bill to continue the Act for establishing a Harbor Master at Bridgeport, in the Island of Cape Breton, and the Bill to continue the Acts to make provision for a Harbor Master at Spanish River, Cape Breton, severally referred to them, and had directed him to report the said Bills to the House respectively without any amendment—and he delivered the Bills in at the Clerk's Table. Report in part from Com. on Harbor Master and Pilotage Acts,

Ordered, That the Bills be committed to a Committee of the whole House. Bills committed.

Mr. Hall reported from the Select Committee on the Petition of George Handley, complaining of the erection of a Public Wharf at the Portage of Little St. Peter's, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read. Report from Com. on Pet. of Geo. Handley.

(See Appendix No. 76.)

Ordered, That the Report be received and adopted by the House. Adopted.

A Petition of Isaac McCurdy and others, on behalf of the Proprietors of the Township of Onslow, was, by special leave, presented by Mr. Crow, and read, praying for the appointment of Trustees of Church Lands in that Township, and that the proceeds of such Lands may be appropriated for the promotion of Religion among the Inhabitants generally. Pet. rel. to Church Lands, Onslow.

Ordered, That the Petition be referred to Mr. Fraser, Mr. Crow, the Hon. Mr. Young, Mr. Mott, and Mr. Dickey, to examine into the merits thereof, and report thereon to the House. Ref. to Sel. Com.

The Hon. the Attorney General reported from the Committee on the Bill to alter the Representation for the County of Colchester, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read, and is as follows: Report from Com. on Colchester Representation Bill.

The

Report.

The Committee to whom was referred the Bill for regulating the Representation of the County of Colchester, report :

That they have considered the matter to them referred, and are of opinion that the whole County should be divided for the purpose of voting as follows, viz. :— That Truro should contain the Electoral Districts Nos. 1, 2, 3, 4 and 5 ; and that the Township of Londonderry should comprise the Electoral Districts Nos. 6, 7, 8, 9, 10, 11, 12 and 13—and each of said Townships should elect one member and the County two members.

JAMES B. UNIACKE, Chairman.

Bills, &c. recommitted.

Ordered, That the Report be received, and that the said Bill, with the Report, be recommitted to a Committee of the whole House.

Railroad question made Order of Day.

On motion of the Hon. the Attorney General, *resolved*, that this House do, on Wednesday next, take into consideration the subject of the proposed Railroad from Halifax to Quebec.

Halifax Steamboat Bill read 2d time.

A Bill further relating to the Halifax Steamboat Company, was read a second time.

Committed.

Ordered, That the Bill be committed to a Committee of the whole House.

Report from Com. on Revenue Law Bills, viz— Impost Bill.

The Hon. Mr. Huntington reported from the Committee on the Revenue Laws, and presented to the House—

A Bill for granting Duties of Impost for the support of Her Majesty's Government within this Province.

Regulation Bill,

A Bill to continue and amend certain Acts relating to the Colonial Revenue.

Inter-Colonial Trade Bill,

A Bill to continue the Act in relation to the Trade between the British North American Possessions.

Collection Bill,

A Bill further to provide for the Collection of the Revenue.

General License Bill

A Bill to continue and amend the Acts for granting Duties on Licenses for the sale of Spirituous Liquors, and—

Hx. Licence Bill,

A Bill to continue the Acts for granting Duties on Licenses for the sale of Spirituous Liquors, and Sales by Auction, in Halifax.

Bills read, &c.

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

Com. on Canso Light House Duties

On motion of Mr. Marshall, *resolved*, That a Select Committee be appointed to enquire into the subject of the Collection of Light Duties, at the Gut of Canso, with power to report by Bill or otherwise.

Com. named.

Ordered, That the Hon. Mr. Huntington, Mr. Fraser, and Mr. Killam, be a Committee for that purpose.

Pet. for Maxwelltown for relief.

A Petition of Inhabitants of Maxwelltown, in the County of Pictou, was, by special leave, presented by the Hon. Mr. Young, and read, setting forth the extreme destitution prevailing there, and praying relief, and thereupon—

Pictou Loan Bill read 2d time. Bill and Pet. ref. to Sel. Com.

A Bill to raise Funds in the County of Pictou was read a second time.

Ordered, That the Bill, together with the foregoing Petition, be referred to the Hon. Mr. Young, the Hon. Mr. Johnston, Mr. Fraser, Mr. Creelman, and the Hon. Mr. Huntington, to examine and report upon.

Report from Com. on Poor Districts Bill.

Mr. Dickey reported from the Select Committee, to whom was referred the Bill for the division of Districts for the support of the Poor, that the Committee had considered the said Bill, and directed him to report the same to the House, without any amendment, and he delivered the Bill in at the Clerk's Table.

The

The said Bill was then read a second time.

Ordered, That the Bill be committed to a Committee of the whole House.

Bill read 2d time.

Committed.

Mr. McDonald reported from the Select Committee on the Petition of Lewis Jenks, and read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read, and is as follows :

Report from Com. on
Pet. of L. Jenks.

The Committee to whom were referred the Petition of Lewis Jenks, of Parrsboro', in the County of Cumberland, beg leave to report—

That your Committee having examined the said Petition, and the other Documents connected therewith, and having obtained all the information in their power relative to the subject, have concluded on account of the services performed by the Petitioner, and his having been put to considerable expense in endeavouring to get remuneration for the service he performed, to recommend to the House that the sum of Twelve Pounds Ten Shillings be paid to the Petitioner out of the Road Grant for the County of Cumberland for the present year —

Report.

All which is respectfully submitted.

HUGH McDONALD, Chairman,
W. A. HENRY,
JOSHUA SNOW.

Ordered, That the Report be received and adopted by the House, and referred to the Members from the County of Cumberland.

Ref. to Cumberland
Members.

On motion, the House resolved itself into a Committee on Bills.

Com. on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had again had under consideration the Bill to consolidate the Acts respecting the Incorporation of the City of Halifax, and had directed him to recommend that the same should again be referred to a Select Committee, to examine and report upon—and he delivered the Bill in at the Clerk's Table.

Report Hx. Incorporation
Bill to be
ref. to Sel. Com.

Ordered, That the Bill be referred to the Hon. the Provincial Secretary, Mr. Mott, and Mr. Mignowitz, to examine and report upon, with amendments or otherwise.

Ref. to sel. Com.

A Bill to Incorporate the Roman Catholic Bishop of Halifax, was read a second time.

Catholic Bishop
Incorporation
Bill read 2d time,
and
Ref. to Sel. Com.

Ordered, That the Bill be referred to Mr. Hall, Mr. Fraser, the Hon. Mr. Young, Mr. McLeod, and Mr. Comeau, to examine and report upon, with amendments or otherwise.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor presented to the House—

A Return of Warrants issued in the year 1848 for the payment of the travelling expenses of Justices of the Supreme Court, together with certain certificates upon which such Warrants were granted.

Return relative to
Judges Travelling
Fees.

Ordered, That the same do lie on the Table.

The Order of the Day being read :

Ordered, That the Annapolis Shire Town Bill be read a second time Tomorrow.

Order of Day—
Annapolis Shire
Town Bill.

Com. on Bills.

On motion, the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made some progress in the consideration of Bills committed.

Then the House adjourned until To-morrow, at one of the clock.

TUESDAY, 13TH MARCH, 1849.

PRAYERS.

Revenue Bills read
2nd time, viz—
Impost Bill,

The following Bills were severally read a second time, viz :

A Bill for granting Duties of Impost for the support of Her Majesty's Government within this Province.

Regulation Bill,

A Bill to continue and amend certain Acts relating to the Colonial Revenue.

Inter-Colonial Trade
Bill,

A Bill to continue the Act in relation to the Trade between the British North American Possessions.

Collection Bill,

A Bill further to provide for the Collection of the Revenue.

General License Bill,

A Bill to continue and amend the Acts for granting the Duties on Licenses for the sale of Spirituous Liquors.

Hx. License Bill,

A Bill to continue the Acts for granting Duties on Licenses for the sale of Spirituous Liquors, and Sales by Auction, in Halifax.

Ordered, That the Bills be committed to a Committee of the whole House.

Arichat Streets Bill
presented.

Mr. Harrington, pursuant to leave given, presented a Bill to repeal the provisions of the several Acts now in force, relating to Commissioners of Streets for the Township of Arichat, and the same was read a first time, and ordered to be read a second time.

Com. on Bills.

On motion the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

Report Bills, viz—

Antigonish Harbor,
Sydney Pilotage.

Bridgeport Harbor

Master,
and Expenditure,
and

Districts.
without amendments

Fish Inspection
Bill,
amendment,

are commit
on Bill
amend.

The Chairman reported from the Committee that they had gone through the Bill to continue the Act to preserve and regulate the Navigation of the Harbor of Antigonish; the Bill to continue the Acts to regulate the Pilotage of Vessels at Sydney, Cape Breton; the Bill to continue the Act for establishing a Harbor Master at Bridgeport, in the Island of Cape Breton; the Bill to amend the Act in relation to the Expenditure of Public Moneys on the Highways; and the Bill for the Division of Districts for the Support of the Poor—and had directed him to report the said Bills to the House severally without any amendment—that the Committee had also gone through the Bill to regulate the Inspection of Pickled Fish, and had made sundry amendments thereto, which they had directed him to report to the House with the Bill—and he delivered the said several Bills with the amendments to the last mentioned Bill, in at the Clerk's Table.

Mr. Harrington moved that the Bill to regulate the Inspection of Pickled Fish be re-committed to a Committee of the whole House, for the purpose of confining the inspection therein provided for to the Port Halifax; which being seconded and put, passed in the negative.

The

The amendments reported with said Bill were then, upon the question put thereon, agreed to by the House.

Ordered, That the Bill, with the amendments, be engrossed.

Ordered, That the Bills, reported without amendment, be engrossed.

Bills to be engrossed.

A Message from the Council by Mr. Halliburton:

Mr. Speaker—

The Council have agreed to the Bill, entitled, an Act to Naturalize William Doat; and the Bill, entitled, an Act further in addition to the Act relating to Highways, Roads and Bridges—severally without any amendment.

The Council have agreed to the Bill, entitled, an Act to enable the Inhabitants of the County of King's County to rebuild their Court House and Jail, lately destroyed by fire; and the Bill, entitled, an Act further to improve the administration of the Law—with amendments to the said Bills respectively—to which amendments they desire their concurrence of this Honorable House.

The Council have also agreed to the Resolution of this Honorable House for changing the Appropriation of Seven Pounds and Nine Shillings granted for the service of Roads and Bridges in the County of Cumberland.

And then the Messenger withdrew.

The amendments proposed by the Council to the King's County Court House Bill, were read a first time and ordered to be read a second time.

The amendments proposed by the Council to the Bill, entitled, an Act further to improve the administration of the Law, were read a first time and ordered to be read a second time.

Message from Council.

Agree to Bills, viz.—
To Naturalize W. Doat, and
Highway additional Bill,

Without amendt.
King's Co. Court House, and

Law Bills,

With amendt.

Agree to change of appropriation.

Council's amendt. to King's Co. Court House Bill read.

Council's amendt. to Law Bill read.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House various papers connected with a Survey for a Railroad from Halifax to Windsor, made under a Resolution of the House last Session—and the same was read by the Clerk, viz.:

Report of the Hon. the Provincial Secretary, Commissioner therefor, dated 12th March, 1849.

Mr. Wightman's Report of Preliminary Exploration, dated 10th June, 1848.

Letter from E. J. Chesbrough, Esquire, Civil Engineer, Massachusetts, to the Provincial Secretary, dated 20th February, 1849, giving a detailed account of his professional history with various certificates and documents annexed.

Mr. Wightman's General Report, dated March 10th, 1849.

Mr. Chesbrough's Report, dated 20th February, 1849.

(See Appendix No. 77.)

Also—Various Plans connected therewith.

Ordered, That the same do lie on the Table.

The Order of the Day, for the second reading of the Annapolis Shire Town Bill, being read—

Ordered, That the said Order be discharged.

Then the House adjourned until To-morrow, at one of the clock.

Order of Day—
Annapolis Shire
Town Bill dis-
charged.

WEDNESDAY, 14TH MARCH, 1849.

PRAYERS.

- Engrossed Bills
read 3d time and
passed, viz—
Antigonishe Harbor.
- An engrossed Bill to continue the Act to preserve and regulate the Navigation of the Harbor of Antigonishe, was read a third time.
Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to preserve and regulate the Navigation of the Harbor of Antigonishe.
- Sydney Pilotage.
- An engrossed Bill to continue the Acts to regulate the Pilotage of Vessels at Sydney, Cape Breton, was read a third time.
Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts to regulate the Pilotage of Vessels at Sydney, Cape Breton.
- Bridgeport Harbor
Master.
- An engrossed Bill to continue the Act for establishing a Harbor Master at Bridgeport, in the Island of Cape Breton, was read a third time.
Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for establishing a Harbor Master at Bridgeport, in the Island of Cape Breton.
- Road expenditure.
- An engrossed Bill to amend the Act in relation to the Expenditure of Public Monies on the Highways, was read a third time.
Resolved, That the Bill do pass, and that the title be, an Act to amend the Act in relation to the Expenditure of Public Monies on the Highways.
- Poor Districts.
- An engrossed Bill for the division of the Districts for the support of the Poor, was read a third time.
Resolved, That the Bill do pass, and that the title be, an Act for the division of Districts for the support of the Poor.
- Sent to Council.
- Ordered*, That the Clerk do carry the Bills to the Council and desire their concurrence.
- Arichat Streets Bill
read 2nd time and
committed.
- A Bill to repeal the provisions of the several Acts now in force relating to Commissioners of Streets for the Township of Arichat, was read a second time.
Ordered, That the Bill be committed to a Committee of the whole House.
- Building Society Bill
read 2d time.
Bill ref. to Sel. Com.
- A Bill for the regulation of Benefit Building Societies, was read a second time.
Ordered, That the Bill be referred to the Hon. Mr. Johnston, the Hon. Mr. Huntington, Mr. Mott, Mr. Fraser, and Mr. Fulton, to examine and report upon with amendments or otherwise.
- Report on expenses
of Transient Poor.
- Mr. Dickey reported from the Committee on the expenses of Transient Paupers and Immigrants, in reference to the claim for expenses on Transient Paupers—and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.
- (See Appendix No. 78.)
- Ref. to Supply.
- Ordered*, That the Report be received, and that so much thereof as recommends Grants of Money, be referred to the Committee of Supply.
- Pet. of Clerk of the
Crown.
- A Petition of James W. Nutting, Clerk of the Crown in the Supreme Court
of

of this Province, was, by special leave, presented by-Mr. Fraser, and read, setting forth that his Salary in that Office had been hitherto chargeable on the Casual Revenue, but that no provision had been made therefor in the Act for transferring these Revenues passed during the present Session, and praying a consideration of his case and allowance for his services.

Ordered, That the Petition be referred to Mr. Fraser, Mr. Killam, and Mr. Creelman, to examine into the merits thereof, and report thereon to the House.

Ref. to Sel. Com.

A Petition of Freeholders and others, Inhabitants of the County of Richmond, was, by special leave, presented by Mr. Harrington, and read, setting forth the destruction of several large Bridges in that County by the freshet in August last, and praying an extra Grant for the Road service of that County.

Pet. for extra Grant for Roads, Richmond.

Ordered, That the Petitions do lie on the Table.

On motion the House resolved itself into a Committee of Supply.

Com. of Supply

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had come to a Resolution which they had directed him to report to the House, and he delivered the same in at the Clerk's Table.

Report.

The Chairman also acquainted the House that he was directed by the Committee to move for leave to sit again on the consideration of the Supply to which the House agreed.

The Resolution reported from the Committee was then read by the Clerk, and is as follows :

Extra Grants for Bridges Guysboro' and Richmond.

Resolved, That an extra sum of £350 be granted and paid for the County of Guysborough—and £150 for the County of Richmond to aid in the erection of Bridges destroyed or injured by the freshet of August last.

The said Resolution was then, upon the question put thereon, agreed to by the House.

Agreed to.

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

Sent to Council

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Message from Council.

The Council have agreed to the amendments proposed by this Honorable House to the Bill sent from the Council, entitled, an Act to amend the Acts concerning the performance of Statute Labor on Highways.

Agree to amendments to Statute Labor Bill.

And then the Messenger withdrew.

Ordered, That the Clerk do carry to the Council the engrossed Bill, entitled, an Act to amend the Acts concerning the performance of Statute Labor on Highways, and acquaint them that this House agree to the said Bill as amended.

Statute Labor Bill agreed to as amended.

Mr. Marshall, pursuant to leave given, presented a Bill to authorize assessments for the support of Ferries—and the same was read a first time and ordered to be read a second time.

On motion, the House resolved itself into a Committee on Bills.

Com. on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the

Bill

Report Colchester
Representation
Bill.

Motion to defer Bill
negatived on Di-
vision.

Bill to alter the Representation for the County of Colchester, and had directed him to report the same to the House without any amendment—and he delivered the Bill in at the Clerk's Table.

Mr. Wier moved that the further consideration of the said Bill be deferred until this day three months, which, being seconded and put, and the House dividing thereon, there appeared, for the motion, nineteen; against it, twenty-seven.

For the motion—

Mr. Hall,
" Blackadar,
" Whitman,
" Dimock,
" Wier,
" Thorne,
Hon. Mr. Johnston,
Mr. Fraser,
" Sangster,
" Beckwith,

Mr. Crowe,
" Fulton,
" Freeman,
" Bent,
" Campbell,
" Snow,
" Dickey,
" Ryder.

Against the motion—

Mr. Munro,
" Comeau,
" Killam,
" McKenna,
" Martell,
" Robertson,
" Card,
" Homer,
" Archibald,
Hon. Mr. Huntington,
Mr. McLeod,
" Bourneuf,
Hon. Prov. Secretary,
Mr. Horrington,

Mr. McDougall,
" McDonald,
" Mott,
Hon. Mr. Young,
Mr. Kedy,
" Smyth,
Hon. Mr. Doyle
Hon. Atty. General,
Mr. Mignowitz,
" Creelman,
" Brown,
" McKeagney,
" Henry.

So it passed in the negative.

Motion to re-com-
mit negatived on
division.

Mr. Dickey then moved that the Bill be re-committed, for the purpose of so modifying the same as to give, in addition to the two County members as therein proposed, two Township Members, in whose choice, respectively, the Freeholders of the Townships of Truro, Onslow, and Londonderry only should have a voice: which, being seconded and put, and the House dividing thereon, there appeared, for the motion, eleven; against it, thirty-five.

For the motion—

Mr. Blackadar,
" Hall,
" Fulton,
" Freeman,
" Bent,
" Sangster,
" Campbell,
" Budd,
" Snow,
" Dickey,
" Ryder.

Mr. Whitman,
" Fraser,
Hon. Mr. Johnston,
Mr. Thorne,
" Mott,
" McKeagney,
" Beckwith,
" Comeau,
" Killam,
" McKenna,
" Dimock,
" Martell.

Against the motion—

Mr. Robertson,
" Card,
" Homer,
Hon. Mr. Huntington,
Mr. Munro,
" Henry,
" Archibald,
" Harrington,
" McLeod,
" Bourneuf,
" Crow,
" McDougall.

Mr. McDonald,
Hon. Atty. General,
" Mr. Young,
Mr. Kedy,
" Smyth,
Hon. Prov. Sec.
" Mr. Doyle,
Mr. Mignowitz,
" Wier,
" Creelman,
" Brown.

So it passed in the negative.

Ordered, That the Bill be engrossed.

Bills to be engrossed.

On motion, the House again resolved itself into a Committee on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Comm. on Bills.

Report Revenue
Bills, viz.—
Impost Bill,

Regulation Bill,

Inter-Colonial Trade
Bill.

The Chairman reported from the Committee that they had gone through the Bill for granting Duties of Impost for the support of Her Majesty's Government within this Province; the Bill to continue and amend certain Acts relating to the Colonial Revenue; the Bill to continue the Act in relation to the Trade between the British North American Possessions; and the Bill further to provide for

for the Collection of the Revenue—and had directed him to report the same to the House severally without any amendment—and he delivered the same in at the Clerk's Table.

Collection Bill,

Ordered, That the Bills be engrossed.

The Order of the day being read—

Order of Day—

Ordered, That the House do To-morrow, take into consideration the subject of the proposed Railroad from Halifax to Quebec.

Railway postponed.

Ordered, That the scales of sub-division of Road Monies be presented To-morrow.

Then the House adjourned until To-morrow, at one of the clock.

THURSDAY, 15TH MARCH, 1849.

PRAYERS.

An engrossed Bill to alter the Representation for the County of Colchester, was read a third time.

Engrossed Colchester Representation Bill read 3d time, and passed.

Resolved, That the Bill do pass, and that the title be, an Act to alter the Representation in the County of Colchester.

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

The Hon. Mr. Huntington reported, generally, from the Committee on Navigation Securities—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Nav. Sec.

(See Appendix No. 79.)

Ordered, That the Report be received, and that so much thereof as recommends Grants of Money, be referred to the Committee of Supply.

Ref to Supply.

The Hon. Mr. Huntington also, from the same Committee, reported that they had considered the Bill to regulate the Pier or Wharf at Everett's Landing, in the Township of Wilmot, and had made an amendment thereto, which they had directed him to report to the House with the Bill, and he delivered the Bill and amendments in at the Clerk's Table, where the said amendment was read.

Everitt's Wharf Bill reported with an amendt.

Ordered, That the Bill and amendment be committed to a Committee of the whole House.

Bill committed.

A Bill to authorize Assessments for the support of Ferries, was read a second time.

Ferry Bill read 2d time.

Ordered, That the Bill be committed to a Committee of the whole House.

Committed.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House:

Papers presented, viz—

A copy of Despatch from Earl Grey to Sir John Harvey dated 13th February, 1849, on the subject of Postal Rates and management in B. N. America—and the same was read by the Clerk.

Postal Despatch.

(See Appendix No. 80.)

Ordered, That the same be referred to the Committee appointed at the present Session on the subject of Post Office Affairs.

Ref. to Post Office Com.

Also

Despatch relating to
Sir R. D. George's
Pension.

Also—A copy of Despatch from Earl Grey to Sir John Harvey dated 23rd February, 1849, enclosing extract of a Letter from Sir R. D. George, to the Colonial Secretary, dated 20th February, 1848, on the subject of his Retiring Allowance as Provincial Secretary and Registrar of Deeds—and the same were read by the Clerk.

(See Appendix No. 23.)

Ordered, That the said copy of Despatch and extract of Letter do lie on the Table.

Schedule of Road
expenditure, Cum-
berland.

Also—A copy of Schedule of Day's Labor on the new Line of Road round Birch Hill, under the direction of Henry Purdy, Road Commissioner, for the year 1848.

Ordered, That the same do lie on the Table.

Motion for placing C.
Bretton Road Mo-
ney in Executive,
&c.

Mr. Munro moved that the House do come to a Resolution as follows—viz.:
Resolved, That the sum of One Thousand Four Hundred and Fifty Pounds, appropriated for the Road and Bridge Service, for the present year, in the County of Cape Breton, be placed at the disposal of His Excellency the Lieutenant Governor, to be expended, either in whole or in part, in the Road and Bridge Service or in the purchase of seed or provisions for the alleviation of destitution which may exist in the said County.

Which, being seconded—

Amendt. for sub-
division carried.

Mr. Fraser moved, by way of amendment to the said proposed Resolution, to leave out all the words thereof after the words "Resolved that," and to insert instead thereof the following, "no part of the Money collected for the service of Roads and Bridges in the County of Cape Breton for the present year be appropriated to the purchase of Seed or Provisions, but that the whole thereof be applied for the Road Service, and that the members for that County do prepare and present to the House a scale of sub-division thereof on or before Monday next the 19th instant.

Which proposed amendment being seconded and put, passed in the affirmative.

The Resolution, as amended, was then, upon the question put thereon, agreed to by the House.

Despatch respecting
Advocate Genl.
presented.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House—

A copy of Despatch from Earl Grey to Sir John Harvey, dated 22nd February, 1849, announcing the final decision of Her Majesty's Government as to the tenure of office of the Queen's Advocate in this Province—and the same was read by the Clerk.

(See Appendix No 81.)

Ordered, That the said copy of Despatch do lie on the Table.

A Message from the Council by Mr. Halliburton:

Mr. Speaker—

The Council have agreed to the Bill entitled, an Act respecting suits against Collectors of Poor Rates; the Bill entitled, an Act to Incorporate the Digby Water Company; the Bill entitled, an Act relating to the Roman Catholic Cemetery in Halifax; and the Bill entitled, an Act concerning the Act for the regulation of Juries—severally without any amendment.

Message from Coun-
cil—

Agro v. Bills, viz—
Col. of Poor Rates.
Digby Water Co.
Catholic Cemetery,
Juries,

Without amendt.

The Council have passed a Bill, entitled, an Act to amend the Act for relieving Insolvent Debtors—to which Bill they desire the concurrence of this Honorable House.

Passed Insolvent Debtor's Bill.

And then the Messenger withdrew.

The engrossed Bill from the Council, entitled, an Act to amend the Act for relieving Insolvent Debtors, was read a first time and ordered to be read a second time.

Council's Insolvent Debtor's Bill read.

The Hon. Mr. Johnston moved that the House do come to a Resolution, as follows, viz. :

Motion for information as to views of Government.

Resolved, That an Address be passed to His Excellency the Lieutenant Governor, in which His Excellency be respectfully requested to lay before this House the copies of Despatches and Minutes of Council from the Lieutenant Governor and the Executive Council to the Right Honorable the Colonial Secretary, touching the changes of office incident to the change of the Provincial Executive Council, and of the Despatches of the Colonial Secretary in reply thereto on the same subject, including the Minute of Council of 8th February, 1848, referred to by Earl Grey in his Despatch of 7th March, 1848, in which his Lordship states the satisfaction he felt at the declaration made by the Executive Councillors of their intention to "resist with firmness the introduction of the mischievous policy of sweeping changes of subordinate functionaries," and including Sir John Harvey's Despatch, No. 2, dated 10th February, 1848, in which His Excellency expresses his gratification with the moderation evinced by his advisers regarding the disturbance of the occupants of office.

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

Division.

For the motion—

Mr. Dickey,
 " Blackadar,
 " Ryder,
 " Harrington,
 Hon. Mr. Johnston,
 Mr. Whitman,
 " Thorne,
 " Crow,
 " Bent,
 " Budd,
 " Snow,
 " Wier,
 " Beckwith,
 " Freeman,
 " Campbell.

Against the motion—

Mr. Card,
 " Sangster,
 " Comeau,
 " Brown,
 " Killam,
 " Mott,
 " McKeagney,
 " McLeod,
 " Smyth,
 " Robertson,
 " Archibald,
 " McDonald,
 " Bourneuf,
 " Mignowitz,
 Hon. Mr. Huntington,
 Hon. Mr. Young,
 Mr. Kedy,
 " McDougall,
 " Dimock,
 " Henry,
 Hon. Atty. General,
 Hon. Prov. Secretary,
 Mr. Martell,
 Hon. Mr. Doyle,
 Mr. McKenna,
 " Ernst.

So it passed in the negative.

Negatived.

The Hon. Mr. Johnston then moved that the House do come to a Resolution, as follows, viz. :

Motion for information as to Magistrate.

Resolved, That His Excellency the Lieutenant Governor be respectfully requested, by an Address to be passed by this House, to cause to be laid before the House the following information, viz. :—The names of the Justices of the Peace who, being resident in their respective Counties in November last, when the late General Commission of the Peace was issued, were omitted out of the said Commission ;

mission ; also, of the persons who, not holding the office when the said Commission issued, were appointed Justices of the Peace by the said Commission ; also, the changes in the precedence of the Justices which was made by the said Commission.

Which, being seconded and put, and the House dividing thereon, there appeared, for the motion twenty ; against it twenty-eight.

For the motion—

Mr. Freeman,	Mr. Bent,
" Whitman,	" Snow,
" Thorne,	" Munro,
" Dickey,	" Blackadar,
" Harrington,	" Wier,
" Campbell,	" Ryder.
" Hall,	
" Beckwith,	
Hon. Mr. Johnston,	
Mr. Fraser,	
" Fulton,	
" Marshall,	
" Crow,	
" Budd.	

Against the motion—

Mr. Homer,	Mr. Dimock,
" McKenna,	" Archibald,
" Card,	" Kedy,
" Killam,	" McKeagney,
" Sangster,	Hon. Prov. Sec.
Hon. Mr. Huntington	Mr. Smyth,
Mr. Martell,	Hon. Mr. Young,
" Brown,	Mr. Mignowitz,
" McDougall,	" McLeod,
" Robertson,	" Henry,
" McDonald,	" Mott,
" Creelman,	Hon. Atty. General,
" Bourneuf,	" Mr. Doyle,
" Comeau.	Mr. Ernst.

Negatived.

So it passed in the negative.

Order of Day—
Railway.

The Order of the Day being read for considering the subject of the proposed Railroad from Halifax to Quebec being read.

House in Com. on.

On motion of the Hon. the Attorney General, the House resolved itself into a Committee thereon.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made some progress in the consideration of the business referred to them, and directed him to move for leave to sit again on the consideration thereof.

Further order.

Ordered, That the House do To-morrow, resolve itself into a Committee on the further consideration of the same.

Order of Day—
Road Scales postponed.

The Order of the day for the presentation of the Road Scales being read.

Ordered, That the said Scales be presented on Monday next.

Then the House adjourned until To-morrow, at one of the clock.

FRIDAY, 16TH MARCH, 1849.

PRAYERS.

Engrossed Impost
Bill read 3rd time.

An engrossed Bill for granting Duties of Impost for the support of Her Majesty Government within this Province, was read a third time.

Passed.

Resolved, That the Bill do pass, and that the title be, an Act for granting Duties of Impost for the support of Her Majesty's Government within this Province.

Sent to Council.

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

The

The amendments from the Council to the Bill, entitled, an Act to enable the Inhabitants of the County of King's County, to rebuild their Court House and Jail lately destroyed by fire, were read a second time and considered by the House: and thereupon—

Council amendments to King's County Court House Bill read 2nd time.

On motion of Mr. Hall, *Resolved*, That the said amendments be agreed to.

Agreed to.

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

Sent back to Council

The Hon. Mr. Huntington reported further from the Committee on Harbor Master and Pilotage Acts,—and on the Bill to continue the Pugwash Harbor Act,—and the Pictou Pilotage Bill, severally referred to that Committee, that the Committee had substituted for the said last mentioned Bills, a general measure in relation to Harbors and Pilotage, which they had directed him to report to the House, and he thereupon presented:

Report from Com. on Harbor Master and Pilotage Acts.

A Bill relating to certain Harbors and Pilotage thereat, and the same was read a first time and ordered to be read a second time.

Harbor and Pilotage Bill.

On motion of Mr. Swayth, *Resolved*, That of the undrawn Monies for the Roads and Bridges in the County of Inverness, as reported this Session by the Committee of Public Accounts, the aggregate amount of the first twelve items in the List thereof, being £109 8s., be paid and applied as follows;—Sixty-one Pounds Five Shillings and Eleven Pence in discharge of the advances from the Treasury, for Roads within the said County, and the balance of Forty-eight Pound Two Shillings and One Penny in payment of the Commissions on Relief Notes as filed in the Treasurer's office.

Change of Appropriation, Inverness.

Ordered, To be sent to the Council for concurrence.

Sent to Council.

The Hon. the Attorney General reported from the Select Committee appointed on Post Office Affairs during the present Session, on the communications respecting Tri-Weekly Mails between Halifax and St. John, N. B., and Halifax and Pictou, and the Despatch respecting Postal Rates and management in B. N. America—and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Post Office papers.

(See Appendix No. 82.)

Ordered, That the Report be received and adopted by the House.

Adopted.

Mr. Mott reported from the Select Committee to whom was referred the Bill to amend the Horticultural Society Incorporation Act, that the Committee had considered the Bill and had directed him to report the same to the House with amendments which they had made thereto, and he delivered the Bill and amendments in at the Clerk's Table, where the amendments were read.

Report from Com. on Horticultural Society Bill.

Ordered, That the Bill and amendments be committed to a Committee of the whole House.

Bill, &c. committed.

An engrossed Bill to regulate the Inspection of Pickled Fish was read a third time; and thereupon:

Pickled Fish Bill read 3rd time.

Mr. Harrington moved that the Fee for Inspection therein provided be reduced from Six Pence per Barrel to Four Pence, and for smaller packages in proportion, and that the Chief Inspector's proportion thereof, where he shall not personally inspect, be reduced from one third to one quarter—which, being seconded, and put, and the House dividing thereon, there appeared, for the motion, fifteen; against it, twenty-two.

Motion to reduce Fees of Inspector negatived.

For

For the motion—

Hon. Prov. Secretary, Mr. Bent,
Mr. Martell, " *Marshall,*
 " *Fulton,* " *Freeman,*
 " *McLeod,* " *Munro,*
 " *Dickey,* " *Campbell,*
 " *Harrington,* " *Beckwith,*
 " *Ryder,* *Hon. Mr. Johnston.*
 " *Crowe,*

Against the motion—

Mr. Comeau, *Mr. Robertson,*
 " *Snow,* " *Kedy,*
 " *Ernst,* " *Killam,*
 " *McDougall,* " *McKenna,*
 " *Dimock,* " *Card,*
 " *Thorne,* " *Archibald,*
 " *Wier,* *Hon. Atty. General,*
 " *Bourneuf,* *Mr. Mott,*
 " *Whitman,* *Hon. Mr. Huntington,*
 " *McDonald,* *Mr. Mignowitz,*
 " *Fraser,* *Hon. Mr. Young.*

So it passed in the negative.

Second motion to reduce carried.

Mr. Killam then moved that the said Fee be reduced to Five Pence per Barrel, and in proportion for half Barrels, and the Chief Inspector's proportion be one-fifth: which being seconded and put, was agreed to by the House.

And the Bill was amended accordingly.

Motion to amend as to Sap in Staves negatived.

Mr. Kedy then moved that the Bill be further amended in that part which declares that the Staves for Barrels shall be free from sap, by providing only that they shall free from black sap: which being seconded and put, passed in the negative.

The question being then taken upon the Bill as amended.

Bill passed.

Resolved, That the Bill do pass, and the title be, an Act to regulate the Inspection of Pickled Fish.

Bill to Council.

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

Chebucto Marine Insurance Company Bill.

The Hon. the Attorney General, pursuant to leave given, presented a Bill to Incorporate the Chebucto Marine Insurance Company, and the same was read a first time.

Ref. to Sel. Com.

Ordered, That the Bill be referred to Mr. Henry, Mr. Fraser, and Mr. Mott, to examine and report upon with amendments or otherwise.

Railway papers.

The Hon. Mr. Young, by command of His Excellency the Lieutenant Governor, presented to the House, various papers connected with the subject of the proposed Railroad from Halifax to Quebec—and the same were read by the Clerk, viz.:

1st. Letter from the Hon. J. R. Partelow, Provincial Secretary of New Brunswick to Mr. Young as Commissioner, dated 20th February, 1849, enclosing statistics of Road Travel kept in New Brunswick last season.

2nd. Proceedings of a Public Meeting held at Gay's River, 3rd March, 1849, and Resolutions passed thereat in favor of the project.

3rd. Letter from G. W. McLellan, Esquire, to Mr. Young, containing suggestions relative to an assessment.

4th. Petition from W. Pipes, and others, of Nappan, relative to the project and offering a Breadth of Way free of charge.

5th. Petition from Simon Clark, and others, of Amherst Road, to the same effect.

6th. Petition from Peter Bigney, and others, of Wallace Road, to the like effect.

7th. Memorial of W. Buckerfield, Esquire, to His Excellency the Lieut. Governor, enclosing observations upon the Report of the Commissioners.

8th. Petition from Daniel Rogers, and others, of Pugwash.

9th. Letter from L. S. Malot, Esquire, Chairman of the Meeting held at Rimouski, on the South Branch of the River St. Lawrence, enclosing Report of the Resolutions and Proceedings.

Ordered, That the said several papers do lie on the Table.

The Hon. the Provincial Secretary by like command presented to the House—
A Report from the Commissioner of Crown Lands, relating to the School Lands and various Returns connected with the same subject, requested by a Resolution of the House at its last Session—and the said Report was read by the Clerk.

School Land Returns.

Ordered, That the said several papers do lie on the Table.

A Message from the Council by Mr. Halliburton :

Message from Council.

Mr. Speaker—

The Council have agreed to the Bill, entitled, an Act to continue the Act to preserve and regulate the navigation of the Harbor of Antigonishe; the Bill entitled an Act to continue the Acts to regulate the Pilotage of Vessels at Sydney, Cape Breton; and the Bill entitled an Act to continue the Act for establishing a Harbor Master at Bridgeport, in the Island of Cape Breton—severally without any amendment.

Agree to Bills, viz—
Sydney Pilotage,
Antigonishe Harbor.
Bridgeport Harbor
Master.

And then the Messenger withdrew.

The Order of the Day being read—

The House again resolved itself into a Committee on the subject of the Halifax and Quebec Railroad.

Order of Day—
Railway.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the business referred to them, and had directed him to move for leave to sit again on the consideration thereof.

Report progress.

Ordered, That the House do To-morrow, again resolve itself into a Committee on the same subject.

Then the House adjourned until To-morrow, at twelve of the clock.

SATURDAY, 17TH MARCH, 1849.

PRAYERS.

An engrossed Bill to continue and amend certain Acts relating to the Colonial Revenue, was read a third time.

Engrossed Revenue Bills read 3d time, and passed.

Resolved, That the Bill do pass, and that the title be, an Act to continue and amend certain Acts relating to the Colonial Revenue.

An engrossed Bill to continue the Act in relation to the Trade between the British North American Possessions, was read a third time.

Inter-Colonial Trade Bill,

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act in relation to the Trade between the British North American Possessions.

An engrossed Bill further to provide for the collection of the Revenue, was read a third time.

Collection Bill,

Resolved, That the Bill do pass, and that the title be, an Act further to provide for the collection of the Revenue.

Sent to Council.

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

Harbor Bill read 2d time, and

A Bill relating to certain Harbors and Pilotage thereat, was read a second time.

Committed.

Ordered, That the Bill be committed to a Committee of the whole House.

Report from Com. on Glebe Lands.

Mr. Fraser from the Committee to whom was referred the Petition from the Township of Onslow, in reference to Church or Glebe Lands, reported that in the opinion of the Committee the subject at the present advanced state of the Session, could not receive the consideration necessary to enable them to arrive at a correct conclusion thereon, and they therefore recommend that it should be postponed until the next Session.

Adopted.

Ordered, That the Report be adopted, and the further consideration of the subject deferred until the next Session.

Com. on Bills.

On motion, the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

Report License Bills Without amendt.

The Chairman reported from the Committee that they had gone through the Bill to continue the Acts for granting Duties on Licenses for the sale of Spirituous Liquors; and the Bill to continue the Act for granting Duties on Licenses for the sales of Spirituous Liquors and Sales by Auction in Halifax,—and had directed him to report the same to the House without any amendment, and he delivered the Bills in at the Clerk's Table.

Ordered, That the Bills be engrossed.

Petitions from Cumberland for Rail way.

A Petition of Magistrates, Freeholders, and Inhabitants, of the District of Minudie, River Hebert, Barronsfield, and Joggin's Shore; and also—

A Petition of Magistrates, Freeholders, and Inhabitants, of the District of Pugwash, Wallace, Fox Harbor, and the Gulf Shore:

All in the County of Cumberland, were, by special leave, presented by the Hon. the Attorney General, and read, respectively setting forth the advantage likely to result from the construction of the contemplated Railroad between Halifax and Quebec.

Ordered, That the Petition do lie on the Table.

Report from Com. on Pet. of Mrs. Fitzgerald and D. Hiffernan.

Mr. Creelman reported from the Select Committee on the Petitions of Mary Fitzgerald and Dennis Hiffernan for remuneration for services performed and articles furnished for the Fever Hospital at Halifax—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 83.)

Ref. to Supply.

Ordered, That the Report be received, and, with the Petitions, referred to the Committee of Supply.

Further papers concerning "Lulan" Passengers presented.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House:

A copy of Despatch from Sir Donald Campbell, Lieutenant Governor of Prince Edward Island, to Sir J. Harvey, dated 7th March, 1849, with copies of Address and

and Resolutions of the House of Assembly of that Island, declining payment of expenses of Passengers per Barque "Lulan"—and the same were read by the Clerk.

(See Appendix No. 84.)

Ordered, That the said copy of Despatch, and accompanying papers, be referred to the Select Committee on the Accounts connected with the Barque "Lulan." Ref. to Com.

Also—A Statement of Expenditure for Survey of Halifax and Windsor Railroad, made under a Resolution of the House of Assembly. Windsor Railroad Survey expenditure.

(See Appendix No. 77.)

Ordered, That the Statement do lie on the Table.

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

MONDAY, 19TH MARCH, 1849.

PRAYERS.

An engrossed Bill to continue and amend the Acts for granting Duties on Licenses for the sale of Spirituous Liquors, was read a third time. Engrossed General License Bill read 3d time.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts for granting Duties on Licenses for the sale of Spirituous Liquors. Passed.

An engrossed Bill to continue the Acts for granting Duties on Licenses for the sale of Spirituous Liquors and Sales by Auction in Halifax, was read a third time. Engrossed Halifax License Bill 3d time,

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts for granting Duties on Licenses for the sale of Spirituous Liquors and Sales by Auction in Halifax. Passed.

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

A Petition of Inhabitants of the County of Cumberland was, by special leave, presented by Mr. Fulton, and read, praying a favorable consideration of the proposed Halifax and Quebec Railroad. Railroad Petition.

Ordered, That the Petition do lie on the Table.

A Petition of Calvin P. Soule, of Londonderry, Nova Scotia, was, by special leave, presented by Mr. Fraser, and read, praying that he may receive the benefit of the Naturalization Acts. Pet. of C. P. Soule for Naturalization.

Ordered, That the Petition do lie on the Table, and that Mr. Fraser have leave to bring in a Bill in accordance with the prayer thereof; and thereupon— Leave for Bill.

Mr. Fraser, pursuant to such leave, presented a Bill to Naturalize Calvin P. Soule, and the same was read a first time. Bill presented.

Ordered, *Nem. Con.*, That the said Bill be now read a second time. Read 1st and 2nd time, and

And the same was read a second time accordingly. Committed.

Ordered, That the Bill be committed to a Committee of the whole House.

On motion, the House again resolved itself into a Committee on Bills. Com. on Bills.

Mr.

Mr. Speaker left the Chair,
Mr. Thorne took the Chair of the Committee,
Mr. Speaker resumed the Chair.

Report Bills, viz—
Hx. Steamboat,
Ferries,
Fees of Clerks of the
Peace,
To Naturalize C.
P. Soule,
Without amendt.
Everett Wharf, and

Evidence.
With amendt.

Amendts. to Ever-
rett's Wharf Bill
agreed to.
Bill, &c. to be en-
grossed.
Bills to be engrossed.
Amendt. to Evidence
Bill.
Agreed to.

Sent back to Council

Report from Com.
on 'Lulan.'

Ref. to Supply.

Report on 3 Pets.
& Waterman and
others.

Report from Immi-
grant Com.

Ref. to Supply

The Chairman reported from the Committee that they had gone through the Bill further relating to the Halifax Steam Boat Company; the Bill to authorize Assessments for the support of Ferries; the Bill to abolish Fees of Clerks of the Peace; and the Bill to Naturalize Calvin P. Soule,—and had directed him to report the said Bills to the House severally without any amendment.—That the Committee had also gone through the Bill to regulate the Pier or Wharf at Everett's Landing, in the Township of Weymouth, and had made amendments thereto, which they had directed him to report to the House with the Bill,—and that they had also gone through the engrossed Bill from the Council, entitled, an Act for improving the Law of Evidence, and had made an amendment thereto, which they had directed him to report to the House with the Bill,—and he delivered the said several Bills with the amendments to the two last mentioned Bills in at the Clerk's Table.

The amendments to the Everett's Wharf Bill being read, were, upon the question put thereon, agreed to by the House.

Ordered, That the Bill, with the amendments, be engrossed.

Ordered, That the Bills, reported without amendment, be engrossed.

The amendment reported to the engrossed Bill from the Council being then read, is as follows:

“SECOND CLAUSE.

“Leave out this Clause.”

And the said amendment having been read a second time, was agreed to by the House.

Ordered, That the Clerk do carry the Bill back to the Council and acquaint them that this House have agreed to the same with the foregoing amendment.

Mr. Fraser reported from the Select Committee to whom were referred the Papers and Accounts connected with the Barque 'Lulan,' and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 85.)

Ordered, That the Report be received, and that so much thereof as recommends a Grant of Money, be referred to the Committee of Supply.

Mr. Henry reported from the Select Committee to whom were referred the several Petitions of Zenas Waterman, Junior, Abram Martell, and Margaret Suttin, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 86.)

Ordered, That the Report be received and do lie on the Table.

The Hon. Mr. Young, from the Committee on the expenses of Transient Paupers and Immigrants, reported in reference to the expenses connected with Immigrants, Shipwrecked Seamen, and cases of Small Pox—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 87.)

Ordered. That the Report be received, and that such parts thereof as recommends Grants of Money, be referred to the Committee of Supply.

Mr.

Mr. Henry reported finally from the Committee on Indian Affairs—and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Indian Com.

(See Appendix No. 88.)

Ordered, That the Report be received and referred to the Committee of Supply.

Ref. to Supply

Mr. Henry reported from the Select Committee on the Petition of George J. Handley, for compensation for loss of Goods, and also for attendance at Arichat on Criminal Trials,—and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Pet. of George J. Handley.

(See Appendix No. 89.)

Ordered, That the Report be received and do lie on the Table.

On motion of Mr. Hall :

Resolved, That the sum of Seven Pounds and Ten Shillings granted in 1846 to open a new Road through the Whidden Farm, and which has not been drawn from the Treasury, be expended and laid out on the new Road from Obadiah Newcomb's to Cornwallis Bridge.

Change of Appropriation, Cornwallis.

Resolved, That the sum of Seven Pounds and Ten Shillings appropriated in King's County Road Scale for 1848, to repair the Road from Little Island to Boat Island, and to secure embankment, and undrawn,—and the further sum of Five Pounds appropriated in the said Scale to repair the Road from John Reid's corner towards Nicholas Fielding's, and undrawn—be appropriated to repair the Road from John Payzant's by Stephen Benjamin's, and to repair a Bridge near said Payzant's.

Change of Appropriation, Horton.

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

Sent to Council.

Mr. Henry reported from the Select Committee to whom were referred the Bill to Incorporate the Chebucto Marine Insurance Company, that the Committee had considered the Bill—and had directed him to report the same to the House without any amendment—and he delivered the Bill in at the Clerk's Table, where the same was read a second time.

Report from Com. on Chebucto Marine Insurance Bill.

Ordered, That the Bill be committed to a Committee of the whole House.

Bill read 2d time, and committed.

Mr. McKeagney, Chairman of the Guysborough Election Committee, reported finally from the said Committee, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read, and is as follows :

Final Report from Guysboro' Election Com.

The Committee drawn, struck and sworn to try the merits of the Petitions of Edmund H. Francheville and William O. Heffernan, of Guysborough, in the County of Guysborough, Esquires, against the election and return of John J. Marshall, Esquire, one of the sitting Members for the said County of Guysborough, have agreed to report and do report as follows, viz. :

In favor of Mr. Marshall, sitting Member,

That at the taking of the Polls at the said Election in December last, where the said John J. Marshall and the said Edmund H. Francheville were Candidates, the Sheriff deviated from the literal fulfilment of the Statute of the Tenth Victoria, entitled, an Act to improve the Law relating to the Election of Representatives to serve in the General Assembly, inasmuch as he omitted to hold his

Polls,

Polls in some of the Electoral Districts in the said County in the precise places fixed upon by Law, and also to give notice according to the terms of the Statute of the time of holding the said Election, that this was not the effect of intentional misconduct on the part of the Sheriff, or of collision between any persons whomsoever,—it appearing to your Committee that irregularities of nearly the same extent and similar character had taken place at the Election for the said County in March, 1848, though with no improper intention, and which elicited little or no complaint from the then Candidates, one of them being the member now petitioned against and who lost the said Election.

That from the most careful consideration of the Evidence advanced to them, your Committee are of opinion that the irregularities above referred to, though seemingly repugnant to the Letter of the Statute, have not affected the just and equitable termination of the said Election so petitioned against as aforesaid; but on the contrary, your Committee are satisfied that the said John J. Marshall had a majority of votes over the said Edmund H. Francheville. Your Committee impressed with this conviction cannot allow a scrupulous adherence to the Letter of the Statute so far to frustrate the ends of justice as to disturb a seat thus obtained, and therefore adjudge that the said John J. Marshall has been duly elected a Member for the County of Guysborough, and as such is entitled to retain his seat.

And your Committee do lastly report that the Petitions to them referred were not frivolous or vexatious nor was the opposition thereto frivolous or vexatious.

JAMES McKEAGNEY,
Chairman.

JOSEPH HOWE,
EDWD. L. BROWN,
ICHD. DIMOCK,
A. F. COMEAU,
PETER SMYTH,
J. SANGSTER.

Committee Room, House of Assembly, 19th March, 1849.

Ordered, That the Report do lie on the Table, and be entered on the Journals.

Entered on Journals.

Motion for extra
Road Grant, Syd-
ney, negatived.

Mr. Henry moved that the House do now resolve itself into the Committee of Supply for the purpose of considering of an extra Grant for the service of Roads and Bridges in the County of Sydney for the present year—which, being seconded and put, and the House dividing thereon, there appeared, for the motion, fifteen; against it, twenty-four.

So it passed in the negative.

Mr. Blackadar, pursuant to leave given, presented a Bill relative to the rendering of Bail by their Principal—and the same was read a first time and ordered to be read a second time.

Report from Com. on
Pictou Funds Bill
amended.

The Hon. Mr. Young reported from the Select Committee to whom was referred the Bill to raise Funds in the County of Pictou, that the Committee had considered the Bill, and had made several amendments thereto, which they had directed him to report to the House with the Bill, and he delivered the Bill and amendments in at the Clerk's Table, where the amendments were read.

Ordered, That the Bill and amendments be committed to a Committee of the whole House.

Bill committed.

A Petition of Magistrates, Freeholders, and others, of Guysborough, was, by special leave, presented by Mr. Marshall, and read, setting forth the destitution prevailing in that County, and praying a repeal of the Act of last Session providing for County Assessments for relief in such cases, and that a portion of the Road Moneys allotted to the County of Guysborough may be appropriated for the alleviation of the extreme distress.

Pet. from Guysboro' rel. to destitution.

Ordered, That the Petition do lie on the Table.

Mr. Blackadar moved that a Select Committee be appointed for the purpose of enquiring into the distress prevailing in certain Counties, and reporting upon the best means of alleviating the same—which, being seconded and put, passed in the affirmative.

Motion for Com. on distress carried.

Ordered, That the Hon. Mr. Huntington, Mr. Hall, Mr. Fraser, Mr. Creelman, and Mr. Whitman, be a Committee for that purpose, with power to report by Bill or otherwise.

Com. named.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House various papers connected with the office of Queen's Advocate in this Province, and the same were read by the Clerk, viz :

Papers rel. to office of Queen's Advocate presented.

Copy of a Letter from the Provincial Secretary to the Hon. James W. Johnston, dated October 12th, 1848, with a subsequent note from the same to the same.

Copy of Despatch from Sir John Harvey to Earl Grey, dated January 25th, 1849.

Copy of Letter from Mr. Johnston to Earl Grey, dated 17th January, 1849.

(See *Appendix No. 81.*)

Ordered, That the same do lie on the Table.

The Hon. Mr. Johnston reported from the Select Committee to whom was referred the Petition of Clergymen and Freeholders, of Lunenburg, formerly interested in a certain Meeting House at LaHave; and, thereupon, presented to the House—

Report from Com. on Pet. relative to Meeting House.

A Bill concerning a Baptist Meeting House at Bridgewater, and the same was read a first time and ordered to be read a second time.

Bridgewater Meeting House Bill.

The engrossed Bill from the Council, entitled, an Act to amend the Act for relieving Insolvent Debtors, was read a second time.

Insolvent Debtor's Bill read 2d time.

Ordered, That the Bill be referred to Mr. Dickey, Mr. Hall, and Mr. Henry, to examine and report upon, with amendments or otherwise.

Ref. to Sel. Com.

Ordered, That no Bill be received after this day, unless by special leave of the House, or when reported from a Select Committee.

Time limited for Bills.

The Orders of the Day being read—

Ordered, That this House do To-morrow again resolve itself into a Committee on the subject of the Halifax and Quebec Railroad.

Orders of Day postponed.

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

TUESDAY, 20TH MARCH, 1849.

PRAYERS.

Engrossed Bills
read 3d time and
passed, viz—
Everett Wharf.

An engrossed Bill to regulate the Pier on Wharf at Everett's Landing, in the Township of Weymouth, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to regulate the Pier or Wharf at Everett's Landing, in the Township of Weymouth.

Fees of Clerks of
Peace.

An engrossed Bill to abolish Fees of Clerks of the Peace; was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to abolish Fees of Clerks of the Peace.

Hx. Steam Boat
Company.

An engrossed Bill further relating to the Halifax Steamboat Company, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act concerning the Halifax Steamboat Company.

Ferries.

An engrossed Bill to authorize Assessments for the support of Ferries, was read a third time.

Resolved, That the Bill do pass, and the title be, an Act to authorize Assessments for the support of Ferries.

Naturalization of
C. P. Soule.

An engrossed Bill to Naturalize Calvin P. Soule, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to Naturalize Calvin P. Soule.

Bills sent to Council.

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

Bank Bill, and
Bridgewater Meet-
ing House Bill
read 2d time.

A Bill relative to the rendering by Bail of their Principal; and—

A Bill concerning a Baptist Meeting House at Bridgewater:

Were severally read a second time.

Ordered, That the Bills be committed to a Committee of the whole House.

Committed

Pet. from Liverpool
against Academy.

A Petition of W. H. H. Henderson, and others, of the Township of Liverpool and County of Queen's, was, by special leave, presented by Mr. Freeman, and read, praying the withdrawal of Provincial aid from County Academies in general, but more particularly from the Liverpool Academy.

Ordered, That the Petition be referred to the Committee on Education.

Ref. to Com. on
Education.

Report from Com. on
Insolvent Debtors'
Bill.

Mr. Dickey reported from the Committee to whom was referred the engrossed Bill from the Council, entitled, an Act to amend the Act for relieving Insolvent Debtors, that the Committee had considered the Bill, and had directed him to recommend to the House that the further consideration thereof should be deferred until this day three months.

Ordered, That the further consideration of the said Bill be deferred until this day three months.

Motion for Com. on
over-expenditure
on Bridges, Co.
Sydney, negatived

Mr. Henry moved that a Select Committee be appointed to enquire into, and report upon, the over expenditure on Bridges in the County of Sydney, caused by the Freshet during the last year—which, being seconded and put, and the House

House dividing thereon, there appeared, for the motion ten ; against it seventeen.
So it passed in the negative.

Mr. Fraser from the Select Committee on the subject of Consular Fees, reported that the Committee had prepared an Address to Her Majesty on that part of the subject referred to them which relates to the Fees paid to British Consuls in the Ports of the United States on Provincial Shipping, and also an Address to His Excellency the Lieutenant Governor connected therewith—which Addresses respectively they had directed him to report to the House, and he delivered the said Addresses in at the Clerk's Table, where the same were read.

Report from Com.
Consular Fees.

Addresses.

Ordered, That the said Addresses do lie on the Table and be considered at a future day.

Consideration postponed.

On motion, the House resolved itself into a Committee on Bills.

Com. on Bills.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the Bill to continue the Acts in amendment of the Act relating to Highways, Roads, and Bridges ; the Bill to raise Funds in the County of Pictou ; the Bill to Incorporate the Chebucto Marine Insurance Company ; the Bill relative to the rendering by Bail of their Principal ; and the Bill concerning a Baptist Meeting House at Bridgewater, and had directed him to report the said Bills to the House severally, without any amendment ; that the Committee had also gone through the Bill to continue the Acts to regulate the survey of Timber and Lumber ; the Bill to continue the Acts for regulating the Militia ; and the Bill to authorize the Sale of the Court House and Jail Grounds at Shelburne, and the purchase of a new site therefor, and had made amendments thereto respectively, which they had directed him to report to the House with the Bills—and he delivered the said several Bills with the amendments to the three last mentioned Bills in at the Clerk's Table.

Report Bills,
Highways,
Pictou Funds,
Mar. Insurance,

Bridgewater Meeting
House,
Without amendt.,

And
Lumber Survey,

Militia, and
Shelburne Court
House,
With amendts.

The said amendments being then read were upon the question put thereon, respectively agreed to by the House.

Amendts. agreed to.

Ordered, That the Bills, with the amendments, be engrossed.

Bills to be engrossed.

Ordered, That the Bills, reported without amendment, be engrossed.

The Hon. Mr. Johnston reported from the Select Committee to whom was referred the Bill for the regulation of Benefit Building Societies, recommending the said Bill to the favorable consideration of the House ; and he read the Report in his place and afterwards delivered it with the Bill in at the Clerk's Table, where the Report was again read.

Report from Com.
on Benefit Building
Society Bill.

(See Appendix No. 90.)

Ordered, That the Report be received, and that the Bill, with the Report, be committed to a Committee of the whole House.

Bill, &c. recommit-
ted.

The Hon. the Provincial Secretary reported from the Select Committee to whom was referred the Bill to consolidate the Acts respecting the Incorporation of the City of Halifax, that the Committee had considered the Bill and had made amendments thereto, which they had directed him to report to the House with the Bill ; and he delivered the Bill and amendments in at the Clerk's Table, where the amendments were read.

Report from Com on
Halifax Incorporation
Bill.

Ordered, That the Bill and amendments be committed to a Committee of the whole House.

Bill, &c. re.com.

Com. on Bills.

On motion, the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report Postal Rates
Bill without amdt.
and

The Chairman reported from the Committee that they had gone through the Bill to continue the Act to enable the Governor in Council to make Orders and Regulations towards establishing a uniform rate of Postage throughout British America, and had directed him to report the same to the House without any amendment; and that they had also gone through the Bill to consolidate the Acts respecting the Incorporation of the City of Halifax, and had made further amendments thereto, which they had directed him to report to the House with the Bill; and he delivered the Bills, with the amendments to the said last mentioned Bill in at the Clerk's Table.

Hx. Incorporation
Bill, with amdt.Amndts. agreed to.
Bills to be engrossed

The said amendments, being read, were agreed to by the House.

Ordered, That the Bill, with the amendments, be engrossed.

Ordered, That the Bill reported without amendment be engrossed.

Message from Coun-
cil—

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Desire Conference.

The Council desire a Conference, by Committee, on the General State of the Province.

And then the Messenger withdrew.

Con. agreed to.

On motion, *resolved*, that the Conference desired by the Council be agreed to, and that the Clerk do acquaint the Council therewith.

Com. on Conference.

Ordered, That the Hon. the Attorney General, the Hon. the Provincial Secretary, and Mr. Freeman, do manage such Conference.

So they went to the Conference.

Message from Coun-
cil—

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Agree to Poor Dis-
tricts Bill, and

The Council have agreed to the Bill, entitled, an Act for the division of Districts for the support of the Poor, without any amendment.

Change of Appropri-
tion, Inverness:

The Council have also agreed to the Resolution of this Honorable House for changing the appropriating of various sums, amounting in all to £109 8s., granted for the service of Roads and Bridges in the County of Inverness.

And then the Messenger withdrew.

Order of Day—
Railway.

The Order of the Day for the further consideration, in Committee of the whole House, of the subject of the Halifax and Quebec Railroad, being read—

The House resolved itself into the said Committee.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made further progress in the business referred to them, and had directed him to move for leave to sit again on the consideration thereof.

Further order.

Ordered, That the House do To-morrow, again resolve itself into a Committee on the same subject.

Resolution of Road
Scale postponed.

The Order of the Day for the presentation of the Road Scales being read—

Ordered, That the same be presented To-morrow.

The Attorney General from the Committee of Conference, held this day with the Council, reported, that the Managers had been at the Conference, and that the Committee of Conference on the part of the Council had handed to them a Paper suggesting a Money Grant, which the Committee of this House do not conceive themselves at liberty to report to the House, as being contrary to its privileges.

Report from Com^{rs}
on Conference.

Then the House adjourned until To-morrow, at twelve of the clock.

WEDNESDAY, 21ST MARCH, 1849.

PRAYERS.

An engrossed Bill to continue the Acts for regulating the Militia, was read a third time.

Engrossed Bills
read 3d time and
passed, viz—
Militia.

Resolved, That the Bill do pass, and that the title be, an Act to continue and amend the Acts for regulating the Militia.

An engrossed Bill to continue the Acts to regulate the survey of Timber and Lumber, was read a third time.

Lumber Survey.

Resolved, That the Bill do pass, and that the title be, an Act to continue and amend the Law regulating the survey of Timber, Lumber and Shingles.

An engrossed Bill to continue the Acts in amendment of the Act relating to Highways, Roads and Bridges, was read a third time.

Highways.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts in amendment of the Act relating to Highways, Roads and Bridges.

An engrossed Bill to consolidate the Acts respecting the Incorporation of the City of Halifax, was read a third time.

Inc. Incorporation.

Resolved, That the Bill do pass, and that the title be, an Act to consolidate the Acts respecting the Incorporation of the City of Halifax.

An engrossed Bill to authorize the sale of the Court House and Jail Grounds at Shelburne and the purchase of a new site therefor, was read a third time.

Shelburne Court
House.

Resolved, That the Bill do pass, and that the title be, an Act to authorize the sale of the Court House and Jail Grounds at Shelburne, and the purchase of a new site therefor.

An engrossed Bill to raise Funds in the County of Pictou, was read a third time.

Pictou Loan.

Resolved, That the Bill do pass, and that the title be, an Act to raise Funds in the County of Pictou.

An engrossed Bill to Incorporate the Chebucto Marine Insurance Company, was read a third time.

Chebucto Marine
Insurance Co.

Resolved, That the Bill do pass, and that the title be, an Act to Incorporate the Chebucto Marine Insurance Company.

An engrossed Bill relative to the rendering by Bail of their Principal, was read a third time.

Rendering by Bail.

Resolved, That the Bill do pass, and that the title be, an Act relative to the rendering by Bail of their Principal.

Bridgewater Meeting House.

An engrossed Bill concerning a Baptist Meeting House at Bridgewater, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act concerning a Baptist Meeting House at Bridgewater.

Sent to Council.

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

Changes of appropriation, Pictou.

On motion of Mr. Blackadar—

Resolved, That the sum of Five Pounds, granted in 1847 to repair the Road at Roger's Hill, in the County of Pictou, and undrawn, be appropriated to repairing the Road from McIntosh's (near the Town Gut) towards the River John Road.

Resolved, That the sum of Fifteen Pounds, granted in 1847 to build a Bridge at the Big Gut, Carriboo, and remaining undrawn, be appropriated in opening the new Road laid out from the entrance of Carriboo River to Pictou, through Paul McKenzie's.

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

Council's amendments to Law Bill considered.

The amendments proposed by the Council to the Bill, entitled, an Act to improve the Administration of the Law, were read a second time, and considered by the House, and are as follows:

FIFTH CLAUSE.

Amendments

22nd line—before the word "to" insert the words "for the said Court."

FIFTEENTH CLAUSE.

19th line—after the word "preceding" insert the following proviso: "Provided always, that in vacation the Plaintiff or his Attorney shall previously give to the Defendant, or his Attorney or Agent, notice in writing of the same length of time as is required in notices of trial, of his intention to procure such assessment of Damages and".

And thereupon—

First agreed to.

On motion of Mr. Hall, *Resolved*, That the first proposed amendment be agreed to by the House.

Second considered and amended.

Resolved, That the second proposed amendment be amended by inserting therein after the words "Provided always, that" the following words: "where such default shall have been marked on interlocutory judgment signed."

Ordered, That the Clerk do carry the Bill and amendments back to the Council and acquaint them with the foregoing Resolutions.

Report from Com on Jurisprudence Bill

Mr. Henry from the Committee on Jurisprudence, reported and presented to the House:

A Bill in further amendment of the Acts for the more easy redemption and foreclosure of Mortgages; and the same was read a first time, and ordered to be read a second time.

Resolution for Com. on Road Scales.

On motion of Mr. Fraser, *Resolved*, That a Committee be appointed to examine and report upon the scales of sub-division of Road Monies to be presented in the present Session.

Com named.

Ordered, That Mr. Fraser, Mr. Killam, Mr. Mott, Mr. Taylor, and Mr. Mignowitz, be a Committee for that purpose.

<p>A Message from the Council by Mr. Halliburton : Mr. Speaker— The Council have agreed to the Bill, entitled, an Act to regulate the Inspection of Pickled Fish, without any amendment. The Council have agreed to the amendment proposed by this Honorable House to the Bill, entitled, an Act for improving the Law of Evidence. And then the Messenger withdrew.</p>	<p>Message from Council. Agree to Pickled Fish Bill. Agree to amndt. to Evidence Bill.</p>
<p><i>Ordered</i>, That the Clerk do carry the said last mentioned Bill back to the Council and acquaint them with this House have agreed to the same as now amended.</p>	<p>Evidence Bill finally passed.</p>
<p>On motion, the House resolved itself into a Committee on Bills. Mr. Speaker left the Chair, Mr. Thorne took the Chair of the Committee, Mr. Speaker resumed the Chair.</p>	<p>Com. on Bills.</p>
<p>The Chairman reported from the Committee that they had gone through the Bill for the regulation of Benefit Building Societies ; and had directed him to report the same to the House without amendment, and he delivered the Bill in at the Clerk's Table. <i>Ordered</i>, That the Bill be engrossed.</p>	<p>Report Benefit Building Society Bill. Bill to be engrossed.</p>
<p>A Message from the Council by Mr. Halliburton : Mr. Speaker— The Council have agreed to the Bill entitled, an Act for granting Duties of Impost for the support of Her Majesty's Government in this Province, without any amendment. And then the Messenger withdrew.</p>	<p>Message from Council— Agree to Impost Bill.</p>
<p>The Orders of the Day being read— <i>Ordered</i>, That the Road Scales be presented To-morrow. Then, pursuant to order, the House resolved itself into a Committee on the subject of the Halifax and Quebec Railroad. Mr. Speaker left the Chair, Mr. Dimock took the Chair of the Committee, Mr. Speaker resumed the Chair.</p>	<p>Orders of Day— Resolution of Road Scale postponed. Com. on Railroad.</p>
<p>The Chairman reported from the Committee that they had made further progress in the business referred to them, and had directed him to move for leave to sit again on the consideration thereof. <i>Ordered</i>, That this House do To-morrow, again resolve itself into a Committee on the further consideration of the same subject.</p>	<p>Report. Further order.</p>
<p>Then the House adjourned until To-morrow, at twelve of the clock.</p>	

THURSDAY, 22ND MARCH, 1849.

PRAYERS.

<p>On motion, the House resolved itself into the Committee of Supply. Mr. Speaker left the Chair. Mr. Dimock took the Chair of the Committee. Mr. Speaker resumed the Chair.</p>	<p>Com. of Supply.</p>
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Report Resolutions,
viz—

The Chairman reported from the Committee that they had come to several Resolutions, which they had directed him to report to the House—and he delivered the same in at the Clerk's Table.

The Chairman also acquainted the House that he was directed by the Committee to move for leave to sit again on the consideration of the Supply to which the House agreed.

The Resolutions reported from the Committee were then read and are as follows:—

Sum for Mail from
Parrsboro' to Ap-
ple River, not to
exceed £35.

1^o. *Resolved*, That such sum be granted and placed at the disposal of the Governor as will suffice to establish a Mail Route from Parrsborough, through Advocate Harbor Settlement, to Apple River—provided the expense do not exceed Thirty-five Pounds, including the present allowance.

£2 10s. W. J. Wa-
terman, extra ser-
vice for Mails.

2^o. *Resolved*, That the sum of Two Pounds and Ten Shillings, annually during the continuance of his Contract, be granted and paid to W. J. Waterman for extra services in carrying the Mail to Pleasant River, in Queen's County.

£5 C. Pernette, for
Mail over LaHave
River.

3^o. *Resolved*, That the sum of Five Pounds be granted and paid to Charles Pernette, as additional remuneration for carrying the Mail twice, instead of once a week, over LaHave River.

Sum at disposal of
Gov. for weekly
mail between
Chester & Wind-
sor not to exceed
£35.

4^o. *Resolved*, That such sum be granted and placed at the disposal of the Governor, in lieu of the Grant of last year, as will suffice to establish a Weekly Mail on the old Post line of Road between Chester and Windsor—provided the same does not exceed Thirty-five Pounds.

Sum for Weekly
Mail, Sherbrooke
and Ind. Harbor,
not to exceed £10.

5^o. *Resolved*, That such sum be granted and placed at the disposal of the Governor, as will suffice to establish a Weekly Mail between Sherbrooke and Indian Harbor, in the County of Guysborough—provided the same do not exceed Ten Pounds.

£7 10 to D. Cum-
mins for add. ser-
vice carrying mails

6^o. *Resolved*, That the sum of Seven Pounds and Ten Shillings be granted and paid to David Cummins, in full, for additional services in carrying the Mails for the last three years between Londonderry, Kerr's Mountain, Portapique, and Five Islands.

Sum for Mail be-
tween Parrsboro'
and Five Islands
not to exceed £20.

7^o. *Resolved*, That such sum be granted and placed at the disposal of the Governor as will suffice to establish a weekly Mail between Parrsborough and Five Islands, by the way of Two Islands, provided the expense do not exceed Twenty Pounds.

For Mail from Wind-
sor to Maitland,
not to exceed £10.

8^o. *Resolved*, That such sum be granted and placed at the disposal of the Governor for opening a Mail Route from Windsor to Maitland, through the Gore, Noel, and return by Kennetcook, provided the expense do not exceed Ten Pounds additional.

£5 5s. to S. Dimock.

9^o. *Resolved*, That the sum of Five Pounds and Five Shillings, annually, during the continuance of his Contract, be granted and paid to Stephen Dimock, for extra work in carrying Mails from James Cochran's, and back, by order of the Post Office Department—such payment to commence and be computed from the 5th July last.

A sum not to exceed
£10 for Mail from
N. Glasgow to B.
Mountains.

10^o. *Resolved*, That such sum be granted and placed at the disposal of the Governor as will suffice to establish a Weekly Mail from New Glasgow to the Upper

Upper Settlement of East River, Pictou; thence to West River, St. Mary's; thence to the Fork's Settlement; thence to East River, St. Mary's; and thence to the Garden of Eden, Blue Mountains, and New Glasgow—provided the expense do not exceed Forty Pounds, including the present allowance.

11°. *Resolved*, That the sum of Twelve Pounds and Ten Shillings be granted and placed at the disposal of the Governor, to aid in making the Breakwater and Slip on the South side of Little St. Peter's Haul-over, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor in Council that the sum of Thirty Seven Pounds and Ten Shillings has been subscribed and expended thereon, and that the site has been conveyed for the use of the public.

£12 10s. Breakwater at St. Peter's Haulover.

12°. *Resolved*, That the sum of Twenty-two Pounds be granted and placed at the disposal of the Governor, to aid in completing the Breakwater at Indian Harbour, in the County of Guysborough, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of Twenty-six Pounds and Ten Shillings has been subscribed and expended thereon, in addition to the sum of Thirty-nine Pounds Ten Shillings already expended, and that the site has been conveyed for the use of the public.

£22 Breakwater at Indian Harbor.

13°. *Resolved*, That the sum of Thirty-three Pounds be granted and placed at the disposal of the Governor, to aid in the erection of a Breakwater at Fox Island, in the County of Guysborough, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of One Hundred Pounds has been subscribed and expended thereon, and that the site has been conveyed for the use of the public.

£33 Breakwater at Fox Island.

14°. *Resolved*, That the sum of Twenty-six Pounds be granted and placed at the disposal of the Governor, to aid in the erection of a Breakwater at Kelly's Cove, in the County of Yarmouth, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of Seventy-eight Pounds has been subscribed and expended thereon, and that the site has been conveyed for the use of the public.

£26 Breakwater Kelly's Cove, Co. Yarmouth.

15°. *Resolved*, That the sum of Fourteen Pounds be granted and placed at the disposal of the Governor, to aid in the erection of a Breakwater at Meteghan River, in the Township of Clare, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of Forty Pounds Ten Shillings has been subscribed and expended thereon, and that the site has been conveyed for the use of the public.

£14 Breakwater at Meteghan River, Township Clare.

16°. *Resolved*, That the sum of One Hundred Pounds be granted and placed at the disposal of the Governor, to aid in the erection of a Breakwater at Ingonishe, Cape Breton, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of Three Hundred Pounds has been subscribed and expended thereon, and that the site has been conveyed for the use of the public.

£100 Breakwater at Ingonishe.

17°. *Resolved*, That the sum of Eight Pounds be granted and placed at the disposal of the Governor, to aid in opening a Canal from Molasses Harbor to Whitehaven, in the County of Guysborough; to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of Twenty Pounds has been subscribed and expended on such undertaking.

£8 for a Canal from Molasses Harbor to Whitehaven, Co. Guysboro.

£31 Breakwater at
Barnaby's Mill
Cove, Cornwallis.

18°. *Resolved* That the sum of Thirty-one Pounds be granted and placed at the disposal of the Governor, to aid in the erection of a Breakwater at Barnaby's Mill Cove, Cornwallis, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of Ninety-three Pounds has been subscribed and expended thereon, and that the site has been conveyed for the use of the public.

£12 10s. to repair
Arisaig Pier.

19°. *Resolved*, That the sum of Twelve Pounds Ten Shillings be granted and placed at the disposal of the Governor, to aid in repairing Arisaig Pier, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of Thirty-six Pounds has been subscribed and expended thereon.

£3 to two Ferryman,
Co. Sydney.

20°. *Resolved*, That the sum of Five Pounds, each, be granted and paid to the two Ferryman between McMillan's Point in Cape Breton, and Auld's Cove, in the County of Sydney, in addition to the Grant therefor, for the present year, to aid them in respect of their loss of Boats.

£33 to repair Givan's
Breakwater.

21°. *Resolved*, That the sum of Thirty-three Pounds be granted and placed at the disposal of the Governor, to aid in repairing the Givan Breakwater, Cornwallis—to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of One Hundred Pounds has been subscribed and expended thereon.

£33 to repair Break-
water at Hall's
Harbor.

22°. *Resolved*, That the sum of Thirty-three Pounds be granted and placed at the disposal of the Governor to aid in repairing the Breakwater at Hall's Harbour, Cornwallis, to be drawn and applied for that purpose when it shall appear to the satisfaction of the Governor, in Council, that the sum of One Hundred Pounds has been subscribed and expended thereon.

£25 H. G. Farish.

23°. *Resolved*, That the sum of Twenty-five Pounds be granted H. G. Farish, as compensation for his services as Warehouse-Keeper, at Yarmouth, such amount to be credited on the balance due by him as Excise officer.

£50 to J. Dawson.

24°. *Resolved*, That the sum of Fifty Pounds be granted and paid to James Dawson, Lloyd's Agent at Pictou, in full, for services in securing wrecked property from the Brig "Joseph."

£3 7s 6d. S. S.
Thorne & Son.

25°. *Resolved*, That the sum of Three Pounds Seven Shillings and Six-pence be granted and paid to Stephen S. Thorne & Son, being amount of Light Duties paid on a vessel wrecked on her first voyage.

£50 H. Stone.

26°. *Resolved*, That the sum of Fifty Pounds be granted and paid to Robert Stone, for his services as Revenue Officer at Wilmot, for the past year.

£9 7s 6d. Jno. Crew.

27°. *Resolved*, That the sum of Nine Pounds Seven Shillings and Six Pence be granted to John Crews, for his extra services as Excise Officer at Barrington, in 1847—such sum to be credited on the balance due by him.

£26 11s. to endorse
on Bond of J. J.
Muncey.

28°. *Resolved*, That the sum of Twenty-six Pounds and Eleven Shillings be granted and endorsed on the Bond of John J. Muncey, (Daniel Starr and Robert D. Dewolf, sureties) being amount of drawbacks to which said Muncey is entitled.

29°. *Resolved*, That the sum of Twelve Pounds Sixteen Shillings and Nine Pence

Pence be granted Hiram Blanchard as Collector of Excise at Port Hood, in full, for extra services in securing duties from the Barque Alexina, wrecked at Canso, such sum to be credited against the same balance overcharged by him for gauging.

£12 16 0 Hiram Blanchard.

30°. *Resolved*, That the sum of Thirty-eight Pounds Nine Shillings and Six Pence be granted and placed at the disposal of the Governor, to pay the following amounts for attendance upon, and medicines furnished to Indians during the past year and for other services—pursuant to the Report of the Committee on Indian Affairs, viz.

£38 9 6 Indians.

To Dr. S. Willobycki, Liverpool,	£5	12	6
“ Dr. Benjamin G. Page, Amherst,	2	0	0
“ Dr. William Culpepper, Lunenburg,	1	7	0
“ Dr. Hamilton, Cornwallis,	2	5	0
“ Dr. James Forbes, Liverpool,	7	0	0
“ Dr. Charles Bent, Pugwash,	7	10	0
“ John Spry Morris, Esquire, for Plans and Surveys of Indian Reserves,	12	15	0

£38 9 6

31°. *Resolved*, That the sum of Three Hundred and Fifty-four Pounds Seventeen Shillings and Eleven Pence be granted and paid to defray the several amounts following, pursuant to the Report of the Committee on the subject of expences incurred for the support of Transient Paupers, that is to say—

£354 17 11 Trans: Paupers.

To Dr. Benjamin Page,	£6	0	0
“ Dr. Farish,	14	5	0
“ The Overseers of the Poor, First Section, Pictou,	63	4	7
“ “ “ Clements,	16	18	4
“ Elijah Tuttle, Overseer Poor, Pugwash,	14	10	0
“ The Overseers of the Poor, Sydney,	1	0	0
“ Dr. Bent, Pugwash,	5	7	6
“ Dr. Clark, Pugwash,	4	9	0
“ The Overseers of the Poor, Truro,	19	11	9
“ “ “ North Sydney,	22	5	2
“ Dr. Brown, Horton,	8	15	3
“ The Overseers of the Poor, Horton,	5	17	6
“ S. V. Gourley, Overseer of Poor, Amherst,	36	9	6
“ The Overseers of the Poor, Cornwallis,	10	10	0
“ “ “ Digby,	4	17	8
“ “ “ Wilmot,	12	4	6
“ William C. Pipes, Maccan,	7	10	0
“ The Overseers of the Poor, Yarmouth,	20	7	6
“ Hugh McLeod, Overseer of Poor, Fourth Section, Pictou,	5	1	0
“ The Overseers of the Poor, Liverpool,	17	0	5
“ “ “ Granville,	19	11	3
“ Dr. McDonald,	8	10	0
“ Dr. Willobycki, Liverpool,	5	0	0
“ Hugh Munro, Overseer of Poor, Sydney,	2	15	0
“ The Overseers of the Poor, Granville,	12	3	3
“ James Jordon for Board of Alexander Ballantine,	4	10	0
“ Dr. Foreman, attendance on same,	6	3	9

£354 17 11

£15 10 for Stud
Horse Norfolk.

32°. *Resolved*, That the sum of Fifteen Pounds and Ten Shillings be granted and paid to the Honorable the Attorney General, being balance of expenses of Stud Horse Norfolk up to the 14th April, 1849, as reported by the Committee.

£20 J. B. Sentell.

33°. *Resolved*, That the sum of Twenty Pounds be granted and paid to James B. Sentell, in full, of further remuneration for taking account of traffic and passengers on the Windsor Road, in 1847.

£12 to C. Blanchard
and others.

34°. *Resolved*, That the sum of Three Pounds each be granted and paid to Charles Blanchard, John D. McNutt, E. F. Munro, and A. G. Archibald, in full, for expenses of their attendance before the Executive Council on a charge against the Judge of Probate for Colchester, in 1846.

£50 to Dr. Gesner.

35°. *Resolved*, That the sum of Fifty Pounds be granted to Dr. Abraham Gesner, in aid of the publication of his Work on the Industrial Resources of Nova Scotia, to be paid when it shall appear to the satisfaction of the Governor, in Council, that the Work has been completed and published.

£116 10 to A. W.
Marsters.

36°. *Resolved*, That the sum of One Hundred and Sixteen Pounds and Ten Shillings be granted and paid to A. W. Marsters, in full, allowed him on account of money paid into the Treasury, on a Crown Judgment, from the proceeds of land over which he had a prior incumbrance by mortgage.

£75 G B. Watson.

37°. *Resolved*, That the sum of Seventy-five Pounds be granted and paid to George B. Watson, in full, for his services as Teacher of the Nautical and Grammar School at Arichat, for one year, ending in May, 1848, in lieu of the Grant of £100 for such Nautical and Grammar School at present secured by Law.

£150 Roads, Co.
Sydney.

38°. *Resolved*, That the sum of One Hundred and Fifty Pounds be granted in addition to the sum already appropriated for the service of Roads and Bridges in the County of Sydney, in consequence of the damage done by Freshets in that County during the last Summer.

£5425 15 9 sundry
advances by Gov-
ernment.

39°. *Resolved*, That the sum of Five Thousand Four Hundred and Twenty-five Pounds Fifteen Shillings and Nine Pence be granted and placed at the disposal of the Governor, to defray the following amounts advanced from the Treasury, viz. :

Expenses of William McGuire,	£238	7	11
“ Windsor Railway Survey,	600	0	0
To Queen's Printers,	492	0	0
“ William Faulkner,	22	2	6
“ Casual Revenue,	400	0	0
“ James FitzRandolph,	10	0	0
“ William Townsend,	30	0	0
“ Halifax and Quebec Railway Expenses,	3402	5	10
“ Richard Nugent,	8	0	0
“ G. W. Dawson,	50	0	0
“ Commissioners of Poor, Halifax, for expenses of Waterloo Hospital,	222	19	6
	<hr/>		
	5475	15	9

£2 M. Fitzgerald,
and £1 15s. Den.
Hiffernan,

40°. *Resolved*, That the sum of Two Pounds be granted and paid to Mary Fitzgerald, and the sum of One Pound and Fifteen Shillings to Dennis Hiffernan

nan, being, respectively, in full of their claims against the Fever Hospital at Halifax.

41°. *Resolved*, That the sum of Twenty-four Pounds Six Shillings and Three Pence be granted and paid to Captain J. W. E. Darby, to defray the loss arising from the seizure of the Schooner "Hyades," for infringement of the Fishery Laws.

£24 6s. 3d. Captain Darby.

42°. *Resolved*, That the sum of Three Hundred and Sixty-seven Pounds and Two Shillings be granted and placed at the disposal of the Governor to repay the sum of Two Hundred Pounds advanced from the Treasury in 1848; the sum of One Hundred and Fifty Pounds advanced since 1st January, 1849, and the balance of Seventeen Pounds and Two Shillings, to be appropriated to the payment in full of the expenses incurred by the Board of Health, Pictou, in the matter of the Barque "Lulan," agreeably to the Report of the Committee.

£367 2s. 'Lulan' Passengers.

43°. *Resolved*, That the sum of Fifteen Pounds be granted and placed at the disposal of the Governor, to repay to the Treasury an advance made to W. J. Woodin, by the Board of Health at Pictou, for conveying Immigrants by Barque "Lulan" from Pictou to Cape Breton.

£15 extra 'Lulan.'

44°. *Resolved*, That the sum of Seventy Pounds Seventeen Shillings and Six Pence be granted and placed at the disposal of the Governor, to pay the Commissioners of the Poor Asylum at Halifax the following amounts, that is to say: Fifty-eight Pounds Seven Shillings and Six Pence for the Support of Pauper Immigrants in the Waterloo Hospital, being one thousand five hundred and fifty-seven days, at Nine Pence per day; and Twelve Pounds and Ten Shillings for Coffins supplied to the Hospital at Dartmouth, agreeably to the Report of the Committee.

£70 17s. 6d. Commr. of Poor.

45°. *Resolved*, That the sum of One Thousand One Hundred and Sixty-five Pounds Six Shillings and Three Pence be granted and placed at the disposal of the Governor, to repay the following advances made from the Treasury during the past year, that is to say—

£1165 6s. 3d. advances for Immigrants, &c.

To C. E. Leonard and the Magistrates of Sydney, C. B., for supplies to the Master and Owner of Brig 'Speculator,'

£15 1 0

" Peter A. Henn, Eighteen Pounds Eighteen Shillings and Two Pence, Thomas Walsh Sixteen Pounds Sixteen Shillings and Six Pence, and Garret Fitzpatrick, for supplies to Crew and Passengers of Schooner 'Joseph Howe' at Sydney,

57 14 0

" John Fox for services to sick Immigrants, at Canseau,

12 10 0

" Joseph Kennedy for supplies to Captain and Crew of an English Brig sunk off Scatterie,

8 0 0

" J. S. Brown, for supplies to men taken off the Brigs 'Leo' and 'Emerald,'

7 3 9

" Archibald & Co. for supplies to Crew and Passengers of Barque 'Peel's One' and Brig 'Valena,'

131 16 2

" Benjamin Wier for Passage Money of fifty Immigrants sent by Brig Alexander to Boston,

17 11 8

" Benjamin Wier for Passage Money for Passengers to Newfoundland and Boston,

8 10 0

To

To Board of Health at Halifax for Expenditures on account of One Hundred and Seventy Passengers saved from wreck of Ship 'Omega,' including Seventy Pounds paid to Dr. Hoffman and Forty-five Pounds to Dr. DesBrisay, in full, of their services at the Hospital, &c., at Dartmouth,	843	1	6
“ Board of Health at Guysborough for ballance of their Account for Expenditures in 1847,	5	18	2
“ Dr. Gilpin for services at Pictou in 1847,	3	0	0
“ Dr. Read for conveying Passengers from Sable Island to Halifax,	5	0	0
“ Mr. McKay, Administrator of the late John McKay, paid to S. Donovan, and others,	50	0	0
	£1165 6 3		

£94 2d. Immigrant expenses.

46°. *Resolved*, That the sum of Ninety-four Pounds and Two Pence be granted and placed at the disposal of the Governor, to defray the following amounts, pursuant to the Report of the Committee on Immigrant Expenses, that is to say—

To pay Board of Health at Yarmouth for certain outlays made by them,	£26	18	2
“ Pay Henry Verge Seven Pounds Ten Shillings and Conrad Pushing Four Pounds, for assistance rendered to Passengers on board Brig 'Commerce,'	11	10	0
“ Dr. Jennings for services to Passengers from Ship 'Omega' while in the Hospital at Dartmouth,	3	0	0
“ Board of Health at Digby for conveyance of Eighteen Passengers Transient Paupers at Clare,	27	0	0
“ Mrs. R. J. Uniacke for Three Dozen striped Shirts for Immigrants on board Ship 'Omega,'	3	12	0
“ Dr. Carritt for services to sick Immigrants at Guysborough,	10	0	0
“ Repay advance made from Treasury to the Board of Health at Pictou for cases of Small Pox at Toney's River in 1847,	12	0	0
	£94 0 2		

£200 Guager.

47°. *Resolved*, That the sum of Two Hundred Pounds be granted and paid to the Guager and Weigher for the Collector of Impost and Excise for the District of Halifax; for his services for the present year, including the marking of the casks if required by Government.

£100 Proof Officer.

48°. *Resolved*, That the sum of One Hundred Pounds be granted and paid to the Proof Officer at Halifax, for his services in that capacity for the present year, and in lieu of all contingent expenses connected therewith.

Extra Waiters.

49°. *Resolved*, That there be granted and paid, on the certificate of the Board of Revenue, at the rate of Seven Shillings and Six Pence per day, to such persons as shall be employed during the present year by the Collector of Impost and Excise for the District of Halifax as extra Waiters for the Port of Halifax; Five Shillings per day to such extra Waiters when unemployed, and at the rate of Five Shillings per day to temporary Waiters.

50°. *Resolved*, That a sum not exceeding Five Hundred and Ten Pounds be granted and placed at the disposal of the Governor, to aid in the erection of Oat Mills and Kilns in the different Counties during the present year—provided that no greater amount than Thirty Pounds be allowed for any one County; that no person who has heretofore received aid for such purpose shall be entitled to any participation in the Grant; that no more than Fifteen Pounds be applied in aid of any one Oat Mill and Kiln, and only to that amount in cases where the Kiln is at least fourteen feet in diameter; that no aid be granted where the Kiln shall not be eleven feet in diameter, and only Ten Pounds where such Kiln shall be eleven feet, but not fourteen feet in diameter; and that no sum shall be paid hereunder until it shall appear by certificate to the satisfaction of the Governor, in Council, that the Oat Mill and Kiln, for which any such Grant may be claimed, are ready to be put in operation—which certificate shall also state the diameter of the Kiln, and that the person claiming aid has never before received any Grant for that purpose.

£510 Oat Mills.

51°. *Resolved*, That a sum not exceeding Two Hundred Pounds be granted and placed at the disposal of the Governor, to compensate some person for carrying the Mails between Annapolis, Digby, and St. John, New Brunswick, at least once in each week—the service to be performed by Steamboat or otherwise, at such times and under such regulations as may be established by the Deputy Post Master General, and to be drawn quarterly upon his certificate that the duty has been faithfully performed.

Mail, Annapolis, Digby and St. John, N. B.

52°. *Resolved*, That the sum of One Thousand Seven Hundred and Thirty-six Pounds Fourteen Shillings and Ten Pence be granted and placed at the disposal of the Governor to defray that amount advanced from the Treasury to support the Post Office Department for the last year.

£1736 14 10 Post Office advances.

53°. *Resolved*, That the sum of Five Hundred Pounds be granted and placed at the disposal of the Governor, for the purpose of employing the Schooner "Daring" (when not employed in the Sable Island service) for the protection of the Fisheries on the coasts of this Province.

£500 Protection of Fisheries.

54°. *Resolved*, That the sum of Eight Hundred and Fifty-one Pounds Twelve Shillings and Nine Pence be granted and paid to the Commissioners of the Provincial Penitentiary, to defray the expenses of that establishment for the present year, including Thirty-five Pounds for the Physician's salary.

£851 12 9 Penitentiary.

55°. *Resolved*, That the sum of Six Hundred and Six Pounds Nine Shillings and One Penny be granted and paid to the Commissioners of Public Buildings to defray the balance of expenses incurred by them during the last year.

£609 9 1 Public Buildings.

56°. *Resolved*, That the sum of Five Hundred Pounds be granted and placed at the disposal of the Governor, to be from time to time paid to the Commissioners of Public Buildings, in order to the more economical expenditure of the funds required to be expended thereon by the payment of ready money, or otherwise.

£500 advance Public Buildings.

57°. *Resolved*, That the sum of One Hundred and Twenty Pounds be granted and placed at the disposal of the Governor, to be applied, if deemed necessary, in payment of a Chief Inspector of Distilleries in Halifax for the present year, instead and in lieu of all other allowances whatsoever.

£120 Inspection of Distilleries.

58°. *Resolved*, That the sum of Forty Pounds be granted and placed at the disposal of the Governor, to enable him to continue a suitable Revenue Boat at Sydney, Cape Breton.

£40 Revenue Boat Sydney, C. B.

£30 Revenue Boat,
Pictou.

59°. *Resolved*, That the sum of Thirty Pounds be granted and placed at the disposal of the Governor, to enable him to continue a suitable Revenue Boat at Pictou for the present year, under the direction of the Collector of Impost and Excise at that Port.

£80 5 11 Legisla-
tive Council ex-
penses.

60°. *Resolved*, That the sum of Eight Hundred and Eighty Pounds Five Shillings and Eleven Pence be granted and paid to defray the expenses of the Legislative Council for the present year.

£151 14 6 Station-
ery, &c. of House.

61°. *Resolved*, That the sum of One Hundred and Fifty-four Pounds Fourteen Shillings and Six Pence be granted and paid to the Clerk of the House of Assembly, to defray the expense of Stationery and Binding of Journals and Laws for the House of Assembly during the last year.

£77 7 Binding Lords
and Commons
Journals.

62°. *Resolved*, That the sum of Seventy-seven Pounds and Seven Shillings be granted and paid to the Clerk of the House of Assembly to pay A. & W. McKinlay's Account for Binding and Lettering Journals of the Lords and Commons during the past year.

£25 Contingencies
of House.

63°. *Resolved*, That the sum of Two Hundred and Sixty-three Pounds be granted to defray the expense of extra Messengers and other services, and for Fuel and other articles for the House of Assembly—to be drawn and applied by the Clerk of the House of Assembly, under the sanction of the Speaker.

£15 Books for
House.

64°. *Resolved*, That the sum of Fifteen Pounds be granted and placed at the disposal of the Honorable the Speaker to procure various Books and Publications necessary for conducting the business of the Assembly.

£10 each Chairman
of Committees.

65°. *Resolved*, That the sum of Ten Pounds each be granted and paid to the two Chairmen of the Committees on Bills and Supply for their services for the present Session.

£100 each, Clerks of
House.

66°. *Resolved*, That the sum of One Hundred Pounds each be granted and paid to the Clerk and Clerk Assistant of the House of Assembly for their extra services during the present Session.

£500 Drawback on
Officers Wines.

67°. *Resolved*, That the Board of Revenue shall allow a Drawback upon all Wines imported for, or consumed by the Commissioned Officers of the Army composing the several Regimental Messes of Garrison, at Halifax, or shall relinquish the Duties upon all such Wines upon proof being made to the satisfaction of the Board, that the Wines whereon Drawback or relinquishment of Duties is claimed, were imported for, or consumed by such Officers of the Army—provided the whole amount do not exceed the sum of Three Hundred Pounds in the year.

£1000 Casualties to
Roads and Bridges

68°. *Resolved*, That if any of the Bridges on the Main Post Roads of the Province shall give way during the recess, or any of such Roads shall be unexpectedly obstructed by any unforeseen obstacle or accident, it shall be lawful for the Governor to order a Commissioner to repair or rebuild such Bridges, or to remove such obstructions; and it shall be lawful further for the Governor to draw Warrants on account and in favor of such Commissioner—provided the sum to be drawn do not exceed for the year the sum of One Thousand Pounds; and the respective sums so drawn shall be charged at the next Session of Assembly as against the several Counties in which the same shall be respectively expended.

Members Pay.

69°. *Resolved*, That the sum of One Pound per day be granted to every Member

Member of the House of Assembly for his attendance in General Assembly for the present Session—to be paid on the Certificate of the Speaker—also the travelling charges as heretofore—provided that no Member shall receive pay for more than Forty days attendance.

And the said several Resolutions being again read—

Mr. Creelman moved that the Thirty-fifth Resolution for granting Fifty Pounds to Dr. Gesner be not received; which, being seconded and put, and the House dividing thereon, there appeared, for the motion twenty-three; against it twenty-two.

Motion against grant to Dr. Gesner carried.

So it passed in the affirmative.

Mr. Dickey moved that the Fifty-first Resolution for granting Two Hundred Pounds for the conveyance of the Mails between Annapolis and Digby and St. John, N. B., be not received; which being seconded and put, and the House dividing thereon, there appeared, for the motion fourteen; against it thirty.

Motion against grant for carrying Mails Annapolis to St. John, N. B. neg.

So it passed in the negative.

Mr. Dickey moved that the Sixty-seventh Resolution for granting a Drawback on Officers Wines be not received; which being put, and the House dividing thereon, there appeared, for the motion eighteen; against twenty-six.

Motion against Drawback on Officer's Wines negated.

For the motion—

Mr. Comeau, Mr. Creelman,
 " Marshall, " Smyth,
 " Dickey, " Sangster,
 " McDougall, " McKenna,
 " Bent, " Card,
 Hon. Mr. Huntington " Campbell,
 Mr. Martell, " Homer,
 " Brown, " Kedy,
 " Fulton. " Beckwith.

Against the motion—

Mr. Wier, Mr. Ryder,
 " Archibald, " Whitman,
 " Bourneuf, Hon. Mr. Johnston,
 " Dimock, Mr. McKeagney,
 " McDonald, " Freeman,
 " Budd, " Harrington,
 " Robertson, " Fraser,
 " Crow, Hon. Mr. Young,
 " Thorne, Mr. Blackadar,
 " Snow, " Hall,
 " Munro, " Mott,
 Hon. Atty. General, Hon. Prov. Sec.
 " Mr. Doyle. Mr. Henry.

So it passed in the negative.

The said several Resolutions with the exception of the Thirty-fifth Resolution were then upon the question put thereon, respectively agreed to by the House.

Resolutions agreed to.

Ordered, That the Clerk do carry to the Council the said several Resolutions so agreed to (with the exception of ordinary votes not usually sent to the Council) and desire their concurrence.

Sent to Council.

The Orders of the Day being read—

Ordered, That the House do To-morrow again resolve itself into a Committee on the subject of the Railroad.

Orders of Day—postponed.

Ordered, That the Road Scales be presented To-morrow.

Then the House adjourned until To-morrow, at twelve of the clock.

FRIDAY, 23RD MARCH, 1849.

PRAYERS.

Postal Bill read 3d time.

An engrossed Bill to continue the Act to enable the Governor, in Council, to make Orders and Regulations towards establishing an uniform rate of Postage throughout British America, was read a third time.

Passed.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to enable the Governor, in Council, to make Orders and Regulations towards establishing an uniform rate of Postage throughout British America.

Sent to Council.

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

Message from Council—

A Message from the Council by Mr. Halliburton :

Agree to Bills, viz—
Cbill. of Revenue.
Trade-Colonial Trade

Mr. Speaker—

General License.

His License, and

Yarmouth Fire Engines.
Without amendt.Colchester Representation Bill, and
Summary Trials,
With amendts.

The Council have agreed to the Bill, entitled, an Act further to provide for the Collection of the Revenue; the Bill, entitled, an Act to continue the Act in relation to the Trade between the British North American Possessions; the Bill, entitled, an Act to continue the Acts for granting Duties on Licenses for the Sale of Spirituous Liquors; the Bill, entitled, an Act to continue the Acts for granting Duties on Licenses for the Sale of Spirituous Liquors and Sales by Auction in Halifax; and the Bill, entitled, an Act additional to the Act for providing Fire Engines for the Town of Yarmouth—severally without any amendment.

The Council have also agreed to the Bill, entitled, an Act to alter the Representation in the County of Colchester, with an amendment; and to the Bill, entitled, an Act to continue the Acts for the Summary Trial of Actions before Justices of the Peace, with amendments—to which amendments, respectively, they desire the concurrence of this Honorable House.

And then the Messenger withdrew.

Amendt. to Colchester Representation Bill read

The amendments proposed by the Council to the Colchester Representation Bill were read a first time and ordered to be read a second time.

Amendts. to Summary Trials Bill

The amendments proposed by the Council to the Bill entitled an Act to continue the Acts for the Summary Trials of Actions before Justices of the Peace, were read a first time.

L. L. to Sel. Com.

Ordered, That the said Bill and amendments be referred to Mr. Fulton, Mr. Creelman, Mr. Harrington, Mr. McKeagney, and Mr. Dickey, to examine and report upon.

Windsor Railway Papers rel. to Sel. Com.

On motion of the Hon. the Provincial Secretary, *Resolved*, That the several papers presented to this House on the 13th of March instant, on the subject of the Halifax and Windsor Railway Survey, be referred to a Select Committee, to examine and report upon.

Comm. named.

Ordered, That the Hon. Mr. Young, Mr. Fulton, and Mr. Wier, be a Committee for the above purpose.

Comm. on Bills.

On motion, the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report Harbor and Pilotage Bill

The Chairman reported from the Committee that they had gone through the Bill relating to certain Harbors and Pilotage thereat, and had directed him to report

report the same to the House without any amendment—and he delivered the Bill in at the Clerk's Table.

Mr. Fulton moved that the Bill be recommitted, for the purpose of increasing the Harbour Master's Fees at the Ports of Pugwash and Wallace from a half-penny to one penny per ton—which, being seconded and put, and the House dividing thereon, there appeared, for the motion, eleven; against it, twenty-three.

Motion for raising
Hr. Master Fees
negatived.

For the motion—

Mr. Mignowitz,
" Blackadar,
Hon. Mr. Johnston,
Mr. Marshall,
" Wier,
" Fulton,
" McDonald,
" Ernst,
" Whitman,
" Bent,
Hon. Mr. Young.

Against the motion—

Mr. Dimock,	Mr. Fraser,
" Archibald,	" Martell,
" Sangster,	" McLeod,
" Freeman,	" Smyth,
" Budd,	" Brown,
" Crow,	" Creelman,
Hon. Mr. Huntington	" Comeau,
Mr. McKenna,	" McDougall,
" Harrington,	" Ryder,
" Bourneuf,	" Mott,
Hon. Atty. General,	Hon. Prov. Secretary.
Mr. Card,	

So it passed in the negative.

The Hon. Mr. Young then moved that the Bill be recommitted, for the purpose of inserting a clause giving to the Pilot who shall first speak any vessel and whose services shall not be accepted, a portion of the Pilotage established by the said Acts, as at the Ports of Halifax and Sydney, C. B.—which, being seconded and put, and the House dividing thereon, passed in the negative.

Motion relative to
Pilotage Fees
negatived.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House various papers on the subject of the proposed Railroad from Halifax to Quebec; and the same were read by the Clerk, viz. :—

Railway papers.

1. Copy of Despatch from the Governor General to Earl Grey, dated 20th December, 1848.
2. Memorandum of the Hon. W. Hincks, Inspector General of Canada, dated 18th December, 1848.
3. Extract of Report of Committee of Executive Council of Canada, dated 20th December, 1848.
4. Copy of Despatch from the Governor General to Earl Grey, dated 3rd January, 1849.
5. Copy of Despatch from the Governor General to Sir Edmund Head, Lieutenant Governor of New Brunswick, dated 23rd December, 1848.
6. Copy of Despatch from the Governor General to Earl Grey, dated 4th January, 1849.
7. Tabular Statement of amount of Rateable Property in Upper Canada from 1825 to 1847.
8. Copy of Despatch from Sir Edmund Head to Earl Grey, dated 1st January, 1849.
9. Observations of Mr. Wilkinson of the Crown Land Office, New Brunswick, on Major Robinson's Report, dated 18th December, 1848.
10. Further observations of same on same subject, dated 28th December, 1848.
11. Copy of Despatch from Sir Edmund Head to Earl Grey, dated 6th January, 1849.

12. Minute of Executive Council of New Brunswick, dated 6th January, 1849.

(See Appendix No. 91.)

Ordered, That the same do lie on the Table.

Orders of Day—
Road Scales postponed.
Com. on Railroad.

The Orders of the day being read—

Ordered, That the Road Scales be presented To-morrow.

Then pursuant to order the House again resolved itself into a Committee on the further consideration of the subject of the proposed Railroad between Halifax and Quebec.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report Resolutions.

The Chairman reported from the Committee that they had gone through the business referred to them, and had come to several Resolutions in reference thereto, and directed him to report the same to the House; and he delivered the same in at the Clerk's Table, where they were read, and are as follows:

Preamble.

Whereas, Her Majesty's Government has caused a survey to be made for a contemplated Trunk Line of Railroad from Halifax to Quebec, and it is the interest of this Province to furnish every facility for the construction of such a Road through the same.

Rail Road declared
Great Road, &c.

1°. Resolved, That so much of the said Line of Railroad when located by Her Majesty's Government as may pass through this Province, is hereby declared and made one of the Great Roads of the Province, and that it shall be lawful for the Lieutenant Governor, for the time being, to declare such persons as may be appointed by Her Majesty's Government or the Provincial Government to superintend the conducting of such Road, Commissioners of the said Railroad, so far as the same passes through this Province; and such persons so appointed shall have all the powers vested in the Commissioners of the Great Roads of this Province under any Acts of the Legislature relating to said subject.

Free right of Way
granted.

2°. Resolved, That whenever the said Railroad shall pass through any Lands in this Province which have been already granted, and the right of way shall not be voluntarily given to such persons so appointed to act as Commissioners, it shall be in the power of said Commissioners to enter upon and take possession of the same, and the Legislature will cause compensation to be made, it being understood that a free right of Way for such Railroad across the Province shall be provided.

Crown Lands on
each side of track
given for Railroad.

3°. Resolved, That all the ungranted Lands situate immediately on each side of said Road, within five miles of either side thereof, shall be vested in the Queen's Majesty, for the use of the said Railroad and for keeping up the same.

Leave for Bill
founded thereon.

4°. Resolved, That a Bill be introduced in conformity with, and to carry out, the foregoing Resolutions.

Preamble.

And Whereas, The Report of Her Majesty's Engineers suggests, that in apportioning the payment of interest on the capital expended in constructing a Railroad from Halifax to Quebec, the Province of Nova Scotia should contribute Twenty Thousand Pounds Sterling, annually, or so much thereof as may be requisite to pay interest on capital provided and expended in the accomplishment of of such undertaking. And whereas, The people of the County of Halifax have voluntarily consented to direct taxation to the amount of one-fifth thereof.

£20,000 annually
pledged to pay int.
on capital expended.

5°. Resolved, That it is the opinion of this House that an humble Address be presented to Her Majesty the Queen pledging this House to advance from the general

general Revenue of this Province such pecuniary aid as will enable Her Majesty to have the project carried through Nova Scotia by granting by Bill sums not exceeding Twenty Thousand Pounds Sterling, annually, including said Assessment of the County of Halifax; or so much thereof as may be deemed necessary to pay the interest of any capital borrowed and expended for the accomplishment of an undertaking so replete with benefits and advantages to British America—provided that the payment of said sum, or any part thereof, shall be under all the guards and checks imposed and suggested in Major Robinson's Report.

The first, second, third, and fourth of the said Resolutions having been again read, were, upon the question severally put thereon, agreed to by the House.

1st, 2d, 3d and 4th Resolutions agreed to.

The fifth Resolution being then again read—

5th Resolution again read. Amendment moved.

The Hon. Mr. Huntington moved, by way of amendment to the said Resolution, to leave out all the words thereof after the word "Whereas," and instead thereof to insert the following words:

"It is probable that for a long period a Railroad from Halifax to Quebec will not pay, as a Commercial speculation.

"Resolved, That it is inexpedient to grant a large sum of Money in the present Session in order to secure the Interest on such sums as may be advanced for this work."

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

For the amendment—

Against the amendment—

Division.

Mr. Comeau,
 " McKeena,
 " Brown,
 " Fraser,
 Hon. Mr. Johnston,
 Mr. McKeagney,
 " McLeod,
 " Killam,
 Hon. Mr. Huntington,
 Mr. Campbell,
 " Budd,
 " Bourneuf,
 " Freeman,
 " Marshall,
 " Ryder,
 " Snow,
 " Thorne,
 " Whitman.

Mr. Mott,
 " Beckwith,
 " Dickey,
 " Sangster,
 " Creelman,
 " Homer,
 " Robertson,
 " Bent,
 Hon. Mr. Young,
 Mr. Wier,
 " Munro,
 " Mignowitz,
 " Kedy,
 " Crow,

Mr. Archibald,
 " Fulton,
 " McDougall,
 " Dimock,
 " McDonald,
 " Harrington,
 " Martell,
 " Card,
 " Smyth,
 Hon. Atty. General,
 Mr. Henry,
 Hon. Mr. Doyle,
 Hon. Prov. Secretary,
 Mr. Ernst.

So it passed in the negative.

Negated.

The question being then put from the Chair that the said fifth Resolution be agreed to, and the House dividing thereon, there appeared, for the Resolution, twenty-eight; against it, eighteen.

Original Resolution agreed to on division.

For

For the Resolution—

Mr. Mott,
" Beckwith,
" Dickey,
" Sangster,
" Creelman,
" Homer,
" Robertson,
" Bent,
Hon. Mr. Young.
Mr. Wier,
" Munro,
" Mignowitz,
" Kedy,
" Crowe,

Mr. Archibald,
" Fulton,
" McDougall,
" Dimock,
" McDonald,
" Harrington,
" Martell,
" Card,
" Smyth,
Hon. Atty. General,
Mr. Henry.
Hon. Mr. Doyle
Hon. Prov. Secretary,
Mr. Ernst.

Against the Resolution—

Mr. Comeau,
" McKenna,
" Brown,
" Fraser,
Hon. Mr. Johnston,
Mr. McKeagney,
" McLeod,
" Killam,
Hon. Mr. Huntington,
Mr. Campbell,
" Budd,
" Bourneuf,
" Freeman,
" Marshall,
" Ryder,
" Snow,
" Thorne,
" Whitman.

So it passed in the affirmative.

Then the House adjourned until To-morrow, at twelve of the clock.

SATURDAY, 24TH MARCH, 1849.

PRAYERS.

Report from Destitu-
tion Com.

The Hon. Mr. Huntington reported from the Select Committee appointed upon the subject of the distress prevailing in certain Counties, that the Committee had directed him to recommend to the House that the sum of One Hundred Pounds should be granted for the purchase of Seed in every County under similar provisions as the like Grant of last Session for the same purpose; and further, that the sums allowed for Agricultural and Educational purposes in the different Counties might, where required, be also drawn and applied to the purchase of Seed.

Res. to Supply

Ordered, That the Report be received and referred to the Committee of Supply.

Report from Com on
Summary Trials
Bill.

Mr. Dickey reported from the Select Committee to whom were referred the Bill, entitled, an Act to continue the Acts for the Summary Trial of Actions before Justices of the Peace and the amendments of the Council thereto, that the Committee had considered the said amendments and directed him to recommend that the same be not agreed to by the House—and he delivered the Bill and amendments in at the Clerk's Table; and thereupon—

Amndts. disagreed
to.
Bill, &c. sent back
to Council.

Ordered, That the said amendments be not agreed to by the House.
Ordered, That the Clerk do carry the Bill and amendments back to the Council and acquaint them that this House have not agreed to the said proposed amendments.

Mortgage Foreclo-
sure Bill read 2d
time.
Committed.

A Bill in further amendment of the Acts for the more easy redemption and foreclosure of Mortgages, was read a second time.

Ordered, That the Bill be committed to a Committee of the whole House.

Addresses on Con-
sular Fees con-
sidered.

On motion, the Address to Her Majesty on the subject of Consular Fees, and the

the Address to His Excellency the Lieutenant Governor therewith connected, were respectively again read and considered by the House, and are as follow :

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The humble Address of the Representatives of the People of Nova Scotia.

MAY IT PLEASE YOUR MAJESTY—

We your Majesty's Faithful Commons of Nova Scotia, beg leave to approach Your Majesty, with the assurance of the deepest respect and loyalty.

We beg leave humbly to represent to Your Majesty that the Fees paid by the Shipping of this Province trading to the United States to the British Consuls in that Country are a heavy Tax on its trade and productions, and we humbly pray Your gracious consideration to the following statement of facts which have induced us to bring this subject to Your Majesty's notice.

The trade between Nova Scotia and the United States (altho' under distinct Governments, yet) owing to the proximity of the Countries, partakes largely of the nature and character of a coasting trade. In fact it is a *trade of necessity*. No other market being open to which we can resort in which to dispose of the produce of our Mines, our Gypsum, our Firewood, and the productions of our Soil; upon it also are we obliged to depend for the sale of much of the Fish which is taken by the hardy fishermen on our shores. Our principal intercourse is with the Ports of New York, Boston, Eastport, and Portland. Voyages from the various exporting places in Nova Scotia can be made to New York in about eight days; to Boston in four days; and to Eastport in from one to two days, and on *each* of these voyages Consular Fees are demanded and paid.

From the Ports of Sydney and Pictou, Coal is the principal article of export; it is carried in vessels mostly Colonial. The Shipping of the United States are also, to a certain extent, engaged in this business, and tend to keep the rate of profit so low as to render the occupation hardly remunerative. For four months in the year these Ports are inaccessible, during which time the Colonial Shipping are destitute of any employment.

From Hant's County the export is solely confined to the article of Gypsum or Plaster of Paris, which is raised from the Quarries in many instances by the Ship Owners themselves during the time in which the navigation is obstructed by ice and their vessels unemployed.

From Annapolis and King's County, Firewood and Potatoes are the staple exports. The former is cut by the settlers during the winter in the adjacent forests, and hauled out on sledges to the shores; the latter are the production of the more cultivated portions of these fine Counties. The value of these cargoes of Gypsum, Wood, and Potatoes, is comparatively trifling; the vessels in which they are exported are principally owned by the settlers—an industrious race of men but rarely in affluent circumstances,—who are compelled to seek the only market existing on this side of the Atlantic for the fruits of their labors, one which however is by no means remunerative, and to which necessity alone induces them to resort.

From Halifax the most valuable export—that of Fish—is extensively conducted. The following Duties are levied on by the American Government on the productions of Nova Scotia when introduced within their Territory, viz. :

On Fish, 20 per cent. advalorem; on Coal, 30 per cent. advalorem; Gypsum unmanufactured is free, but when *ground* or manufactured, 20 per cent. advalorem; on Wood, 30 per cent. advalorem; and on Potatoes, 30 per cent. advalorem. These enormous Duties are felt as bearing very heavily on our native productions, but as they are imposed by a foreign Nation it is in vain for us to remonstrate

monstrate. But we beg humbly to represent that the further burthen imposed on our Trade by the payment of Fees to the British Consuls in the Ports to which our vessels resort for a market, is felt as a serious tax on our industry and one from which it would be but equitable and right we should be relieved. Fees varying in amount in different Ports as will appear by certain receipts—copies of which are annexed,—and which in those Ports more easily accessible to our shipping, viz. : Boston and Eastport, are exacted off the same vessel 20 and 30 times in one season. Thirty voyages can be and are made from Ports in the Bay of Fundy to Eastport, in the State of Maine, in one shipping season. This Trade is of considerable extent, and the Consular Fees on the vessels engaged average *one-fifteenth* of their gross earnings for each voyage, or *one-fifth* of their average net profits for the year ! It may also be stated that in addition Fees for Certificates of value have in many instances to be paid at the American Consulate in the British Provinces, by the owners of the article exported.

The amount of Provincial tonnage employed in carrying the productions of our Mines and Quarries, the Wood from our Forest, and the articles of active industry raised within our borders, cannot be exactly ascertained. We sincerely believe that we do not over estimate it when we say that at least 100,000 tons are engaged in the trade. This, at an average of 100 tons for each vessel, would give 1000 vessels of all descriptions, presuming that ten voyages a year is a fair estimate for *all* the vessels employed, and that the Consular Fees amount to about three and one half dollars for each voyage on every vessel—this would amount to the sum of £8750, an amount exceeding the expense of the whole Customs Establishment in Nova Scotia when in full operation in 1848, and which may be viewed in the light of a *direct tax* to that amount on the trade and industrial resources of this Province.

We, your Majesty's faithful subjects in Nova Scotia, deeply appreciate the benefits and blessings we enjoy under your benignant sway. We acknowledge with gratitude the clemency and kindness with which our representations, when founded in justice, have always been treated ; we are assured of your Majesty's earnest desire to promote the welfare and happiness of your loyal subjects in this Colony, and to encourage them in every way in their endeavour to develop the resources of this Province, by removing these exactions which may have a tendency to impede this prosperity.

May it therefore please your Majesty favorably to consider this humble Address, and grant to your faithful subjects in Nova Scotia the relief to which they believe themselves justly entitled ; and will your Majesty graciously be pleased to order and direct either that the Fees now exacted by your Majesty's Consuls in the United States of America from the vessels engaged in the trade between this Province and that Country shall be wholly abolished, or so largely reduced, as to, in a great degree, relieve the trade and exports of this Province from a tax a burden so onerous in its nature and so injurious in its effect.

COPY.

British Consulate, Norfolk, 31st December, 1847, }
 British Schr. Triumph. }

Entry, Clearance, and Registration,
 Endorsing Manifest, and Bill of Health,

\$3 30 cents.
 4 40 cents.

\$7 70

Received payment.

FRANCIS WARING, Consul.

COPY.

(COPY.)

British Consulate, Philadelphia.

Received of John Skaling, Master of the British Brig Hebron, \$3 30 cents,
for Entrance, Clearance, &c.

WILLIAM PETER.

September 4th, 1848.

COPY.

British Consulate, Baltimore, 28th October, 1848.

The Brig Hebron, Dr. to the British Consulate.

For Fees, Entrance, \$1; Registering, \$2; Clearance, \$1, \$4 00

Received the above,

For JOHN THOMPSON,
JOHN MCTAVISH,
H. B. M. Consul.

(COPY.)

Boston, July 8th, 1848.

Brig Banner, and owners,

To British Consulate, Dr.
\$3 30 cents.

To Fees, Entry, Clearance, and Registration,

Received payment,

W. W. RUTHERFORD,
For H. B. M. Consul.

TO HIS EXCELLENCY LIEUTENANT GENERAL

SIR JOHN HARVEY,

*Knight Commander of the Most Honorable Military
Order of the Bath, Knight Commander of the
Royal Hanoverian Guelphic Order, Lieutenant
Governor and Commander-in-Chief in and over
Her Majesty's Province of Nova Scotia, and its
Dependencies, &c. &c. &c.*

The Humble Address of the House of Assembly of Nova Scotia.

MAY IT PLEASE YOUR EXCELLENCY:

The House of Assembly have passed an Address to Her Majesty, soliciting her favorable consideration to a subject of great importance to the Trade of this Province, and praying for the abolition or reduction of the Fees now exacted by and paid to Consuls in the different Ports of the United States: and they respectfully request your Excellency to forward their Address to Her Majesty, with your Excellency's most favorable recommendation.

On motion of Mr. Fraser, *resolved*, That the said Addresses do respectively pass, and be engrossed.

Addresses passed.

On

Resolutions on Im-
migrants Accts.

On motion of the Hon. Mr. Young, *resolved* as follows :

Whereas, the demand upon the Treasury on account of Sick Emigrants, cases of Small Pox and Shipwrecked Sailors, have lately increased to such an extent as to become a serious burthen upon the Treasury, and it is necessary to introduce additional and more stringent guards upon such expenditures, in order to prevent inaccuracy and to promote economy :

Resolved, That before any advances are made from the Treasury for and on account of any expenditures made by the local Board of Health, whether for sick Emigrants or cases of Small Pox, the vouchers setting out the items and details, and Accounts therefor, shall have been previously submitted to the General or Special Sessions of the Peace in the County where such expenditures have been made, in order that the same may be there examined and reported upon—such Report to be forwarded to the Provincial Secretary, and to be deposited in the office of the Treasurer, together with the vouchers, before the Warrant is drawn or paid.

Resolved, That all vouchers for such expenditures rendered to such Boards in duplicate be duly attested to—one thereof to be kept by the Board of Health, the other to be forwarded to the office of the Provincial Secretary, as aforesaid.

Resolved, That in no case shall the advances be made from the Treasury for and on account of such expenditures exceed the proportion of 60 per cent. on the whole, until the said expenditures have been so examined and reported upon by a Committee of this House.

Resolved, That no advances shall hereafter be made from Treasury for and on account of Shipwrecked Sailors, until an affidavit made by one of the Magistrates advising such advances, is sent forward to the Provincial Secretary, stating the circumstances under which they were made, the name of the vessel, the master, and the port to which she belongs, together with a copy of the certificate of Registry if the same can be had ; and also the vouchers for expenditure forwarded in duplicate, duly attested, setting out the details of such expenditure, and the names of the parties to whom such assistance has been rendered ; and further, if any property has been saved from the wreck, duplicate copies of the account, sales, and the appropriation of the nett proceeds.

Resolved, That copies of the foregoing Resolutions be printed and transmitted to the Secretaries of the Board of Health, and also to the Clerks of the Peace, in order that the same may be read at the Sessions.

Blue Book presented

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House the Blue Book for 1847.

Ordered, That the same do lie on the Table.

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

The Council have agreed to the Bill, entitled, an Act to abolish Fees of Clerk's of the Peace ; the Bill, entitled, an Act to authorize Assessment for the support of Ferries ; and the Bill, entitled, an Act to Naturalize Calvin P. Soule, severally without any amendment,—and have also agreed to the Bill, entitled, an Act to amend the Act for the appointment of Commissioners of Sewers ; the Bill, entitled, an Act to regulate the Pier or Wharf at Everett's Landing in the Township of Weymouth ; and the Bill, entitled, an Act to continue and amend certain Acts relating to the Colonial Revenue—with amendments thereto respectively, to which amendments they desire the concurrence of this Honorable House.

The Council have agreed to the Bill, entitled, an Act to enable the Inhabitants

Message from Council—

Agree to Bills, viz—
Fees of Clerks of the
Peace.

Ferries—and
To Naturalize C. P.
Soule.

Without amendments,
Sewers,
Everett Wharf, and
Regulating Revenue,

With amendments.

tants of the County of King's County, to rebuild their Court House and Jail lately destroyed by fire.

The Council have also agreed to forty-one Resolutions for granting and changing the appropriation of Monies, viz. :

£35	0	0	Mail Parrsborough to Apple River.		
2	10	0	W. J. Waterman.		
5	0	0	Charles Pernette.		
35	0	0	Mail Windsor to Chester.		
10	0	0	" Sherbrooke to Indian Harbor.		
7	10	0	David Cummins.		
20	0	0	Mail Parrsboro' to Five Islands.		
10	0	0	" Windsor to Maitland.		
5	5	0	Stephen Dimock.		
40	0	0	Mail New Glasgow.		
12	10	0	Breakwater, Little St. Peter's Haul-over.		
22	0	0	" Indian Harbor, Guysborough.		
33	0	0	" Fox Island, Guysborough.		
26	0	0	" Kelly's Cove, Yarmouth.		
14	0	0	" Meteghan River.		
100	0	0	" Ingonishe, C. B.		
8	0	0	Canal, Molasses Harbor to Whitehaven.		
31	0	0	Breakwater, Barnaby's Mill Cove Cornwallis.		
12	10	0	Arisaig Pier.		
5	0	0	Each Ferryman, Gut of Canso.		
33	0	0	Givan Breakwater, Cornwallis.		
33	0	0	Hall's Harbor.		
25	0	0	H. G. Farish.		
3	7	6	S. Thorne & Son.		
50	0	0	Robert Stone, Revenue Officer, Wilmot.		
9	7	6	John Crews.		
26	10	0	Drawbacks on J. F. Muncey's Bonds.		
12	16	9	Hiram Blanchard.		
38	9	6	Indian Expenses.		
354	17	11	Transient Poor Expenses.		
15	10	0	Stud Horse Norfolk Expenses.		
20	0	0	James B. Sentill.		
3	0	0	Each, Charles Blanchard and others.		
116	10	0	A. W. Marsters.		
75	0	0	George B. Watson.		
150	0	0	Roads, County of Sydney.		
{	350	0	0	" " Guysboro'.	
{	150	0	0	" " Richmond.	
Change of appropriation	£12	10	0	Roads, King's County.	
"	"	7	10	0	" " "
"	"	15	0	0	" County of Pictou.
"	"	5	0	0	" " "

41 Resolutions for granting and changing appropriations.

And then the Messenger withdrew.

The Hon. Mr. Johnston moved that the House do now resolve itself into a Committee on the General State of the Province, for the purpose of considering the subject of the recent Magisterial appointments and the issuing of the new Commission

Motion for Com. of whole on Magistracy.

Commission of the Peace—which being seconded and put, and the House dividing thereon, there appeared, for the motion, eighteen ; against it, twenty-six.

Division.

For the motion—

Mr. Blackadar,	Mr. Budd,
“ Campbell,	“ Snow,
“ Marshall,	“ Whitman,
Hon. Mr. Johnston,	“ Beckwith,
Mr. Fraser,	“ Hall,
“ Fulton,	“ Wier,
“ Thorne,	“ Dickey,
“ Bent,	“ Freeman,
“ Harrington,	“ Ryder.

Against the motion—

Mr. Martell,	Mr. Archibald,
“ Munro	“ Henry,
“ McDougall,	Hon. Mr. Huntington
“ Brown,	Mr. Bourneuf,
“ Creelman,	“ Killam,
“ Homer,	“ Kedy,
“ Comeau,	“ Sangster,
“ McKenna,	“ McKeagney,
“ Ernst,	Hon. Mr. Young,
“ Robertson,	Hon. Prov. Secretary,
“ McDonald,	Mr. Mott,
“ Dimock,	Hon. Atty. General,
“ Card,	Mr. Mignowitz.

So it passed in the negative.

Mr. Henry moved that the House do come to a Resolution as follows, viz :

Whereas, it has been the practice from time to time in this Province to issue General Commissions of the Peace, affording to the Executive Government an opportunity of correcting the defects arising from age, incapacity, and other causes, and of renovating the List of Magistrates in the several Counties in the least offensive and most convenient mode.

And whereas, a new Commission of the Peace was issued accordingly in the month of November, 1848 ; and whereas, in twelve out of the seventeen Counties in the Province only a small number of the Justices then surviving were omitted : *And whereas*, in the other five Counties more exclusive changes had become absolutely necessary, from the undue preponderance that had been given to one party, which created amongst the people feelings of irritation and discontent :

Resolved, That the issue of such new Commission in November last had become indispensable for the public welfare, and for restoring confidence in the administration of the local affairs of the several Counties, and was, in the opinion of this House, a wise and beneficial measure, expected by, and satisfactory to, the people of Nova Scotia.

Which proposed Resolution being seconded, and a debate arising thereon,

Ordered, That the said debate be adjourned until Monday next, and be then resumed.

The Order of the Day being read—

Ordered, That the Road Scales be presented on Monday next.

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

MONDAY, 26TH MARCH, 1849.

PRAYERS.

An engrossed Bill relating to certain Harbors and Pilotage thereat, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act relating to certain Harbors, and Pilotage thereat.

Ordered,

Engrossed Pilotage
Bill read 3d time.

Passed.

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

The amendments proposed by the Council to the Bill, entitled, an Act further to amend the Act for the appointment of Commissioners of Sewers, were read a first and second time, and considered by the House. Council's amends. to Sewer's Bill agreed to.

On motion of Mr. Fraser, *resolved*, That the said amendments be agreed to.

Ordered, That the Clerk do carry the Bill and amendments back to the Council, and acquaint them with the foregoing Resolution. Bill, &c. sent back to Council.

The amendments proposed by the Council to the Bill, entitled, an Act to continue and amend certain Acts relating to the Colonial Revenue, was read a first and second time, and considered by the House, and are as follow : Council's amends. to Rev. Bill considered.

THIRD CLAUSE.

3rd, 8th and 17th lines—After the word “ Rum,” insert the words, “ Brandy, Gin or Alcohol.” Amendments.

12th line—After the word “ thereto,” insert the words, “ or unless such Rum, Brandy, Gin or Alcohol, shall have been transferred to such smaller cask or package after its importation into this Province.”

After the word “ of,” insert the word “ all.”

At the end of the Clause add the following proviso :

Provided always, That nothing in this clause or section contained shall apply or be construed to apply to Rum, Brandy, Gin, or Alcohol, imported into this Province from Europe, the West Indies, or any of the British Possessions in North America.

On motion, *Resolved*, That the said amendments be agreed to by the House. Agreed to.

Ordered, That the Clerk do carry the Bill and amendments back to the Council and acquaint them with the foregoing Resolution. Bills sent to Council.

The amendment proposed by the Council to the Bill, entitled, an Act to regulate the Pier or Wharf at Everett's Landing in the Township of Weymouth, was read a first and second time and considered by the House, and is as follows: Amendments to Everett's Wharf Bill read.

THIRD CLAUSE.

12th and 13th lines—Leave out the words “ and for the use of Her Majesty, Her Heirs, and Successors,” and insert instead the words “ be paid to the Treasurer of the County of Digby, for County purposes.” Amendments.

On motion, *Resolved*, That the said amendment be agreed to by the House. Agreed to.

Ordered, That the Clerk do carry the Bill and amendment back to the Council and acquaint them with the foregoing Resolution. Bill, &c. sent to Council.

The amendment proposed by the Council to the Bill, entitled, an Act to alter the Representation in the County of Colchester, was read a second time, and considered by the House, and is as follows: Amendment to Colchester Representation Bill.

At the end of the Bill insert the following clause—

And be it enacted, That nothing herein contained shall be of any force or effect until Her Majesty's assent shall be signified hereto. Amendment.

On motion of Mr. Creelman, *Resolved*, That the said amendment be agreed to by the House. Agreed to.

Ordered, That the Clerk do carry the Bill and amendment back to the Council, and acquaint them with the foregoing Resolution. Bill, &c. sent to Council.

A Petition of the Inhabitants of the County of Inverness, was, by special leave, presented by Mr. Smyth, and read, praying that Port Hood may be made a free Port. Pet. for Free Port at Port Hood.

Ordered, That the Petition do lie on the Table. On

Com. on Bills.

On motion, the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report continuing
Bills—
Agriculture.

Sydney Hr. Master,

Immigrants.

Motion to re-commit
Sydney Hr. Master
Bill negatived.

Bills to be engrossed.

Report from Com.
on Pet. of Jos.
Darby and Sable
Island Affairs.Papers connected
with grant of
Water Lot at Ma-
hone Bay.Change of Appropri-
ation, Richmond.

Sent to Council.

Report from Com. on
Catholic Bishop
Bill

Bill, &c committed.

Report from Com.
on Pet. of Clerk of
the Crown.

The Chairman reported from the Committee that they had gone through the Bill to continue the Act for the encouragement of Agriculture and Rural Economy in this Province; the Bill to continue the Acts to make provision for a Harbor Master at Spanish River, Cape Breton; and the Bill to continue the Act to regulate Immigrant Vessels and Passengers; and had directed him to report the same to the House severally without amendment; and he delivered the Bills in at the Clerk's Table.

Mr. McKeagney moved that the Spanish River Harbor Master Bill be re-committed, for the purpose of giving to the Harbor Master a Fee of Five Shillings on all Vessels under One Hundred and Fifty Tons, instead of excluding those under One Hundred Tons as by the said Bill provided; which being seconded and put, passed in the negative.

Ordered, That the Bills be engrossed, and *nem. con.*, be read a third time this day.

Mr. Marshall reported from the Select Committee to whom were referred the Petition of Joseph Darby, late Superintendent of Sable Island, and the papers in reference to the affairs of that Island presented on the 20th day of February last; and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 92.)

Ordered, That the Report be received and do lie on the Table.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House various papers connected with the Grant of a Water Lot at Mahone Bay, lately made to John N. Zwicker and Francis Zwicker.

Ordered, That the papers do lie on the Table.

On motion of Mr. Harrington—

Resolved, That the sum of Ten Pounds on the Commission No. 1 to Joseph Martell; and also, the sum of Ten Pounds on Commission No. 89, undrawn by Joseph Martell, both on the main Post Road to Arichat, be substituted for the sum of Twenty Pounds advanced to him on such Road from the Casualty Vote in 1848.

Ordered, To be sent to the Council for concurrence.

Mr. Hall reported from the Select Committee to whom was referred the Bill to Incorporate the Roman Catholic Bishop of Halifax, that the Committee had considered the Bill, and had made amendments thereto, which they had directed him to report to the House, with the Bill; and he delivered the Bill and amendments in at the Clerk's Table, where the amendments were read.

Ordered, That the Bill and amendments be committed to a Committee of the whole House.

Mr. Fraser reported from the Select Committee to whom was referred the Petition of James W. Nutting, Esquire, Clerk of the Crown in the Supreme Court of this Province, praying for remuneration for his services in that capacity, that the Committee had considered the same, and had directed him to recommend to

to the House to grant the sum of Fifty Pounds Currency annually, to that officer for his services.

Ordered, That the Report be received, and referred to the Committee of Supply.

Ref. to Supply.

On motion of the Hon. Mr. Young, *resolved*, that Mr. Killam be substituted for the Hon. Mr. Young on the Select Committee appointed on Friday last, the 23rd day of March, instant, on the papers connected with the Survey for a Railroad from Halifax to Windsor.

Substitution on Com. on Windsor Railway expenses:

An engrossed Bill to continue the Act for the encouragement of Agriculture and Rural Economy in this Province, was read a third time.

Engrossed Agricultural Bill read 3d time. Passed.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act for the encouragement of Agriculture and Rural Economy in this Province.

An engrossed Bill to continue the Acts to make provision for a Harbor Master at Spanish River, Cape Breton, was read a third time.

Engrossed Sydney Harbor Master Bill read 3d time. Passed.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Acts to make provision for a Harbor Master at Spanish River, Cape Breton.

An engrossed Bill to continue the Act to regulate Immigrant Vessels and Passengers, was read a third time.

Engrossed Immigrant Bill read 3d time. Passed.

Resolved, That the Bill do pass, and that the title be, an Act to continue the Act to regulate Immigrant Vessels and Passengers.

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

Bills sent to Council.

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Message from Council—

The Council have agreed to the Bill, entitled, an Act to continue the Acts in amendment of the Act relating to Highways, Roads, and Bridges; the Bill, entitled, an Act to continue and amend the Acts for regulating the Militia; the Bill, entitled, an Act to authorise the Sale of the Court House and Jail Grounds at Shelburne, and the purchase of a new site therefor; the Bill, entitled, an Act relative to the rendering by Bail of their Principal; and the Bill, entitled, an Act to raise Funds in the County of Pictou—severally without amendment; and to the Bill, entitled, an Act concerning the Halifax Steamboat Company—with an amendment; to which amendment they desire the concurrence of this Honorable House.

Agree to Bills, viz—
Highways,

Militia,
Shelburne Court House;

Bail, and
Pictou Funds.
Without amendt.
And
Hx. Steam Boat
Company.
With amendt.

The Council do not adhere to the amendments proposed by them to the Bill, entitled, an Act to continue the Acts for the Summary Trial of Actions before Justices of the Peace, but agree to the said Bill as originally sent to the Council; they have also agreed to the amendment proposed by this Honorable House to the second amendment proposed by the Council to the Bill, entitled, an Act further to improve the Administration of the Law.

Do not adhere to amendts. to Summary Trials Bill but agree to Bill. Agree to amendt. to amendt. to Law Bill.

The Council have also agreed to twenty-six Resolutions of this Honorable House for granting various sums of money as follows, viz.:

{	£2	0	0	Mary Fitzgerald.
{	1	15	0	Denis Hiffernan.
	24	6	3	Captain J. W. E. Darby,
	367	2	0	Advances, &c., for expenses of Passengers per Barque 'Lulan.'
	15	0	0	Advance for transport of ditto.

£70	17	6	Commissioners of Poor, Halifax.
1165	6	3	Advances on account of Immigrant Expenses.
94	0	2	Immigrant Expenses.
510	0	0	Oat Mills in the different Counties.
200	0	0	Mail, Annapolis, Digby, and St. John, N.B.
1736	14	10	Post Office advances.
500	0	0	Protection of Fisheries.
851	12	9	Commissioners of Penitentiary.
606	9	1	Commissioners of Public Buildings.
500	0	0	Advances to ditto.
120	0	0	Chief Inspector of Distilleries.
40	0	0	Revenue Boat at Sydney, C. B.
30	0	0	Revenue Boat, Pictou.
880	5	11	Expenses of Legislative Council.
154	14	6	Stationery of House.
77	7	0	Messrs. McKinlay, binding Journals of Commons, &c.
263	0	0	Extra Messengers, &c., of House.
15	0	0	Speaker to procure Books.
10	0	0	Each, Chairmen of Committees.
100	0	0	Each, Clerks of House.
300	0	0	Drawbacks on Officer's Wines.
1000	0	0	Casualties to Roads.

And then the Messenger withdrew.

Law Bill finally passed.

On motion, *Resolved*, That the Bill, entitled, an Act further to improve the Administration of the Law do now finally pass as amended.

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

Order of Day—
Adjourned Debate
on Magistracy Resolutions.

The Order of the day being read for resuming the adjourned debate on the Resolution proposed yesterday, in relation to the Magistracy and the issuing of the new Commission of the Peace.

Order to consider in
Com. of whole.

Ordered, That the House do resolve itself into a Committee on the further consideration of the said Resolution, and generally of the subject matter therein referred to; and accordingly—

Com. on Magisterial
appointments.

The House resolved itself into the said Committee.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made some progress in the business referred to them, and had directed him to move for leave to sit again on the consideration thereof, to which the House agreed.

Motion to adjourn.

The Hon. Mr. Doyle moved that the House do adjourn until eight of the clock of this day; which being seconded—

Amendt to adjourn
to to-morrow, neg.

The Hon. Mr. Johnston moved, by way of amendment, that the House do adjourn until to-morrow, at twelve of the clock—which, being seconded and put, and the House dividing thereon, passed in the negative.

Original carried.

The Resolution, as originally proposed, was then, upon the question put thereon, agreed to by the House.

And accordingly—

Adjourn.

The House adjourned until this day at eight of the clock.

Meet.

At 8 p. m. the House met pursuant to adjournment.

On

On motion, the House again resolved itself into a Committee on the consideration of the Magisterial Appointments, &c.

Com: on Magistracy.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the business referred to them, and directed him to move for leave to sit again on the consideration thereof.

Report progress.

Ordered, That this House do To-morrow, again resolve itself into a Committee on the further consideration of the same subject.

Made further Order of Day.

The Order of the day for the presentation of the Road Scales being read—

Ordered, That the same be presented To-morrow.

Then the House adjourned until To-morrow, at one of the clock.

TUESDAY, 27TH MARCH, 1849.

PRAYERS.

The Hon. Mr. Young, by command of His Excellency the Lieutenant Governor, presented to the House—

Memo. of expenses of Statistics for Hx. and Quebec Railroad.

A Memorandum of expenses incurred under the Commission for collecting Statistics, &c. relative to the Halifax and Quebec Railroad.

Ordered, That the same be referred to Mr. Henry, Mr. Mignowitz, and Mr. Harrington, to examine and report upon.

Ref. to Sel. Com.

Mr. Mignowitz reported from the Select Committee on Public Printing, and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Printing.

(See Appendix No. 93.)

Ordered, That the Report be received and referred to the Committee of Supply.

Ref. to Supply.

On motion, the House resolved itself into a Committee on Bills.

Com. on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the Bill in further amendment of the Acts for the more easy Redemption and Foreclosure of Mortgages, and had directed him to report the same to the House without amendment; and that they had also gone through the Bill to Incorporate the Roman Catholic Bishop of Halifax, and had made the amendments thereto recommended by the Select Committee, which they had directed him to report to the House, with the Bill; and he delivered the Bill, with the amendments to the last mentioned Bill, in at the Clerk's Table.

Report—Mortgage Foreclosure Bill Without amendt.

Catholic Bishop Bill With amendts.

Ordered, That the Bill, with the amendments, be engrossed.

Ordered, That the Bill reported without amendment be engrossed.

Order for engrossing.

A Message from the Council by Mr. Halliburton:

Mr. Speaker—

Message from Council—

The Council have agreed to the Bill, entitled, an Act to alter the Representation in the County of Colchester, as now amended.

Agree to—Colchester Representation Bill, and

The

Change of Appropriation.

The Council have also agreed to a Resolution for changing the appropriation of Twenty Pounds granted for the Road Service in the County of Richmond. And then the Messenger withdrew.

Order relative to extra grant for Roads.

Ordered, That the Members from the several Counties of Guysborough, Richmond, and Sydney, do include in their Scales of Subdivision of the Road Money the respective extra Grants made to such Counties for the same purpose during the present Session, and agreed to by the Council.

Motion for leave to present vacating seats Bill.

The Hon. the Attorney General moved for the special leave of the House to present a Bill to enable Members of the House of Assembly to vacate their seats therein; which, being seconded and put, and the House dividing thereon, there appeared, for the motion, twenty; against it, nine.

Division.

For the motion—		Against the motion—
Mr. Comeau,	Mr. McDonald,	Mr. Moore,
“ Mignowitz,	“ Card,	“ Snow,
“ Marshall,	“ Dimock,	“ Fulton,
“ Archibald,	Hon. Prov. Secretary,	“ Bent,
“ Smyth,	Mr. Wier,	“ Beckwith,
Hon. Mr. Young,	“ Freeman,	Hon. Mr. Johnston,
Mr. Brown,	“ Bourneuf,	Mr. Blackadar,
“ Sangster,	“ McKeagney,	“ Dickey,
Hon. Mr. Huntington,	“ Martell,	“ Fraser.
Mr. Ernst.	Hon. Atty. General.	

Carried. Bill presented.

So it passed in the affirmative. And accordingly the said Bill was presented and read a first time and ordered to be read a second time.

Further Report from Immigrant Com.

The Hon. Mr. Young reported further from the Committee on Immigrant Expenses incurred by the Board of Health at Argyle; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 87.—Part 2nd.)

Ref to Supply

Ordered, That the Report be received and referred to the Committee of Supply.

Engrossed Pictou Ferries Bill read a third time.

An engrossed Bill to regulate Ferries across the Harbor of Pictou was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to regulate Ferries across the Harbor of Pictou.

Agmt to Council.

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

Orders of Day—

The Orders of the Day being read—

House Scales postponed. Motion on Magistracy.

Ordered, That the Road Scales be presented To-morrow. Then, pursuant to Order, the House again resolved itself into a Committee on the consideration of the Magisterial Appointments, &c.

Mr. Speaker left the Chair.
Mr. Dimock took the Chair of the Committee.
Mr. Speaker resumed the Chair.

Report progress.

The Chairman reported from the Committee that they had made further progress.

gress in the business referred to them, and had directed him to move for leave to sit again on the consideration thereof.

Ordered, That the House do To-morrow again resolve itself into a Committee on the same subject.

Made further order.

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

WEDNESDAY, 28TH MARCH, 1849.

PRAYERS.

An engrossed Bill in further amendment of the Acts for the more easy redemption and foreclosure of Mortgages, was read a third time.

Engrossed Mortgage Foreclosure Bill read 3d time. Passed.

Resolved, That the Bill do pass, and that the title be, an Act in further amendment of the Acts for the more easy redemption and foreclosure of Mortgages.

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

Sent to Council.

The Hon. Mr. Huntington moved that Mr. Killam and Mr. Beckwith have leave of absence after this day to return home on urgent private business; which, being seconded and put, and the House dividing thereon, passed in the affirmative.

Leave of absence.

Ordered, Accordingly.

The Hon. the Attorney General, pursuant to special leave given, presented a Bill to authorize a Loan for the use of the Province; and the same was read a first time.

Loan Bill presented.

Ordered, nem. con., That the said Bill be now read a second time.

Read 1st and 2nd time, and

And the same was read a second time accordingly.

Ordered, That the Bill be committed to a Committee of the whole House.

Committed.

Mr. Killam reported from the Select Committee on the Papers connected with the Survey for a Railroad from Halifax to Windsor; and he read the Report in his place and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Windsor Rail Road Survey.

(See Appendix No. 94.)

Ordered, That the Report be received and referred to the Committee of Supply.

Ref to Supply.

The Hon. Mr. Young, pursuant to special leave given, presented a Bill to incorporate the British North American Electric Telegraph Association in the Province of Nova Scotia, and the same was read a first time.

Electric Telegraph Bill presented.

Ordered, nem. con., That the said Bill be now read a second time.

Read 1st and 2nd time, and

And the same was read a second time accordingly.

Ordered, That the Bill be committed to a Committee of the whole House.

Committed.

The amendment proposed by the Council to the Bill, entitled, an Act concerning the Halifax Steam Boat Company, was read a second time and considered by the House.

Council's amendments to Hx. Steamboat Bill agreed to,

On motion of Mr. Creelman, *Resolved*, That the said amendment be agreed to.

Ordered, That the Clerk do carry the Bill and amendment back to the Council, and acquaint them with the foregoing Resolution.

Bill, &c. sent to Council.

Leaves of absence.

The Hon. Mr. Huntington moved that Mr. Fraser and Mr. Smyth have leave of absence after this day, to return home on urgent private business ; which being seconded and put, and the House dividing thereon, there appeared, for the motion twenty-three ; against it twenty-two.

So it passed in the affirmative.

Ordered, Accordingly.

Message from Council.

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Agree to Bills, viz—
Law,

The Council have agreed to the Bill, entitled, an Act further to improve the Administration of the Law ; the Bill, entitled, an Act further to amend the Act for the appointment of Commissioners of Sewers ; the Bill, entitled, an Act to regulate the Pier or Wharf at Everett's Landing in the Township of Weymouth ; and the Bill, entitled, an Act to continue and amend certain Acts relating to the Colonial Revenue—severally as now amended.

Sewers,

Everett Wharf, and
Regulating Revenue,
As amended.

Bridgewater Meeting House,

Agriculture,

Sydney Hr Master,

Immigrants,

And Postage,

Without amends.

Hx. Incorporation,
and

Lumber Survey,
With amends.

The Council have agreed to the Bill, entitled, an Act concerning a Baptist Meeting House at Bridgewater ; the Bill, entitled, an Act to continue the Act for the encouragement of Agriculture and Rural Economy in this Province ; the Bill, entitled, an Act to continue the Acts to make provision for a Harbour Master at Spanish River, Cape Breton ; the Bill, entitled, an Act to continue the Act to regulate Immigrant Vessels and Passengers ; and the Bill, entitled, an Act to continue the Act to enable the Governor, in Council, to make Orders and Regulations towards establishing an uniform rate of Postage throughout British America—severally without any amendment.

The Council have also agreed to the Bill, entitled, an Act to consolidate the Acts respecting the Incorporation of the City of Halifax ; and to the Bill, entitled, an Act to continue and amend the Law regulating the Survey of Timber, Lumber and Shingles, with amendments thereto respectively—to which amendments they desire the concurrence of this Honorable House.

And then the Messenger withdrew.

Council's amends.
to Lumber Bill
agreed to.

The amendments proposed by the Council to the said last mentioned Bill were read a first and second time and considered by the House.

On motion of the Hon. Mr. Huntington, *resolved*, that the said amendments be agreed to.

Bill, &c. sent back
to Council.

Ordered, That the Clerk do carry the Bill and amendments back to the Council, and acquaint them with the foregoing Resolution.

Amendments to
Hx. Incorporation
Bill read 1st time

The amendments proposed by the Council to the Halifax Incorporation Bill were read a first time and ordered to be read a second time.

Change of appropriation,
Sydney
Roads.

On motion of Mr. Henry, *resolved*, that the sum of Thirty-seven Pounds Eleven Shillings and Six-pence reported as undrawn for the Road Service in the County of Sydney, being noted in the Return as No. 664, Harrington and McDonald Commissioners, be applied towards the repayment into the Treasury of the sum of Forty Pounds and Nineteen Shillings drawn from the Casualty Grant in 1847.

Sent to Council.

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

Orders of Day,
Com. on Magistracy
postponed.

The Order of the Day being read—
Ordered, That this House do To-morrow again resolve itself into a Committee on the subject of the Magisterial Appointments, &c.

Road Scales presented.

Then, pursuant to Order, the members from the several Counties presented to the

the House Scales of Subdivision of the sums allotted to the said Counties respectively out of the sum of £20,000 granted for the service of Roads and Bridges in the present year ; and also, as respects the Counties of Guysborough, Richmond, and Sydney, including the extra Grants made to these Counties respectively for the same service ; and the same were read by the Clerk.

(See Appendix No. 95.)

Ordered, That the said Scales be referred to the Committee appointed on the 21st day of March, instant, to consider and report thereon.

Ref. to Com. thereon.

Mr. Fraser from the Committee to whom the said Scales were referred, reported thereon, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report on.

(See Appendix No. 96.)

Ordered, That the Report be received and adopted by the House.

Report adopted.

Resolved, That the said several Scales of sub-division of Road Money be agreed to, and do pass as separate Resolutions for each of the Counties respectively.

Scales agreed to.

Ordered, That the Clerk do carry to the Council the Resolution passed on the 2nd day of March, instant, for the General Division of the sum of £20,000 granted for the service of Roads and Bridges, together with the foregoing Resolution, and desire their concurrence thereto respectively.

Sent to Council with division of Road monies.

Mr. Henry reported from the Select Committee to whom were referred the Memorandum of Expenses of Collecting Statistics, &c., in relation to the Halifax and Quebec Railroad ; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report on expenses, &c. Hx. and Quebec Railroad.

(See Appendix No. 97.)

Ordered, That the Report be received and referred to the Committee of Supply.

Ref. to Supply.

On motion the House resolved itself into the Committee of Supply.

Com. of Supply.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the business referred to them, and had come to twenty-three Resolutions, which they had directed him to report to the House ; and he delivered the same in at the Clerk's Table, where they were read, and are as follows :

Report finally.

1^o. *Resolved*, That the sum of One Thousand and Seven Hundred Pounds be granted and placed at the disposal of the Governor, to be placed in sums of One Hundred Pounds for each County, in the hands of Commissioners in the County, to be appointed by the Governor, in Council, and which sum shall be by them laid out in the purchase of Seed where absolutely required for distribution among the poorer classes, and be accounted for to the General Assembly at its next Session : *Provided*, that if such Commissioners so appointed in any County or the Members for such County shall report that no sum or a less amount is required for such purpose, then the said sum of One Hundred Pounds or any balance thereof not so required shall be applied by the Governor, in Council, for the service of the Roads and Bridges in such County.

Resolutions, £100 each County for Seed.

2^o. *Resolved*, That during the present year it shall be lawful for the Governor,

Change of Agricultural Grant.

nor, in Council, upon the requisition of the General or a Special Sessions of the Peace for any County or District, to draw all or any part of the Monies by Law appropriated for the encouragement of Agriculture within such County or District, and to apply the same under such regulations and restrictions as may be deemed necessary in the purchase of Seed for distribution in such County or District, instead of for the original purpose for which such Monies were granted.

Changes of School Grant.

3°. *Resolved*, That it shall be lawful for the Governor upon the requisition of the General or a Special Sessions of the Peace for the Counties of Cape Breton, Inverness, Richmond, and Sydney, respectively, immediately to draw all or any part of the Monies by Law appropriated for Schools of every description within such Counties respectively, for the half year from the first day of May to the first day of November next, and to apply the same under such regulations and restrictions as may be deemed necessary in the purchase of Seed for distribution in such Counties respectively, instead of for the original purposes for which such Monies were granted.

£12 10s. L. Jenks.

4°. *Resolved*, That the sum of Twelve Pounds and Ten Shillings be granted and paid to Lewis Jenks, for extra services in the Building of a Bridge over Partridge Island River, in the year 1848, as recommended by a Select Committee, and that this sum be repaid out of the Road Money for Cumberland for the year 1850.

£140 7s. 7d. to C. W. Wallace.

5°. *Resolved*, That the sum of One Hundred and Forty Pounds Seven Shillings and Seven Pence be granted and paid to Charles W. Wallace, late Treasurer of the Province, being balance in full of Monies paid by him in that capacity, and omitted to be charged in account after deducting amount standing against him, as reported by a Committee of the Executive Council.

£18 Sheriff Guysborough.

6°. *Resolved*, That the sum of Eighteen Pounds be granted and paid to the Sheriff of Guysborough, for his expenses in attending before the Guysborough Election Committee during the present Session.

£12 Board of Health, Argyle.

7°. *Resolved*, That the sum of Forty-two Pounds be granted and placed at the disposal of the Governor, to defray certain liabilities incurred by the Board of Health at Argyle, pursuant to the Report of Committee.

£110 2s. 6d. balance Windsor Railroad Survey.

8°. *Resolved*, That the sum of One Hundred and Ten Pounds Two Shillings and Six Pence be granted and placed at the disposal of the Governor to defray the balance of expenses of Survey for Railroad from Halifax to Windsor.

£150 Government Commissioners.

9°. *Resolved*, That the sum of One Hundred and Fifty Pounds be granted and placed at the disposal of the Governor, to pay the expenses of certain missions to Canada and New Brunswick in reference to the Railway, Telegraph, and inter-Colonial Postage.

£105 Hx. and Que. see Railway Statistics.

10°. *Resolved*, That the sum of One Hundred and Ninety-five Pounds be granted and placed at the disposal of the Governor, to defray the expense of collecting Statistics, &c., in relation to the Halifax and Quebec Railroad.

£50 Dr. Gesner.

11°. *Resolved*, That the sum of Fifty Pounds be granted and paid to Abraham Gesner, Esquire, to remunerate him for Public Services performed for the Government.

12°. *Resolved*, That the sum of Ninety-two Pounds be granted and paid to John H. Crosskill, in full, for claims for Printing up to 31st December, 1847, pursuant to the Report of the Committee on his Petition. £02 J. H. Crosskill.

13°. *Resolved*, That the sum of Nine Hundred and One Pounds Four Shillings and Nine Pence, be granted and placed at the disposal of the Governor, to repay advances made from the Treasury for Public Printing and to defray the following amounts still due therefor, pursuant to the Report of the Committee on Printing, that is to say : £001 4s. 9d. Public Printing.

William Gossip,	£115	2	7
Ritchie & Nugent,	6	15	0
William Annand,	6	11	3
British Colonist,	3	16	3
Richard Nugent,	2	17	3
English & Blackadar,	1	2	6
W. Cunnabell,	0	15	0
J. Ferguson,	0	12	6
Royal Gazette Office,	1	3	9
J. S. Thompson Queen's Printer, balance due,	52	3	4
J. H. Crosskill, in full, balance due,	168	5	4

14°. *Resolved*, That the sum of Fifteen Pounds be granted and paid to Margaret Nickerson, to assist her in keeping a House of Entertainment for Travellers on the Road between Shelburne and Barrington. £15 Mar. Nickerson.

15°. *Resolved*, That the sum of Fifteen Pounds be granted and paid to Rebecca Langley, to assist her in keeping a House of Entertainment for Travellers on the Road between Musquodoboit and St. Mary's. £15 Rebecca Langley.

16°. *Resolved*, That the sum of Three Hundred and Seventy-five Pounds annually, for the next three years, be granted to such person as shall in each year run a suitable Steamboat between Halifax and St. John's, Newfoundland, touching at Cape Breton going and returning; to be paid when it shall appear to the Governor, in Council, that the service has been properly discharged. £375 annually Steamer to Cape Breton.

17°. *Resolved*, That the sum of Two Hundred Pounds annually, for the next three years, be granted and placed at the disposal of the Governor for the encouragement of a suitable Steamboat to ply twice a week between Pictou and Charlottetown, Prince Edward Island; to be paid when it shall appear to the satisfaction of the Governor, in Council, that the service has been faithfully performed and that the Mails (if required) have been duly conveyed by such Boat. £200 annually P. E. I. steamers.

18°. *Resolved*, That the sum of Three Hundred and Fifty Pounds annually, for the next three years, be granted to such persons as shall, in each year, run weekly, a suitable Steam Boat between Yarmouth and Halifax, touching at the intermediate Ports of Liverpool and Lunenburg, to be paid when it shall appear to the satisfaction of the Governor, in Council, that such Boat has plied between the said Ports as hereinbefore mentioned, at least seven months in each year. £350 annually Shore Steamer.

19°. *Resolved*, That the sum of Seventy-five Pounds annually, for the next three years, be granted and placed at the disposal of the Governor, to be paid to any person who will in each year run a suitable Steam Boat from St. Peter's through the Bras d'Or Lake to Sydney, once a fortnight, and in the interval to ply as a Passage Boat regularly between Sydney and the North Bar. £75 Bras D'Or Steamer.

£30 and £20 Adj.
and Qtr. Master
General Militia.

20°. *Resolved*, That the sum of Fifty Pounds be granted and placed at the disposal of the Governor, to enable him to pay to the Adjutant General of Militia, the sum of Thirty Pounds, and to the Quarter Master General the sum of Twenty Pounds, for their services for the past year.

½ per cent. Treasury
Note Commrs.

21°. *Resolved*, That such sum be granted and placed at the disposal of the Governor, as will enable him to remunerate the Commissioners for issuing Treasury Notes for their services (including the expense of their Clerk) between the first day of April, 1847, and the first day of February, 1849, at the rate of one half per cent. on the amount of Notes actually signed, the same to be in full, for all services performed by them in signing and cancelling Notes and Stock Certificates up to the latter date.

£260 Reporting.

22°. *Resolved*, That the sum of Two Hundred and Sixty Pounds be granted and placed at the disposal of the Governor to pay the expense of Reporting and Publishing the Debates of the House of Assembly for the present Session.

Sums borne on Civil
List.

23°. *Resolved*, That in the event of a Bill, entitled, an Act for transferring the Crown Revenues of Nova Scotia, and providing for the Civil List thereof, receiving Her Majesty's assent and passing into a Law, the sum of Two Hundred Pounds Sterling be granted and paid to the present Lieutenant Governor for his contingencies for the present year.

And also, in the like event, the sum of Two Hundred and Fifty Pounds Sterling to the present Lieutenant Governor, for a Private Secretary for the present year.

And also, in the like event, the sum of One Hundred Pounds Sterling to the Superintendent of Mines in Cape Breton for the present year.

And also, in the like event, the sum of Four Hundred and Sixty Pounds Sterling for the Salaries of the Clerk's in the Provincial Secretary's Office for the present year, to be applied and appropriated by the Provincial Secretary.

And also, in the like event, a sum not exceeding One Hundred Pounds Sterling for Stationary and other contingencies of the Provincial Secretary's Office for the present year; the expenditure to be accounted for at the next Session of the General Assembly.

And also, in the like event, the sum of Thirty Pounds Sterling to the Master of the Rolls, the Judge of Vice Admiralty, and the Judge of Probate at Halifax, for Fuel and Criers of their Court for the present year.

And also, in the like event, the sum of Forty Pounds Sterling to the Clerk of the Crown in the Supreme Court for this Province, for his services for the present year.

And the said several Resolutions being again read—

Motion against
Governor's Con-
tingencies:

Mr. Harrington moved that the last of said Resolutions be amended by striking out thereof the sum granted for the contingencies of the Lieutenant Governor—which, being seconded and put, and the House dividing thereon, there appeared, for the motion, twenty-one; against it, twenty-five.

For the motion—

Mr. Freeman,
 " Hall,
 " Dickey,
 " Fraser,
 " Harrington,
 Hon. Mr. Johnston,
 Mr. Wier,
 " Bent,
 " Munro
 " Whitman,
 " Crow,
 " Moore,
 " Fulton,
 " Thorne,
 " Beckwith,
 " Ryder,
 " Blackadar,
 " Snow,
 " Taylor,
 " Marshall,
 " Budd.

Against the motion—

Mr. Card,
 " Comeau,
 " Brown,
 " McKenna,
 " McDougall,
 " Ernst,
 " Robertson,
 " Kedy,
 " McDonald,
 " Homer,
 " Bourneuf,
 " McKeagney,
 " McLeod,
 Mr. Sangster,
 Hon. Mr. Young,
 Hon. Mr. Huntington
 Mr. Martell,
 " Archibald,
 " Dimock,
 " Creelman,
 Hon. Atty. General,
 Hon. Mr. Doyle,
 Mr. Mignowitz,
 Hon. Prov. Secretary,
 " Henry.

Division.

So it passed in the negative.

Negatived.

Mr. Harrington then moved that the said Resolution be amended by striking out thereof the Grant to the Lieutenant Governor, for a Private Secretary ; which being seconded and put, and the House dividing thereon, there appeared, for the motion nineteen ; against it twenty-seven.

Motion against Gov.
 Private Secretary.

For the motion—

Mr. Freeman,
 " Hall,
 " Dickey,
 " Harrington,
 Hon. Mr. Johnston,
 Mr. Wier,
 " Bent,
 " Munro,
 " Whitman.
 " Crowe,
 " Moore,
 " Fulton,
 " Thorne,
 " Beckwith,
 " Ryder,
 " Blackadar,
 " Snow,
 " Taylor,
 " Budd.

Against the motion—

Mr. Fraser,
 " Card,
 " Comeau,
 " Brown,
 " McKenna,
 " McDougall,
 " Ernst,
 " Robertson,
 " Kedy,
 " McDonald,
 " Homer,
 " Bourneuf,
 " McKeagney,
 " McLeod,
 Mr. Sangster,
 Hon. Mr. Young,
 " Mr. Huntington,
 Mr. Martell,
 " Archibald,
 " Dimock,
 " Creelman,
 Hon. Atty. General,
 " Mr. Doyle,
 Mr. Mignowitz,
 Hon. Prov. Secretary,
 Mr. Henry,
 " Marshall.

Division.

So it passed in the negative.

Negatived.

The said several Resolutions were then, upon the question respectively put thereon, agreed to by the House.

Resolutions agreed to.

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

Sent to Council.

Then the House adjourned until To-morrow, at twelve of the clock.

 THURSDAY, 29TH MARCH, 1849.

PRAYERS.

Engrossed Catholic
Bishop Bill read
3d time, and
Passed.

An engrossed Bill to incorporate the Roman Catholic Bishop of Halifax, was read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to Incorporate the Roman Catholic Bishop of Halifax.

Sent to Council.

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

Com. on Bills.

On motion, the House resolved itself into a Committee on Bills.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report—
Family Provision
Bill, and
Loan,

Without amendt.

Horticultural, and
Telegraph.

With amendt.

The Chairman reported from the Committee that they had gone through the Bill to enable persons to make provision for their families and others; and the Bill to authorize a Loan for the use of the Province—and had directed him to report the same to the House severally without amendment; and that they had also gone through the Bill in addition to and amendment of an Act, entitled, an Act to Incorporate the Nova Scotia Horticultural Society; and the Bill to Incorporate the British North American Electric Telegraph Association in the Province of Nova Scotia—and had made amendments thereto respectively, which they had directed him to report to the House with the Bill; and he delivered the said several Bills, with the amendments to the two last mentioned Bills, in at the Clerk's Table.

Order for engrossing.

Ordered, That the Bills, with the amendments, be engrossed.

Ordered, That the Bills reported without amendment be engrossed.

Leave of absence.

Ordered, That Mr. Archibald and Mr. Fulton have leave of absence after this day to return home on urgent private business.

Council's amends to
Hx. Incorporation
Bill considered.

The amendments proposed by the Council to the Bill, entitled, an Act to consolidate the Acts respecting the Incorporation of the City of Halifax, were read a second time and considered by the House, and are as follow:

12TH CLAUSE.

1^o. 18th line—After the word “year” insert the words “during the continuance of this Act.”

14TH CLAUSE.

2^o. Leave out this clause and insert the following clause:—“*And be it enacted*, That there shall be annually elected on the first day of October in every year during the continuance of this Act, by the inhabitants and persons qualified to vote as in this Act specified by a majority of votes, by Ballot, from the Citizens of the said City of Halifax, duly qualified, a fit person to be Mayor of the said City, who shall go into office as soon as the term of office of the present or any future Mayor shall expire, and shall continue in office until the first day of October in the year next ensuing such Election, or longer, as hereinafter provided.

19TH CLAUSE.

3^o. 5th line, after the word “year” insert the words “during the continuance of this Act.”

23RD CLAUSE.

4^o. 4th line—after the word “of” insert the word “Mayor.”

5°. 8th line—After the word “Mayor,” insert the words, “or in case of vacancy of the office of Mayor, by the senior Alderman.”

26TH CLAUSE.

6°. 1st line—After the word “the” insert the word “Mayor.”

27TH CLAUSE.

7°. 5th line—After the word “year” insert the words, “during the continuance of this Act.”

8°. 11th line—Before the word “Alderman” insert the word “Mayor.”

9°. 13th line—After the word “be” insert the words “Mayor of the City and”.

28TH CLAUSE.

10°. 27th line—After the word “when” insert the word “Mayor.”

11°. 28th line—Leave out the word “both.”

31ST CLAUSE.

12°. 2nd and 5th lines—after the word “of” insert the word “Mayor.”

41ST CLAUSE.

13°. 3rd line—after the word “for” insert the word “Mayor.”

44TH CLAUSE.

14°. Leave out the proviso.

46TH CLAUSE.

15°. 11th and 12th lines—leave out the words “one or more Weighers of Flour and Meal.”

60TH CLAUSE.

16°. 6th and 7th lines—Instead of the words “one of whom” insert the word “who.”

17°. 8th line—After the word “office” leave out all the words to the word “and” in the 25th line, and insert instead the words “two years.”

65TH CLAUSE.

18°. 4th line—After the word “the” insert the words “occupants being yearly tenants and in all other cases the”.

19°. 7th line—After the word “whether” insert the words “occupied or”.

79TH CLAUSE.

20°. 44th and 53rd lines—Instead of the word “six” insert the word “three.”

118TH CLAUSE.

21°. 22nd line—After the word “thus” insert the word “approved.”

119TH CLAUSE.

22°. Leave out this clause.

127TH CLAUSE.

23°. 13th line—Instead of the word “five” insert the word “two.” After the word “years” leave out the remainder of the clause.

At the end of the Bill insert the following clause :

24°. *And be it enacted*, That this Act shall continue and be in force for two years from the first day of April in this present year of our Lord One Thousand Eight Hundred and Forty-nine and no longer.

The first of said amendments was then, upon the question put thereon, agreed to by the House.

1st agreed to.

Mr. Mignowitz moved that the second amendment be not agreed to : which, being seconded and put, and the House dividing thereon, there appeared, for the motion, twenty-one ; against it, fourteen.

2d disagreed to on division.

For the motion—

Mr. Henry.
 Hon. Mr. Doyle,
 " Mr. Young,
 Mr. Mott,
 " Martell,
 " Card,
 " Robertson,
 " McKenna,
 " Mignowitz,
 Hon. Prov. Sec.
 Mr. Comeau,

Mr. Kedy,
 " Dimock,
 " Ernst,
 " Harrington,
 " McDonald,
 " McDougall,
 " McKeagney,
 " McLeod,
 " Brown,
 Hon. Mr. Huntington

Against the motion—

Mr. Budd,
 " Thorne,
 " Taylor,
 " Bent,
 " Crow,
 " Snow,
 " Wier,
 Hon. Mr. Johnston,
 Mr. Dickey,
 " Whitman,
 " Blackadar.

So it passed in the affirmative.

3d agreed to.

The third amendment was then, upon the question put thereon, agreed to by the House.

4th disagreed to.

On motion, *resolved*, That the fourth amendment be not agreed to.

5th agreed to.

The fifth amendment was then, upon the question put thereon, agreed to by the House.

6th disagreed to.

On motion, *resolved*, That the sixth amendment be not agreed to.

7th agreed to.

The seventh amendment was then, upon the question put thereon, agreed to by the House.

8th, 9th and 10th
disagreed to.

On motion, *resolved*, That the eighth, ninth, and tenth amendments respectively, be not agreed to.

11th agreed to.

The eleventh amendment was, upon the question being put thereon, agreed to by the House.

12th, 13th and 14th
disagreed to.

On motion, *resolved*, That the twelfth, thirteenth, and fourteenth amendments be not agreed to.

15th disagreed to on
division.

The Hon. Mr. Huntington moved that the fifteenth amendment be agreed to ; which being seconded and put, and the House dividing thereon, passed in the negative.

Resolved, That the said fifteenth amendment be not agreed to.

16th, 17th, 18th,
19th, 20th and 21st
agreed to.

The sixteenth, seventeenth, eighteenth, nineteenth, twentieth, and twenty-first amendments respectively, were then, upon the question put thereon, severally agreed to by the House.

22d agreed to on
division.

Mr. Mignowitz moved that the twenty-second amendment be not agreed to ; which being seconded and put, and the House dividing thereon, passed in the negative.

The said twenty-second amendment was, upon the question put thereon, agreed to by the House.

23d and 24th agreed
to.

The twenty-third and twenty-fourth amendments were, upon the question severally put thereon, agreed to by the House.

Bill, &c. sent to
Council.

Ordered, That the Clerk do carry the said Bill and amendments back to the Council, and acquaint them that this House have agreed to the 1st, 3rd, 5th, 7th, 11th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, and 24th of the said amendments

ments ; and have not agreed to the 2nd, 4th, 6th, 8th, 9th, 10th, 12th, 13th, 14th, and 15th of the said amendments.

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

The Council have agreed to the Bill, entitled, an Act for the regulation of Benefit Building Societies, without any amendment ; and to the Bill, entitled, an Act concerning the Halifax Steam Boat Company, as now amended.

The Council have agreed to the several Resolutions of this Honorable House, for dividing, sub-dividing, and appropriating the sum of £20,000 granted in this Session for the services of Roads and Bridges, and also the extra Grants made for the same service, in the respective Counties of Guysborough, Sydney, and Richmond.

The Council have agreed to the Resolution for granting the sum of £5,400 15s. 9d., to repay certain advances made by the Government ; and the Resolution for changing the appropriation of £37 11s. granted for the Road service in the County of Sydney.

The Council have not agreed to the Resolution for granting £50 to James Dawson, Lloyd's Agent at Pictou.

And then the Messenger withdrew.

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

The Council have agreed to the Bill, entitled, an Act in further amendment of the Acts for the more easy redemption and foreclosure of Mortgages, without any amendment ; and to the Bill, entitled, an Act relating to certain Harbors and Pilotage thereat, with an amendment, to which amendment they desire the concurrence of this Honorable House.

And then the Messenger withdrew.

The amendment proposed by the Council to the last mentioned Bill was read a first and second time and considered by the House ; and thereupon—

On motion, *resolved*, that the said amendment be agreed to.

Ordered, That Clerk do carry the Bill and amendment back to the Council and acquaint them that this House have agreed to the said amendment.

The Order of the Day being read—

The House again resolved itself into a Committee on the subject of the Magisterial Appointments, &c.

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the business referred to them, and directed him to move for leave to sit again on the consideration thereof—to which the House agreed.

The Hon. Mr. Johnston moved that the House do now adjourn until To-morrow at ten of the clock—which, being seconded—

The Hon. Mr. Huntington moved, by way of amendment, that the House do adjourn until half-past seven of the clock of this day—which, being seconded and put, and the House dividing thereon, passed in the affirmative ; and accordingly—

The House adjourned until half-past seven of the clock.

At half-past 7 p. m., the House met pursuant to adjournment.

Message from Council.

Agree to—
Building Society
Bill, and
Hx. Steam Boat
Bill,

Road Scales.

Money grant,

Change of appropriation,
Sydney.

Disagree to Money
Grant.

Message from Council.

Agree to Mortgage
Foreclosure Bill.
Also,
Harbor Bill with an
amendment.

Council's amendments to
Harbor
Bill agreed to.

Bill, &c. sent to
Council.

Order of Day,

Com. on Magistracy.

Report progress.

Motion to adjourn
to to-morrow.

Adjournment to this
day carried.

Com. on Magistracy.

On motion, the House again resolved itself into a Committee on the subject of the Magisterial Appointments, &c.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

And the Committee having continued to sit until after one of the clock on Friday morning—

FRIDAY, 30TH MARCH, 1849.

Mr. Speaker resumed the Chair.

Report progress

The Chairman reported from the Committee that they had made further progress in the business referred to them, and had directed him to move for leave to sit again on the consideration thereof.

Further Order.

Ordered, That this House do this day, again resolve itself into a Committee on the same subject.

Then the House adjourned until ten of the clock of this day.

FRIDAY, 30TH MARCH, 1849.

PRAYERS.

Engrossed Bills read
3rd time.
Horticulture.

An engrossed Bill in addition to, and amendment of, an Act, entitled, an Act to Incorporate the Nova Scotia Horticultural Society, was read a third time.

Passed.

Resolved, That the Bill do pass, and that the title be, an Act in addition to the Act to Incorporate the Nova Scotia Horticultural Society.

Loan.

An engrossed Bill to authorise a Loan for the use of the Province, was read a third time.

Passed.

Resolved, That the Bill do pass, and that the title be, an Act to authorise a Loan for the use of the Province.

Telegraph.

An engrossed Bill to Incorporate the British North American Electric Telegraph Association in the Province of Nova Scotia, was read a third time.

Passed.

Resolved, That the Bill do pass, and that the title be, an Act to Incorporate the British North American Electric Telegraph Association in the Province of Nova Scotia.

Bills sent to Council.

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

Engrossed Family
Provision Bill read
3rd time, not
passed on division.

An engrossed Bill to enable persons to make provision for their families and others, was read a third time, and the usual question being put thereon, that the said Bill do now finally pass and be sent to the Council for concurrence; then the House divided thereon, when it passed in the negative.

Bill deferred.

Ordered, That the further consideration of the said Bill be deferred until the next Session.

Railway Bill pro-
sented.

Read 1st and 2nd
time and commit-
ted.

The Hon. Mr. Young, pursuant to special leave given, presented a Bill to authorize the Commissioners for erecting and building the Trunk Line of Railway from Halifax to Quebec, to construct the same within the limits of this Province; and the same was read a first time and ordered to be read a second time.

Resolution for ad-
vance for Printing.

On motion of Mignowitz—

Resolved, That His Excellency the Lieutenant Governor be authorized and respectfully

respectfully requested to direct advances from the Treasury, of such sums as may be required towards defraying the expenses of Public Printing, *Provided*, That no greater sum be advanced in the whole than Five Hundred Pounds, and this House will provide for the same at its next Session.

On motion of the Hon. the Attorney General—

Resolved, That His Excellency the Lieutenant Governor be authorized and respectfully requested to direct such advances of Monies from the Treasury as may be necessary to keep up the Post Office Communication throughout the Province, for the current year, and this House will provide for the same at its next Session.

Resolution for advance for Post Office.

On motion of Mr. Mignowitz—

Resolved, That His Excellency the Lieutenant Governor be respectfully requested to direct copies of the Gazette, to continue to be sent for the future to the several Clerks of the Peace, for the use of the Courts of Sessions, to be filed and preserved by them,—and that the Postage thereof be charged in the account of Postage against the Legislature.

Gazette to be sent to Clerks of Peace.

Ordered, That the Clerk do carry the said several Resolutions to the Council and desire their concurrence.

Resolutions sent to Council.

On motion of Mr. Fulton—

Resolved, That under the present obscurity of the Law, and until an Act shall be passed by the Legislature of this Province, more clearly defining the cases in which travelling Fees shall be payable to the Judges of the Supreme Court; His Excellency the Lieutenant Governor be respectfully requested (while this House confirms the payments already made) not to authorize the issue of any Warrant for the payment of travelling allowance to any Judge, excepting for travel whilst holding the Circuit Courts in the Country Districts within this Province, and that previously to the issuing of any such Warrant, a Memorandum shall be furnished by the Judge, shewing particularly the number of days' travel with dates, and the Circuit whereon such travel occurred.

Resolution as to travelling fees of Judges.

The Hon. the Attorney General, pursuant to special leave given, presented a Bill to give a right of Way for a Railroad through the Province of Nova Scotia, and the same was read a first time.

Railway Bill presented.

Ordered, That the same, together with the Bill this day introduced on the same subject, be referred to a Select Committee, to examine and report upon, with power to report an Address to Her Majesty founded on the Resolutions passed on the 23rd day of March, instant, in reference to the project of a Railroad from Halifax to Quebec.

Ref. with previous Bill to Sel. Com.

Ordered, That Mr. Hall, Mr. Henry, Mr. Creelman, Mr. Dickey, and Mr. Blackadar be a Committee for the foregoing purposes.

Com. named.

On motion of the Hon. Mr. Huntington, *resolved unanimously*, that the following Address to Her Majesty on the subject of Free Ports, be agreed to by the House, and do pass:

Address to Crown on subject of Free Ports.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The Humble Address of the Representatives of the People of Nova Scotia.

MAY IT PLEASE YOUR MAJESTY—

WE, your Majesty's Loyal Subjects, again approach your Majesty to renew our unanimous request that the Ports of Barrington, Argyle, Cornwallis,

lis, Annapolis, Guysborough and Wallace, be declared Free Ports. In again calling the attention of your Majesty to this subject, your Majesty's faithful Commons would observe that, by a Despatch dated Downing Street, 14th November, 1848, from your Majesty's principal Secretary of State for the Colonies, accompanied by a Treasury Minute of the 17th October, 1848, and by the general tenor of the correspondence on this subject for some time past, it would appear that an apprehension is entertained by your Majesty's Imperial Officers that if these Ports were declared Free Ports the number of officers would have to be increased and the expense augmented.

Your Majesty's faithful Commons would respectfully state that at all these Ports Collectors of the Customs had been stationed for many years, and that on the recent change in this Department, consequent on the Repeal of the Imperial Duties, a Controller of Customs and Navigation Laws has been continued, and that Provincial Revenue Officers are also kept at these places to secure the Revenue.

That no additional officers will be required to perform the duties at these Ports whether they shall be declared Free Ports or continued closed up to Foreign Trade, as at present, it may be further respectfully stated to your Majesty, in confirmation of this opinion, that at the Ports of Lunenburg, Arichat, Parrsboro' and Weymouth, now all Free Ports, only one Imperial Officer is required; and no inconvenience is found to arise, nor are the officers over worked; and that in the present state of the Laws of Trade and Navigation a simple order in Council under the authority of the Act 3rd and 4th Wm., 4th chap., declaring these Ports Free Ports is all that is required to give effect to this their humble Address.

In respectfully calling the attention of your Majesty to this subject again, it may be observed that to the inhabitants of these Ports and to those in their vicinity it is one of much importance.

A failure of the Crops for three successive years in this Province has compelled the inhabitants in many instances to resort to other employments for a subsistence, and has generally increased the necessity that before existed for this arrangement.

The great towns of the United States, distant a day or two's sail, are the only available markets where their necessary supplies can be obtained in exchange for such articles of merchandize as our people have to dispose of, viz:—Fish, Coals, Firewood, Gypsum, Grindstones, Sawed Lumber and Staves, on which the profits in this trade are so trifling that every increased expense is felt seriously by those who are forced to resort to it.

May it therefore please your Majesty favorably to consider these our humble suggestions, and direct such means to be adopted as will give to the inhabitants of those ports respectively the facilities sought by this Address.

Ordered, That the said Address be engrossed.

Resolved, That His Excellency the Lieutenant Governor be respectfully requested to transmit the said Address, to be laid at the foot of the Throne with his favorable recommendation of the Prayer thereof.

On motion of Mr. Henry—

Resolved, That under the special circumstances affecting the County of Sydney, the sum One Hundred and Fifty Pounds included in the Road Scale of the present year, as a repayment of Monies advanced for that County, be allowed to be appropriated for the service of Roads and Bridges therein, and shall remain as a charge on the Road Grant for such County, and be repaid therefrom at the next Session.

Gov. requested to transmit same.

Change of appropriation, Sydney Roads.

Ordered,

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

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

The Council do not adhere to the amendments proposed by them to the Bill, entitled, an Act to consolidate the Acts respecting the Incorporation of the City of Halifax, which have not been agreed to by this Honorable House.

The Council have agreed to the Bill to continue and amend the Law regulating the Survey of Timber, Lumber, and Shingles, as now amended; and they have agreed to the Bill, entitled, an Act to Incorporate the Chebucto Marine Insurance Company with amendments, to which amendments they desire the concurrence of this Honorable House.

The Council have also agreed to twenty-two Resolutions for granting and changing the appropriation of various sums of Money, as follows :

£12	10	0	Lewis Jenks.
140	7	7	Charles W. Wallace.
18	0	0	Sheriff, Guysborough.
42	0	0	Board of Health, Argyle.
110	2	6	Balance of Expenses of Windsor Railroad Survey.
150	0	0	Government Missions.
195	0	0	Halifax and Quebec Railroad Statistics.
50	0	0	Dr. Gesner.
92	0	10	J. H. Crosskill.
901	4	9	Public Printing.
375	0	0	Annually for 3 years Halifax and Newfoundland Steamer.
200	0	0	“ “ “ Pictou and P. E. Island “
350	0	0	“ “ “ Western Shore “
75	0	0	“ “ “ Bras d'Or Lake “
15	0	0	Margaret Nicholson.
15	0	0	Rebecca Langley.
{ 30	0	0	Adjutant General Militia. }
{ 20	0	0	Quarter Master General Militia. }
			$\frac{1}{2}$ per cent. Treasury Note Commissioners.
260	0	0	Reporting Debates of House.
100	0	0	Each County for Seed.
510	0	0	Oat Mills.

Change of appropriation of Agricultural Monies.
And then the Messenger withdrew.

The amendments proposed by the Council to the Bill, entitled, an Act to Incorporate the Chebucto Marine Insurance Company, were read a first time and considered by the House, and are as follows :

Message from Council—

Do not adhere to amendments to Hx. Incorporation Bill.

Agree to Lumber Bill as amended. And to Chebucto Marine Insurance Bill, With amendts.

22 Money Grants.

Amendments to Chebucto Marine Insurance Bill agreed to.

7th line—Instead of the word “fifteen” insert the word “twenty-five.”

7TH CLAUSE.

3rd line—Instead of the word “six” insert the word “ten.”

20TH CLAUSE.

27th and 48th lines—Instead of the word “one” insert the word “two.”

30th and 49th lines—Instead of the word “two” insert the word “three.”

And thereupon—

On

On motion of Mr. Henry, *resolved*, that the said amendments be agreed to by the House.

Bill, &c. sent to Council.

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

Message from Council—

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Agree to Resolutions.

The Council have agreed to four Resolutions passed by this Honorable House viz :—

Requesting advances for expenses of Post Office Department.

“ “ “ Public Printing.

“ “ “ Gazettes to be sent to the Clerks of the Peace.

For change of appropriation of £150 for Road service in the County of Sydney.

And then the Messenger withdrew.

Report from Com. on Railway Bill.

Mr. Hall reported from the Committee on the Bills relating to the Halifax and Quebec Railroad, &c., that the Committee had considered the same and had made amendments to the Bill to enable the Commissioners for erecting and building the Trunk Line of Railway from Halifax to Quebec, to construct the same within the limits of this Province, which they had directed him to report to the House with the said Bill ; and he delivered the Bills referred to the Committee with the amendments to the said Bill so reported, in at the Clerk's Table, where the said Bill with the amendments was *nem. con.* read a second time.

Bill read 2nd time.

Report from same Com. Address to Queen.

Mr. Hall also from the Committee reported that they had prepared the draft of an Address to Her Majesty, in conformity with their instructions, which they recommend to be passed by the House ; and he delivered the said draft of Address in at the Clerk's Table, where the same was read.

Bill and Address Committed

Ordered, That said the Bill with the amendments thereto, and said Address so reported, be committed to a Committee of the whole House.

Com. thereon.

Ordered, That the House do now resolve itself into such Committee.

And accordingly the House *resolved* itself into the said Committee.

Mr. Speaker left the Chair,

Mr. Thorne took the Chair of the Committee,

Mr. Speaker resumed the Chair.

Report Bill and Address.

The Chairman reported from the Committee that they had gone through the said Bill, and had made the amendments thereto recommended by the Select Committee, which they had directed him to report to the House with the Bill, and that they had also gone through the said Address, and had directed him to recommend the same to the House without any amendment ; and he delivered the said Bill and amendments and the said Address respectively, in at the Clerk's Table.

Motion to defer Bill.

The Hon. Mr. Huntington moved that the further consideration of the said Bill be deferred until the next Session ; which being seconded and put, and the House dividing thereon, there appeared, for the motion thirteen ; against it twenty-seven.

For the motion—

Mr. Snow,
 " Budd,
 " Comeau,
 " Campbell,
 " Whitman,
 " Freeman,
 " Ryder,
 Hon. Mr. Huntington
 Mr. Bourneuf,
 " Thorne,
 Hon. Mr. Johnston,
 Mr. Brown,
 " McLeod.

Against the motion—

Hon. Mr. Doyle,
 Mr. McDougall,
 " Creelman,
 " Hall,
 Hon. Atty. General,
 " Prov. Secretary,
 " Mr. Young,
 Mr. Archibald,
 " Martell,
 " Mignowitz,
 " Dimock,
 " Ernst,
 " Mott,
 " Kedy,
 Mr. Wier,
 " Blackadar,
 " Crow,
 " Munro,
 " Moore,
 " Bent,
 " Sangster,
 " Homer,
 " Card,
 " McDonald,
 " Dickey,
 " Fulton,
 " Robertson.

Division.

So it passed in the negative.

Negatived.

Ordered, That the said Bill, with the amendments, be engrossed, and *nem. con.* be read a third time this day.

Bill to be engrossed.

The said Address reported from the Committee was then read by the Clerk, and is as follows :

Address to Queen considered.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Address.

The Humble Address of the Representatives of the People of Nova Scotia, in General Assembly convened.

MAY IT PLEASE YOUR MAJESTY—

WE, your Majesty's faithful and loyal subjects, the Commons of Nova Scotia, approach your Majesty with warm attachment to the Government and person of your Majesty, to express our gratified feeling to your Majesty for having submitted the Survey and Plans of the contemplated Railroad from Halifax to Quebec for the deliberate consideration of this House.

The able Report of your Majesty's Engineers, employed in this Survey, confirms the views entertained by your loyal subjects the Representatives of the people of Nova Scotia, that the accomplishment of this undertaking will develop the resources of your Majesty's noble possessions on this Continent—create new elements of prosperity—promote internal improvement, and become a national and indissoluble bond of union with the Parent State.

That this House have to assure your Majesty that a very strong feeling in favor of the work prevails among the great body of the people—that in consequence of an official Circular lately issued meetings have been held in the various Settlements situate along the Line in this Province, at which Resolutions were passed as embodied in Petitions, numerous and respectably signed and presented to this House, pledging the proprietors of the land thereof which the line would penetrate, to give a breadth free of expense.

That, impressed with these sentiments, the Legislature of this Province has passed a Law granting, free of expense, a right of way for said Railroad, all public lands within ten miles of either side thereof, and charging upon the Provincial and Local Revenues of Nova Scotia an annual contribution of Twenty Thousand Pounds Sterling towards the payment of the Interest of the sum required to be expended upon the construction of such work—a fifth part of this sum has been voluntarily tendered by the citizens of Halifax ; and the whole will be paid annually to such Commissioners as your Majesty may please to appoint, after the completion

completion, or satisfactory security for the completion of such Railway, until the traffic thereon is sufficient to relieve the Provincial Governments from further contributions.

Your Majesty's subjects in this part of your Empire have made preparations to erect an Electric Telegraph across Nova Scotia to unite with the Lines already established from Metis to Quebec, and St. John, New Brunswick, to Boston; and thus information will be transmitted in the most rapid manner to the interior of Canada and the United States, and the speedy construction of this projected Railway will turn the Passenger travelling in the same direction as the most speedy and safe route to the heart of America.

The projected Railway will furnish a safe military road throughout the centre of British America, open a boundless track of fertile soil for colonization, facilitate the transport of your Majesty's Mails and Troops, and will create a new intercourse from Western America and the Lakes through the Saint Lawrence to Halifax, a port surpassed by none on the Continent of America.

May it please your Majesty, to give to the subject of their address, your gracious consideration; and to extend your regal favor to the construction of this National Highway through your Majesty's splendid Provinces, knitting them together by the strongest ties, and uniting them to the Parent State by the bonds of loyalty, affection, and interest.

And the said Address having been considered by the House, and the usual question having been propounded from the Chair, that the same be agreed to by the House and do pass, the House divided thereon, when there appeared, for agreeing to the Address, twenty-seven; against it, thirteen.

For the Address—

<i>Hon. Mr. Doyle,</i>	<i>Mr. Wier,</i>
<i>Mr. Creelman,</i>	<i>" Blackadar,</i>
<i>" Hall,</i>	<i>" Crowe,</i>
<i>Hon. Atty. General,</i>	<i>" Munro,</i>
<i>" Prov. Secretary,</i>	<i>" Moore,</i>
<i>" Mr. Young,</i>	<i>" Bent,</i>
<i>Mr. Archibald,</i>	<i>" Sangster,</i>
<i>" Martell,</i>	<i>" Homer,</i>
<i>" Mignowitz,</i>	<i>" Card,</i>
<i>" Ernst,</i>	<i>" McDonald,</i>
<i>" Mott,</i>	<i>" Dickey,</i>
<i>" Kedy,</i>	<i>" Fulton,</i>
<i>" Dimock,</i>	<i>" Robertson.</i>
<i>" McDougall,</i>	

Against it—

<i>Mr. Snow,</i>
<i>" Budd,</i>
<i>" Comeau,</i>
<i>" Campbell,</i>
<i>" Whitman,</i>
<i>" Freeman,</i>
<i>" Ryder,</i>
<i>Hon. Mr. Huntington,</i>
<i>Mr. Bourneuf,</i>
<i>" Thorne,</i>
<i>Hon. Mr. Johnston,</i>
<i>Mr. Brown,</i>
<i>" McLeod.</i>

So it passed in the affirmative.

Ordered, That the said Address be engrossed.

Resolved, That His Excellency the Lieutenant Governor be respectively requested to transmit the said Address to be laid at the foot of the Throne, with his favourable recommendation in relation to the subject matter thereof.

An engrossed Bill to enable the Commissioners for erecting and building the Trunk Line of Railway, &c., was, pursuant to order, read a third time.

Resolved, That the Bill do pass, and that the title be, an Act to enable the Commissioners for erecting and building the Trunk Line of Railway from Halifax to Quebec to construct the same within the limits of this Province.

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

Ordered,

Address passed on
division.

Address to be en-
grossed.

Gov. requested to
transmit same.

Engrossed Railroad
Bill read 3d time.

Passed.

Sent to Council.

Ordered, That the Clerk do carry to the Council the Resolutions passed by this House on the 23rd day of March instant, in relation to the contemplated Line of Railroad from Halifax to Quebec, and desire their concurrence therein.

Railway Resolutions sent to Council.

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Message from Council.

The Council have agreed to the Bill, entitled, an Act to Incorporate the Nova Scotia Horticultural Society ; the Bill, entitled, an Act to Incorporate the British North American Electric Telegraph Association in the Province of Nova Scotia ; and the Bill, entitled, an Act to authorize a Loan for the use of the Province—severally without any amendment.

Agree to Bills, viz—
Horticulture,
Telegraph.

Loan:

The Council have also agreed to the Resolutions of this Honorable House on the subject of the Halifax and Quebec Railway ; the Resolution for granting various sums heretofore borne on the Civil List in this Province ; and the Resolution authorizing the appropriation of the Educational Monies in certain Counties for purchase of Seed.

Resolutions—
Railway,

Civil List,
Education monies for
Seed

And then the Messenger withdrew.

The Order of the Day being read—

Order of Day—

The House resolved itself into a Committee on the further consideration of the Magisterial Appointments, &c.

Com. on Magistracy

Mr. Speaker left the Chair,

Mr. Dimock took the Chair of the Committee,

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had made further progress in the business referred to them, and directed him to move for leave to sit again on the consideration thereof—to which the House agreed.

Report progress.

Then the House adjourned until this day at eight of the clock.

House adjourn.

The House met pursuant to adjournment.

Meet again.

On motion, the House again resolved itself into a Committee on the subject of the Magisterial Appointments, &c.

Com. on Magistracy.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

And the Committee having continued to sit until after one of the clock—

SATURDAY, 31st MARCH, 1849.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the business referred to them, and had passed the Resolution in reference thereto, referred to them on a former day—and he delivered the said Resolution in at the Clerk's Table, where the same was read, and is as follows :

Report finally

Whereas, it has been the practice from time to time in this Province to issue General Commissions of the Peace, affording to the Executive Government an opportunity of correcting the defects arising from age, incapacity and other causes, and of renovating the List of Magistrates in the several Counties in the least offensive and most convenient mode.

Resolution.

And whereas, a new Commission of the Peace was issued accordingly in the month of November, 1848.

And whereas, in twelve of the seventeen Counties of the Province only a small number of the Justices then surviving were omitted ; *And whereas*, in the other five Counties more extensive changes had become absolutely necessary, from the undue preponderance that had been given to one party, which created amongst the people feelings of irritation and discontent :

Resolved,

Resolved, That the issue of such new Commission in November last had become indispensable for the public welfare, and for restoring confidence in the administration of the local affairs of the several Counties; and was, in the opinion of this House, a wise and beneficial measure, expected by, and satisfactory to, the people of Nova Scotia.

Amendment moved.

And the said Resolution being again read—

The Hon. Mr. Johnston moved by way of amendment thereto, to leave out all the words thereof after the word “Whereas” and instead of the words so left out to insert the following after the said word “Whereas,” that is to say—

Amendment

“The Justices of the Peace in Nova Scotia, besides the ordinary functions, criminal and municipal, of the office, are Judges in Civil Actions of limited amount subject to appeal to the Supreme Court, and in this capacity determine business greater, it is believed, in its aggregate amount, than the Civil questions decided upon in the higher Courts of Law; and the appeals from the judgments of Justices of Peace have been extremely insignificant in number compared with the extent to which their authority is exercised, while the reversals of the judgments have been still more inconsiderable, these being facts capable of easy proof by reference to the dockets of trial of the Supreme Court.

“*And whereas*, it is repugnant to the dictates of sound policy and the maxims of well ordered Communities as it is inconsistent with the constitutional principles and practice of the British Government and the genius of the English people, that tenure of office of Justices of the Peace and other administrators of the Law, should be dependant on the fluctuations among political parties.

“*And whereas*, those principles have ever been respected in Nova Scotia, and until the 26th day of November, 1848, the practice of removing Justices of the Peace from office, on the ground of their political opinions, has neither been acted upon or acknowledged in this Province.

“*And whereas*, Nova Scotia is one of those Colonies whose Constitution has been dependant on the Royal Commission and Instructions.

“*And whereas*, among the standing Royal Instructions for the Government of Nova Scotia, from the period of its early history to the present hour, is one whereby the Governor is placed by the Sovereign under the following strict injunctions: ‘You shall not displace nor suspend any of the Judges, Justices, Sheriffs, or other officers or ministers within our said Province of Nova Scotia without good and sufficient cause, to be signified in the most full and distinct manner to us, through one of our Principal Secretaries of State.’

“*And whereas*, this Instruction has been essentially observed in practice by the Lieutenant Governors of Nova Scotia until the month of November, 1848, as far as the knowledge of this House extends, of which fact the immediately preceding general Commission of the Peace, issued about the year 1841, by the late Lieutenant Governor, Lord Falkland, is an example. On that occasion a very inconsiderable number of the Justices of the Peace having been omitted for distinct reasons effecting them individually they were severally restored on investigation which satisfied the Lieutenant Governor that the grounds of removal were unfounded or inadequate. *And whereas*, on the 15th day of March, instant, this House was moved that His Excellency the Lieutenant Governor should be respectfully requested by Address, to cause to be laid before the House the names of the Justices of the Peace who, being resident in their respective Counties in November last, when the late general Commission was issued, were omitted out of the said Commission, and also of the persons who, not holding the office when the said Commission issued, were appointed Justices of the Peace by the said Commission;

mission; and also the changes in the precedence of the Justices which were made by the said Commission, which motion being opposed by all the members of the present Government in the House and the members who ordinarily vote with them, was rejected, as appears by the Journals of this House. That, without such return, it is difficult to obtain a precisely accurate statement of the numbers of Justices of the Peace of the Province omitted from or added to the Magistracy by the said general Commission of 20th November, 1848. But it may be safely asserted that a number not much below, if not exceeding, one hundred Justices of the Peace entertaining political opinions opposed to the present Government, and resident in their respective Counties, were omitted from the late Commission, not only without any cause being assigned, but in cases in which application was made to the Lieutenant Governor to be informed of the grounds of removal, that information has been officially denied.

“*And whereas*, the assertions embodied in the recitals and Resolutions under the consideration of the House, have not been supported by any proof, and are deceptions, and calculated to mislead, as to the real cause, nature, and object of the said recent Commission of the Peace, as it is apparent from the facts that by the omission of the Justices holding political opinions opposed to the present Provincial Government, and by the addition of upwards of Two Hundred and Fifty newly appointed Justices, supporters of the Provincial Government, the effect has been to give the latter party a preponderance in the Sessions of the Peace in almost if not in every County in the Province.

“That in instances where that preponderance had previously existed it has been increased, in other cases the majority has been changed in a very large degree, and even to the extent of two to one among a population in which the political opinions of a large majority preclude the pretext that such a change was called for by the public sentiment.

“*And whereas*, the members of the Provincial Government in this House have declined to lay before the House, a Despatch which they acknowledge has been lately received by the Lieutenant Governor, from the Right Honorable the Colonial Secretary, on the subject of Petitions to the Crown, complaining of the removal of Justices of the Peace in November last.

“*Resolved*, That the exclusions from the Magistracy of the Province, which were effected by the Commission of the Peace issued on the 20th November, 1848, have endangered the pure administration of Justice, by making the continuance in office of Justices of the Peace, to be determined according to their political opinions.

“That the sanctioning of this act of the Provincial Administration would confer on each political party hereafter gaining temporary ascendancy, the right and might impose the necessity of making similar changes, and by placing every four years, at least, the retention and the recovery of Judicial offices by large numbers of influential men in every County on the issue of a political struggle, would aggravate the unavoidable evils of party contests, and induce dereliction of official duty, and a prostration of moral principles, injurious to the freedom, the prosperity, and the character of the people: That the advisers of His Excellency Sir John Harvey, the Lieutenant Governor of Nova Scotia, in recommending those exclusions from the Commission of the Peace, disregarded the high example of the Imperial Government, and the established principles of the British Constitution, and flagrantly contravened the Queen's instructions, and the constitution and practice of Nova Scotia, they inflicted on the feelings of a large number of the loyal subjects of Her Majesty, comprising men of the highest respectability, thus improperly dismissed from an office of honor and distinction, a deep

and unjustifiable wound ; and in refusing to signify to such of them as sought information, the cause of their exclusion, they denied them the protection against secret calumny to which, under the instructions of their Sovereign, as well as on the common principles of justice, they were entitled, and violated the duty that a Government owes to the people over which it is called to exercise rule ; and this House is of opinion that if such an exercise of executive administration should be vindicated, the most sacred interest of society would be placed in the power of every corrupt and unscrupulous Government that could command a subservient majority in the Legislature, and the people of Nova Scotia being driven to desire some constitution better balanced and protected, the connexion between the Colony and the Parent State would be weakened and endangered."

Amendment neg. on
division.

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

For the amendment—

Mr. Blackadar.
" Hall,
" Harrington,
Hon. Mr. Johnston,
Mr. Marshall,
" Campbell,
" Fulton,
" Whitman,
" Budd,
" Crow,
" Bent,
" Moore,
" Munro,
" Snow,
" Thorne,
" Freeman,
" Wier,
" Dickey,
" Ryder.

Against the amendment—

Mr. Sangster, Mr. McLeod,
Hon. Mr. Young, Hon. Prov. Sec.
Mr. Brown, " Atty. General,
" Homer, Mr. McDougall,
" Bourneuf, " McKeagney,
" Comeau, " Mignowitz,
" Creelman, Hon. Mr. Doyle.
" Dimock,
Hon. Mr. Huntington
Mr. Robertson,
" Henry,
" Mott,
" McDonald,
" Archibald,
" Kedy,
" Card,
" McKenna,
" Martell,
" Ernst.

So it passed in the negative.

Original resolution
agreed to on divi-
sion.

The question being then put, that the said Resolution as originally reported from the Committee be agreed to, and the House dividing thereon, there appeared, for agreeing to the Resolution, twenty-six ; against it, nineteen.

For the Resolution—		Against the Resolution—
Mr. Sangster,	Mr. McLeod,	Mr. Blackadar,
Hon. Mr. Young,	Hon. Prov. Secretary,	“ Hall,
Mr. Brown,	“ Atty. General,	“ Harrington,
“ Homer,	Mr. McDougall,	Hon. Mr. Johnston,
“ Bourneuf,	“ McKeagney,	Mr. Marshall,
“ Comeau,	“ Mignowitz,	“ Campbell,
“ Creelman,	Hon. Mr. Doyle.	“ Fulton,
“ Dimock,		“ Whitman.
Hon. Mr. Huntington,		“ Budd,
Mr. Robertson,		“ Crow,
“ Henry,		“ Bent,
“ Mott,		“ Moore,
“ McDonald,		“ Munro,
“ Archibald,		“ Snow,
“ Kedy,		“ Thorne,
“ Card,		“ Freeman,
“ McKenna,		“ Wier,
“ Martell,		“ Dickey,
“ Ernst,		“ Ryder.

So it passed in the affirmative.

Ordered, That Mr. Brown have leave of absence to return home on urgent private business. Leave of absence.

Then the House adjourned until this day, at eleven of the clock.

SATURDAY, 31ST MARCH, 1849.

PRAYERS.

Ordered, That the Clerk do prepare and present to the House an engrossed Bill for appropriating such part of the Supplies granted in the present Session as are not already appropriated by the Acts of the General Assembly. Order for Appropriation Bill.

The Clerk, pursuant to order, presented an engrossed Bill for applying certain Monies therein mentioned for the service of the year of our Lord One Thousand Eight Hundred and Forty-nine, and for other purposes; and the same was read a first time. Appropriation Bill presented.

Ordered, *nem. con.*, That the said Bill be now read a second time. Read 1st and 2nd time, and Passed.

Resolved, That the Bill do pass, and that the title be, an Act for applying certain Monies therein mentioned for the service of the year of our Lord One Thousand Eight Hundred and Forty-nine, and for other purposes.

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

A Message from the Council by Mr. Halliburton:

Mr. Speaker—

The Council have agreed to the Bill, entitled, an Act to consolidate the Acts respecting the Incorporation of the City of Halifax; and to the Bill, entitled, an Act to Incorporate the Chebucto Marine Insurance Company—severally as now amended. Message from Council—
Agree to Bills—
IX. Incorporation
Chebucto Marine Insurance Co.

And then the Messenger withdrew.

Message from Council—

A Message from the Council by Mr. Halliburton :

Agree to Bills—
Railway,

Mr. Speaker—

The Council have agreed to the Bill, entitled, an Act to enable the Commissioners for erecting and building the Trunk Line of Railway from Halifax to Quebec to construct the same within the limits of this Province, without any amendment.

Without amendt.

Catholic Bishop,
With amendt.

The Council have agreed to the Bill, entitled, an Act to Incorporate the Roman Catholic Bishop of Halifax, with amendments—to which amendments they desire the concurrence of this Honorable House.

And then the Messenger withdrew.

Amendments to
Catholic Bishop
Bill

The amendments proposed by the Council to the said last mentioned Bill were read a first and second time, and considered by the House, and are as follow :

IN THE TITLE.

3rd line—Instead of the word “of” insert the word “in.”

IN THE PREAMBLE.

4th line—Instead of the word “of” insert the word “in.”

At the end of the Bill add the following clause—

“*And be it enacted*, That this Act shall not be of any force or effect until Her Majesty’s assent shall be signified hereto.”

And thereupon—

Agreed to,
Bill, &c. sent to
Council.

On motion, *resolved*, That the said amendments be agreed to.

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

Report of Road Com.
adopted.

On motion of Mr. Dickey, *resolved*, That the Report of the Select Committee on the subject of the Laws respecting the laying out Roads through private lands presented on the 16th day of February last, be adopted by the House.

Message from Council.

A Message from the Council by Mr. Halliburton :

Mr. Speaker—

Agree to Catholic
Bishop Bill as
amended.

The Council have agreed to the Bill, now entitled, an Act to Incorporate the Roman Catholic Bishop in Halifax, as amended.

And then the Messenger withdrew.

Resolution for testi-
monial to Captain
Boudrot,

On motion of the Hon. the Attorney General—

Resolved unanimously, That this House deem it a solemn duty to record their opinion of the high estimation in which they hold the philanthropic, noble, and skilful conduct of Louis Boudrot, Captain of the Shannon; and Louis Boudrot, the younger, Captain of the Eliza, in rescuing the Passengers and Crew of the Belle Isle, from the perilous and awful situation to which they were reduced by the wreck of that Vessel in August last, by cool and manly seamanship; and to mark their sense of their meritorious services, are of opinion that His Excellency the Lieutenant Governor shall present each of those Gentlemen with a medal, and convey to them this expression of approbation, and this House will make provision for the expense, and for a suitable remuneration to the Crews of the two Vessels engaged in this noble service.

Sent to Council.

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

Report from Com.
on Casual Revenue
and Crown Land
Accounts.

Mr. Henry reported from the Select Committee to whom were referred the Casual Revenue Accounts, and the Accounts of the Commissioner of Crown Land

Land, for the last year; and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

(See Appendix No. 98.)

On motion of Mr. Henry, *resolved*, that the Report be received and adopted by the House, and that His Excellency the Lieutenant Governor be respectfully requested to carry out the views therein expressed. *

Adopted, and Gov. requested to carry out same.

A Message from Council by Mr. Halliburton :
Mr. Speaker—

Message from Council.

The Council have agreed to the Bill, entitled, an Act for applying certain Monies therein mentioned for the service of the Year of Our Lord One Thousand Eight Hundred and Forty-nine, and for other purposes, without amendment.

Agree to Appropriation Bill. And to

The Council have also *unanimously* agreed to the Resolution on the subject of a testimonial to the Captains Boudrot, &c.

Testimonial to Capt. Boudrot.

And then the Messenger withdrew.

Mr. Budd reported from the Select Committee on the subject of the Stud Horses 'Norfolk' and 'Bell-founder-Morgan,' and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read, and is as follows :—

Report from Com. on Stud Horses.

The Committee to whom was referred the subject of the Horses 'Norfolk' and 'Bell-founder-Morgan,' beg to report further as follows :—

That they do not think in prudent at present to dispose of the said Horses, as they have hitherto been kept at trifling expense to the Province, but they leave the House to decide in which Counties they shall travel the ensuing season.

(Signed)

CHARLES BUDD,
J. C. HALL,
J. SANGSTER,
JAMES McLEOD,
W. A. HENRY.

Committee Room, 28th March, 1849.

Ordered, That the said Report be received and do lie on the Table.

On motion of Mr. Dimock, *resolved*, That the Provincial Stud Horse 'Norfolk' be placed for the season in the Counties of Hant's, King's, and Annapolis, under the charge and superintendance of Mr. Sangster.

Horse Norfolk stations for season.

On motion, *resolved*, That the Provincial Stud Horse 'Bell-founder-Morgan' be stationed for the season in Musquodoboit, Stewiacke, and Middle River, under the charge and superintendance of the Hon. the Provincial Secretary, Mr. Creelman, and the Hon. Mr. Young.

Bell-founder Morgan's stations.

The Hon. Mr. Young reported from the Committee on Education, and he read the Report in his place, and afterwards delivered it in at the Clerk's Table, where it was again read.

Report from Com. on Education.

(See Appendix No. 99.)

Ordered, That the Report be received and do lie on the Table.

On motion of Mr. Henry,

Resolved, That the Commissioners of Public Buildings be authorized to order such changes in the Assembly Room during the recess as they and the Hon. the

Resolution for altering Assembly

Speaker

Speaker may deem most convenient for the transaction of the public business and the accommodation of Members.

The Hon. the Provincial Secretary, by command of His Excellency the Lieutenant Governor, presented to the House—

A Report of the Central Board of Agriculture for the year 1848.

And the same was read by the Clerk.

(See Appendix No. 100.)

Also—Certain Accounts and Vouchers connected therewith.

Ordered, That the Report and accompanying Accounts and Vouchers be referred to the Committee on Agriculture.

The Hon. the Provincial Secretary reported from the said Committee that they had examined the said Accounts and found them correct.

Ordered, That the Report be received.

A Message from His Excellency the Lieutenant Governor, by the Gentleman Usher of the Black Rod:

Mr. Speaker—

His Excellency the Lieutenant Governor commands this Honorable House to attend His Excellency immediately in the Council Chamber.

Accordingly, Mr. Speaker, with the House, attended His Excellency in the Council Chamber, when His Excellency was pleased to give his Assent to Fifty-one Bills, severally entitled as follow:—

An Act further in addition to the Act relating to Highways, Roads, and Bridges.

An Act to Naturalize William Doat.

An Act respecting Suits against Collectors of Poores' Rates.

An Act to Incorporate the Digby Water Company.

An Act relating to the Roman Catholic Cemetery in Halifax.

An Act concerning the Act for the Regulation of Juries.

An Act to continue the Acts to regulate the Pilotage of Vessels at Sydney, Cape Breton.

An Act to continue the Act to preserve and regulate the Navigation of the Harbor of Antigonishe.

An Act to continue the Act for establishing a Harbor Master at Bridgeport, in the Island of Cape Breton.

An Act further to amend the Act for the appointment of Commissioners of Sewers.

An Act to enable the inhabitants of the County of King's County to rebuild their Court House and Jail, lately destroyed by fire.

An Act further to improve the Administration of the Law.

An Act to continue and amend certain Acts relating to the Colonial Revenue.

An Act further to provide for the Collection of the Revenue.

An Act to continue the Acts for granting Duties on Licences for the Sale of Spirituous Liquors.

An Act to continue the Acts for granting Duties on Licences for the Sale of Spirituous Liquors, and Sales by Auction in Halifax.

An Act for granting Duties of Impost for the support of Her Majesty's Government within this Province.

An Act for the division of Districts for the Support of the Poor.

An Act to continue the Acts for the Summary Trial of Actions before Justices of the Peace.

Report of Central Board of Agriculture.

Accounts, &c.
Ref. to Com. on Agriculture.
Report thereon.

Message from Governor.

For attendance of House.

House attend.

Assent of Gov. to Bills.

- An Act to regulate the Inspection of Pickled Fish.
- An Act for improving the Law of Evidence.
- An Act to continue the Act in relation to the Trade between the British North American Possessions.
- An Act to alter the Representation of the County of Colchester.
- An Act to continue the Act to enable the Governor, in Council, to make Orders and Regulations towards establishing an uniform Rate of Postage throughout British America.
- An Act to continue and amend the Law regulating the Survey of Timber, Lumber, and Shingles.
- An Act concerning a Baptist Meeting House at Bridgewater.
- An Act to continue the Act for the encouragement of Agriculture and Rural Economy in this Province.
- An Act to continue the Act to regulate Immigrant Vessels and Passengers.
- An Act to continue the Acts to make provision for a Harbor Master at Spanish River, Cape Breton.
- An Act to Incorporate the Chebucto Marine Insurance Company.
- An Act relating to certain Harbors and Pilotage thereat.
- An Act for the regulation of Benefit Building Societies.
- An Act to regulate the Pier or Wharf at Everett's Landing, in the Township of Weymouth.
- An Act to Naturalize Calvin P. Soule.
- An Act to authorize Assessments for the Support of Ferries.
- An Act to abolish Fees of Clerks of the Peace.
- An Act to continue and amend the Acts for regulating the Militia.
- An Act to continue the Acts in amendment of the Acts relating to Highways, Roads, and Bridges.
- An Act to raise Funds in the County of Pictou.
- An Act relative to the Rendering by Bail of their Principal.
- An Act to authorize the Sale of the Court House and Jail Grounds at Shelburne, and the purchase of a new Site therefor.
- An Act concerning the Halifax Steamboat Company.
- An Act in further amendment of the Acts for the more easy Redemption and Foreclosure of Mortgages.
- An Act to authorize a Loan for the use of the Province.
- An Act in addition to the Act to Incorporate the Nova Scotia Horticultural Society.
- An Act to Incorporate the British North American Electric Telegraph Association in the Province of Nova Scotia.
- An Act to Incorporate the Roman Catholic Bishop in Halifax.
- An Act to amend the Acts concerning the performance of Statute Labor on Highways.
- An Act additional to the Act for providing Fire Engines for the Town of Yarmouth.
- An Act to consolidate the Acts respecting the Incorporation of the City of Halifax.
- An Act to enable the Commissioners for Erecting and Building the Trunk Line of Railway from Halifax to Quebec, to construct the same within the limits of this Province.

After which Mr. Speaker spake as follows :

May

May it please Your Excellency—

Speaker presents
Appropriation Bill.

Your Excellency having been graciously pleased to give your assent to all the Bills passed in this present Session, it becomes my agreeable duty on behalf of Her Majesty's dutiful and loyal subjects Her faithful Commons of Nova Scotia, to present to your Excellency a Bill for appropriating the supplies granted in this present Session for the support of Her Majesty's Government during the present year, and to request your Excellency's assent to the same.

Gov. assents to Ap-
propriation Bill.

His Excellency was then pleased to give his assent to the Bill, following, viz :
An Act for applying certain Monies therein mentioned for the service of the Year of Our Lord One Thousand Eight Hundred and Forty-nine, and for other purposes.

His Excellency was then pleased to make the following

SPEECH :

Speech.

*Mr. President, and Honorable Gentlemen of the Legislative Council ;
Mr. Speaker, and Gentlemen of the House of Assembly ;*

In releasing you from further attendance on your Legislative duties, I cannot deny myself the satisfaction of recording my approval of many important measures which have been passed in the present Session, and of the general harmony and good feeling with which your deliberations appear to have been conducted.

The generous and enlightened spirit in which you have responded to the hopes and expectations of the country by the munificent Grant of a free right of way of a large portion of the Public Lands, and (including the liberal contributions of the Citizens of Halifax) by a permanent appropriation of £20,000 Sterling per annum, to aid in the construction of a Railway to the St. Lawrence, will be marked and appreciated by the neighbouring Colonies ; and these Acts cannot fail to be regarded by Her Majesty's Government as fresh proofs of loyalty and enterprize.

I am gratified by the promptitude with which the suggestions of the Right Honorable the Colonial Secretary on the further consideration of the Civil List have been met and adopted, and I confidently hope that the settlement of a question involving the Salaries of the Public Servants of the Crown, will tend to remove those causes of political animosity which have, in former years, impeded the advancement of the true interests of Nova Scotia.

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

My special thanks are due to you, in the name of the Queen, for the liberality you have evinced in granting the Supplies for the Public Service of the ensuing year, and I venture very confidently to anticipate an improved condition of the Provincial Revenue and Resources ere it closes.

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

During the recess it shall be my anxious care to carry out and perfect, by the aid of the information you have furnished, the Measures in which your deliberations have resulted ; and in returning to your homes, I confidently trust, that by your counsel and example, you will continue to instil into the minds of the people the

the principles of social order and of sound loyalty, in firm reliance upon that Divine Providence by which this Province has hitherto been so signally protected and blessed.

After which the Hon. the President of the Legislative Council, by His Excellency's command, said—

Prorogation of Assembly.

GENTLEMEN—

It is the pleasure of His Excellency the Lieutenant Governor that this General Assembly be prorogued to Thursday the twenty-fourth day of May next ; and this General Assembly is accordingly prorogued to Thursday the twenty-fourth day of May next, to be then here held.

JOHN WHIDDEN, }
Clerk of the House of Assembly. }

APPENDIX

TO THE

JOURNAL

OF THE

HOUSE OF ASSEMBLY,

OF THE

PROVINCE OF NOVA SCOTIA.

FOR THE SESSION,

Commencing the 18th January, and ending the 31st March, 1849.

APPENDIX.

No. 1.

Halifax, Nova Scotia, August 31, 1848.

THREE principal lines or routes for a trunk line of railway present themselves for consideration ; and by combining portions of two of these lines together, a fourth and fifth route may be formed.

1st. Commencing at Halifax and crossing the Province of Nova Scotia to a port in the Bay of Fundy, from thence by a steamer to St. John, in New Brunswick, and then by Fredericton along the St. John River, to the Grand Falls.

From the Grand Falls by the best practicable route across to the mouth of the Rivière du Loup, on the St. Lawrence, and by the right bank of the St. Lawrence to Quebec.

The distance by this route would be as follows :—

	Miles.
Halifax to Windsor - - - -	45
Windsor to Annapolis - - - -	85
Annapolis to entrance Bay of Fundy - - - -	11
Across Bay of Fundy to St. John (by sea) - - - -	45
St. John to Fredericton - - - -	65
Fredericton to Woodstock - - - -	62
Woodstock to the Grand Falls - - - -	71
The Grand Falls to the mouth of the Rivière du Loup	106
Rivière du Loup to Quebec - - - -	110

Total distance Halifax by the St. John River to Quebec 600

This line may be termed a Mixed route—by railway and steamboat.

2nd. Commencing at Halifax and running to Truro at the head of the Bay of Fundy, thence over the Cumberland Mountains to Amherst, then along the coast from Bay Verte to Shediac, thence by a north-westerly course, crossing the Rivers Richibucto and Miramichi above the flow of the tide, so as not to interfere with the navigation.

Then by the valley of the North-western Miramichi to Bathurst, on the Bay Chaleurs, along the coast of this Bay to the Restigouche River, and by it and the valley of the River Metapedia to the St. Lawrence, and by the right bank of the St. Lawrence to Quebec.

The

The distance by this route would be as follows :—

	Miles.
Halifax to Truro - - - -	55
Truro to Amherst and Bay Verte - - - -	69
Bay Verte to Shediac - - - -	26
Shediac to Miramichi River - - - -	74
Miramichi River to Bathurst - - - -	56
Bathurst to the Eel River, near Dalhousie - - - -	48
Dalhousie to the mouth of the Metapedia River - - - -	30
Metapedia River to the mouth of the Naget River, near the St. Lawrence - - - -	86
Along the St. Lawrence from this point to Quebec - - - -	191
Total distance by this route - - - -	635

This, for the sake of reference, may be called the Halifax and Eastern or Bay Chaleurs route, through New Brunswick to Quebec.

3rd. Commencing at the harbour of Whitehaven, near Canso, at the northeastern extremity of Nova Scotia, thence along the Atlantic coast to Country Harbour and valley of the River St. Mary, thence by or near to Pictou and along the northern shore to Bay Verte.

From Bay Verte to or near to the Bend of Peticodiac, thence across to Boistown, and northerly to the Restigouche River, crossing it several miles to the east of the Grand Falls.

From thence by the most direct and practical course to the Trois Pistoles River, and along the right bank of the St. Lawrence to Quebec.

The distance by this route would be nearly as follows :

	Miles.
Whitehaven to Country Harbour - - - -	40
Country Harbour to St. Mary's Valley and Pictou - - - -	64
Pictou and along the coast to Bay Verte - - - -	77
Bay Verte to Bend of Petitcodiac - - - -	40
Petitcodiac to Boistown - - - -	30
Boistown to the crossing of the Restigouche River - - - -	115
Restigouche River to Trois Pistoles, by the Kedgwick and Rimouski Vallies. - - - -	105
Along the St. Lawrence to Quebec - - - -	131
Total distance from Whitehaven by Boistown to Quebec - - - -	652

This may be termed the Direct route.

4th. Combining the Halifax route through Nova Scotia, and the Direct route through the centre of New Brunswick.

The distances will be probably as under,—

	Miles.	
From Halifax by Truro and Amherst to Bay Verte, as per route No. 2. - - - -	124	} In Nova Scotia.
Bay Verte to the Bend of Petitcodiac, Boistown, Resti- gouche River, as per route No. 3. - - - -	235	} In New Brunswick. By

By the Kedgwick and Rimouski, to the mouth of the Torcadi	75	} In Canada.
Mouth of the Torcadi to the crossing of the Trois Pistolles River	30	
Along the St. Lawrence River to Quebec	131	
<hr/>		
Total distance from Halifax to Quebec by this route	595	

5th. Combining the Whitehaven route through Nova Scotia, with the Eastern or Bay Chaleurs route through New Brunswick to Quebec, the distances will be as under :

	Miles.	
From Whitehaven by Pictou and the North Coast to Bay Verte, as in route No. 3.	181	} In Nova Scotia.
From Bay Verte to the Bay Chaleurs, and mouth of the Metapedia, as in route No. 2	234	} In New Brunswick.
Mouth of the Metapedia River to the mouth of the Naget	86	} In Canada.
Along the St. Lawrence to Quebec	191	
<hr/>		
Total distance from Whitehaven to Quebec by this route	692	

Thus the distances will be as under :

	Miles.
1st. By the mixed route, Halifax to Annapolis, by the St. John to Quebec, the distance will be	600
2nd. By the Halifax and Eastern, or Bay Chaleurs route, to Quebec	635
3rd. By the Direct route, Whitehaven, Boistown, and Quebec	652
4th. By the Halifax, Truro, Amherst, and Boistown, to Quebec	595
5th. By the Whitehaven, Bay Verte, and Bay Chaleurs, to Quebec	692

The first line fails in the most essential object contemplated by the proposed railway viz., a free and uninterrupted communication at all times and seasons of the year, from the port of arrival on the Atlantic terminus in Nova-Scotia to Quebec.

The intervention of the Bay of Fundy is fatal to this route.

In summer the transshipment of passengers and goods to and fro would be attended with the greatest inconvenience—loss of time and additional expense ; whilst in winter it would be even still more inconvenient, and liable to be interrupted by storms and the floating masses of ice which then occur in the bay.

In the case of the conveyance of troops, transport of artillery and munitions of war, the crossing the bay would at any time be most objectionable, and if suddenly required in critical times might be attended with the worst consequences.

Commercially too, it would destroy the fair prospect of the proposed line from Quebec to Halifax competing successfully with the route by the Gulf of the St. Lawrence, and with rival lines in the neighbouring States.

But there are also other serious objections to be offered against it.

Passing through New Brunswick and on the right bank of the St. John River, as it must necessarily do, to the Grand Falls, it would, for a considerable distance, both before and after the reaching that point, run along and close to the frontier of the United States.

In case of war, therefore, or in times of internal commotion, when border quarrels or border sympathies are excited, this line, when most needed, would be the most sure

to fail, for no measures could be taken which would at all times effectually guard it from an open enemy and from treacherous attacks.

The passage across the Bay of Fundy so close to the shores of Maine, would invite aggression, and require a large naval force for its protection.

The engineering difficulties as the line approaches the Grand Falls from Woodstock would not be easily overcome.

The space between the St. John River and the Boundary Line becomes gradually contracted to a width of not more than two to three miles, and the country is broken and rough, whilst the banks of the St. John are rocky and precipitous for many miles below the Falls.

From the Grand Falls to the St. Lawrence, a distance of more than a hundred miles, the country is so far known as to make it certain that there is very difficult and unfavourable ground to be encountered, which would require careful explorations and extensive surveying.

This intervention of the Bay of Fundy, therefore, and the proximity of this line for a considerable distance, to the frontier of the United States, was so objectionable and fatal to this route, that the attention of the officers and the exploring parties was, after a slight examination of the country between Halifax and Annapolis, directed in search of other and more favourable lines.

To understand the comparative advantages possessed by the *other* routes, as well as to be able to weigh the objections which may be raised against each, and afterwards determine from their relative merits, which is *the best direction for the proposed line to take*, it will be necessary, previously, to give some description of the country through which the lines pass, the present amount and distribution of the population, and the engineering difficulties which were met with along the lines examined.

As it will be seen in the end, that only one of the lines, viz., the second, has been explored and carried out *successfully* from its terminus on the Atlantic quite through to Quebec, it may be perhaps considered superfluous to enter upon the discussion of rival lines, but the object to be gained by so doing, is to show that so much has been done and is known of the country as to render further explorations for new lines unnecessary, because, if completed, they would not be likely to be recommended in preference to the one which will be proposed for adoption.

The distance from the Atlantic coast of Nova Scotia to the bank of the St. Lawrence is about 360 miles in a straight line. Intersecting the country which must be traversed by any line of railway and crossing its course at right angles, are *five great obstacles* which have to be either surmounted or avoided.

1st is a broad range or belt of high and broken land which runs along the Atlantic shores of Nova Scotia, from Cape Canso to Cape Sable. The breadth varies from about twenty miles in its narrowest part up to fifty or sixty miles in other places. Its average height may be about five hundred feet. The strata of which it is composed consist of granite, slate, and a variety of rocks, hard and difficult to cut through. The characteristic features of the surface are rugged and uneven, and therefore very unfavourable for railway operations. No useful minerals of the metallic kind have been found in it, in quantities sufficient to work to advantage.

Valuable quarries of stone for building purposes are abundant, but these will be found everywhere nearly along the proposed line.

This formation is estimated to cover nearly two-thirds of the surface of Nova Scotia. It is generally speaking unfavourable for agriculture; the timber on it is stunted in growth, and it is an object of some importance to pass through it and leave it behind as soon as possible.

If a line be drawn from the head of the estuary of the Avon, near Windsor, to the Great Shubenacadie Lake, and then across the Stewiacke River, along the upper parts of the streams in the County of Pictou, to the Gut of Canso, all the portion lying to the south

south of this line belongs to this formation, and all to the north of it to the more favourable and highly valuable formation of the carboniferous system.

The narrowest and shortest line by which this range or belt can be crossed occurs at Halifax, and at the same time, owing to a favourable break in the chain, at the lowest point in altitude; the summit level through it not exceeding ninety feet.

The Halifax line (route No. 2) is clear of it in twenty miles. Before the same can be done by the Whitehaven and direct line (route No. 3), it must follow the coast for upwards of thirty miles, as far as Country Harbour, and then a further course across it of another thirty miles; involving in this distance *two* if not three tunnels, and must surmount a summit level of 400 feet.

2. The second great obstacle is the Bay of Fundy. This, as stated, is fatal to the to the first route. By the other routes it can be turned and avoided.

3. The third obstacle is the range of Cobequid Hills. These extend all along the north shore of the Bay of Minas and very nearly across, but not quite, to the shore at the Straits of Northumberland. In breadth the range preserves nearly an uniform width of about 10 miles. In altitude the hills average from 800 to 1000 feet. The lowest point, after a careful survey, was found to be at the Folly Lake, 600 feet above the sea. This range can be avoided and passed by the Whitehaven and direct route, but must be surmounted and crossed over by the Halifax and eastern line (route No. 2.)

The prevailing rocks are granite, porphyry, and clay slate, in the upper portions; along the shore of the Bay of Minas and on the northern side, the formation is of the red sandstone and the coal measures.

This range abounds with the most valuable minerals, of which a large mass of specular iron ore, of unequalled richness, occurs close to the line, and only requires facility of carriage for bringing coals to the spot, to be worked with profit.

A large portion of this tract still remains ungranted, and timber of excellent growth, with abundance of the finest stone for building purposes, are to be met with, and still belonging to the Crown, can be had for the expense of labour only.

4. The fourth obstacle is the broad and extensive range of highlands which occupies nearly the whole space in the centre of New Brunswick from the Miramichi River north to the Restigouche. Some of these mountains rise to an altitude exceeding 2000 feet.

The Tobique River runs through them, forming a deep valley or trough, which must be crossed by the Direct line, and increases greatly the difficulty of passing by them.

The lowest point of the ridge, overlooking the Tobique River, at which any line of railway must pass is 1216 feet above the sea. Then follows a descent to the river of 796 feet in 18 miles, and the summit level on the opposite ridge or crest between the Tobique and Restigouche waters, is 920 feet above the sea, or a rise of 500 feet above the point of crossing the Tobique water. These great summit levels which must be surmounted form a serious objection to this route.

The Eastern line by the coast avoid this chain altogether. The greatest summit level along it will not be above 368 feet, while the distance by each from the province line at Bay Verte to the Restigouche River (the northern limit of New Brunswick) will be as nearly as possible the same, there being only a difference of one mile in these two routes through this province.

The rocks composing this chain of mountains are granite, various kinds of slates, grauwacke, lime stone, sandstone, &c.

5. The fifth and last obstacle to be overcome and which cannot be avoided by any of the routes, is the mountain range running along the whole course of the River St. Lawrence in a very irregular line, but at an average distance from it of about twenty miles. It occupies with its spurs and branches a large portion of the space between the St. Lawrence and the Restigouche River. The rocks and strata composing the

range are of the same character and kind as the Tobique range. The tops of the mountains are as elevated in the one range as in the other.

The exploring parties failed in finding a line through this range, to join on to the direct line through New Brunswick, but succeeded in carrying on the Eastern or Bay Chaleurs route, owing to the fortunate intervention of the valley of the Metapediac River.

The line which was tried and failed, was across from the Trois Pistoles River by the heads of Green River, and down the Pseudy, or some of the streams in that part running into the Restigouche River.

A favourable line from the Trois Pistoles was ascertained along the Eagle Lake and Torcadi River, as far as the Rimouski, and it is probable that by ascending this river, and descending the Kedgwick River, this line, Route No. 4, could be completed.

But it is most improbable that it could compete in favourable grades with the Metapediac.

It will be allowing it sufficient latitude to suppose it will be equal in engineering merits, and that if accomplished, it will give the route No. 4, an apparent advantage of forty miles in distance.

A very striking characteristic in the Geological formation of North America, and which has been noticed in the writings of persons who have described the country, is the tendency of the rock strata to run in parallel ridges in courses north-easterly and south-westerly.

On referring to the General Map No. 1, and confining the attention more particularly to that portion of country east and north of the St. John River through which any line must pass—this general tendency cannot fail to be remarked.

The River St. Lawrence—the main Restigouche River and intermediate chain of mountains—the Tobique River and mountains—all the streams in New Brunswick (the main trunk of St John and a branch of the Miramichi excepted).

The Cobequid Range, the Bay of Fundy, and the high and rocky range along the Atlantic shore have all this north-east and south-western tendency.

It will be evident, therefore, that any line from the coast of Nova Scotia to the St. Lawrence has a general direction to follow, which is the most unfavourable that could have occurred for it, having to cross all these mountain ranges, streams, and vallies at right angles nearly to their courses.

The lines explored for the direct route through New Brunswick were obliged on this account to keep the elevated ground crossing the upper parts of the streams.

By so doing, a line was found to the Restigouche which may be considered just within the limits of practicability; but having very unfavourable summit levels to surmount.

And the peculiar formation of the strata and general course of the vallies and streams renders it most improbable that any further explorations to improve this direct line through New Brunswick would be attended with much success.

Very fortunately for the Eastern line, one of the branches of the north-western Miramichi presented itself as an exception to the general tendency, and enabled that line to reach the coast of the Bay Chaleurs.

The distance across in a direct line from the coast of Nova Scotia to the St. Lawrence has been stated at about 360 miles, forming the difficult and unfavourable portion of the line. When the St. Lawrence mountains are passed, then the tendency of the strata and courses north-easterly and south-westerly becomes as favourable for the remaining 200 miles along that river, as it was before adverse.

The general character of the ground between the St. Lawrence River and the mountains, is that of irregular terraces or broad vallies rising one above another by steep short banks, having the appearance as if the river had at some former periods higher levels for its waters.

The streams run along these vallies parallel with the course of the St. Lawrence until meeting some obstruction they turn suddenly off and find their way over precipices and falls to the main river.

Having described such of the physical features of the country which form *obstacles* in the way of the lines under consideration, it is proper next to describe those features and other resources which are advantages, and should be *sought* for by competing lines.

The geological systems which prevail through the intermediate country to the mountain ranges are the carboniferous and new red sandstone.

They include large deposits of red marl, limestone, gypsum, free stone of excellent quality for building purposes, and extensive beds of coal. Indications of the latter are met with in abundance from the banks of Gay's River (twenty miles from Halifax), up to the Restigouche River, and along the shores of the Bay Chaleurs.

Wherever these systems and minerals are found, a strong and productive soil favourable for agricultural pursuits and settlement, is sure to accompany them.

The surface of such a country too is generally low or moderately undulating, and therefore the more of such a district that a line can be led through, the better for it.

In Nova Scotia this formation occupies its northern section, and amounts to nearly one-third of its whole area. It then extends all over the southern and eastern parts of New Brunswick.

In this respect, therefore, the Route No. 2 has a decided advantage.

The greatest and most valuable coal-field is that of Pictou.

It is situated on the south side of that harbour. The exact extent of the bed is not known, as it is broken by a great (geological) fault. It occupies however, an area of many square miles.

The coal is bituminous, of good quality, and the veins of most unusual thickness.

Mines in it are extensively worked, and large exports from them are made to the United States. Iron ore is abundant.

This is an advantage in favour of the Whitehaven and direct route.

The next great coal district is the Cumberland field, and it is second only in importance to that of Pictou.

It is supposed to extend from the Macon River, west of Amherst, over to Tatmagouche in the Straits of Northumberland.

Some mines in it have been recently opened, and promise to be very productive.

The Line No. 2 passes over this field for miles, and may be considered from that circumstance, as not being deprived altogether of an advantage possessed by the other route.

The *great* agricultural capabilities of the eastern counties of New Brunswick have been described in the reports of Mr. Perley, the Government Emigration agent, which were presented to the New Brunswick Legislature in February 1847, and ordered to be printed.

One most important object to be attained by the construction of the railroad is the settlement of the public lands, and the encouragement of emigration from the mother country.

As bearing very strongly upon this point in the choice of the best direction for the line, I subjoin the following extract taken from Bouchette's *Work on Canada*, vol. 1, page 331. It is a quotation made by him from "The Commissioners Report of 1821."

"The Bay of Gaspé, and particularly the *Bay des Chaleurs*, are susceptible of the most improved agriculture. For the establishment of emigrants no part in Canada offers such immediate resources of livelihood as may be derived from the fisheries. It is a fact worthy of notice, that in the year 1816, when the lower parts of the province were afflicted with a famine from the destruction of the harvest by frost, no such inconvenience was experienced at Paspébiac, nor at any other place within the level tract above mentioned."

The

The tract alluded to here is not clearly defined by the quotation, but it is supposed to mean the whole district along the south shore of the Bay Chaleurs.

This tends to show the effect produced by the vicinity of the sea, in moderating the temperature and saving the crops from untimely frosts. In this respect, therefore, the Line No. 2 has an important advantage over the one through the central and more elevated land of New Brunswick.

As the interior is approached, and the distance from, as well as the elevation above, the sea increases, the danger to crops from cold nights and early frosts also increases.

In the Madawaska Settlement, and on the Upper St. John River, great failures of crops have occurred from this cause, and wheat and potatoes are very liable to be destroyed.

From the Bend of Petitcodiac to the St. Lawrence, a distance of upwards of 300 miles, the direct line would pass through a perfect wilderness, with not a single settler on the whole line, except a few at or near to Boistown.

Leaving engineering difficulties for the moment out of the question, the cost of construction would be materially increased by the extra difficulties attendant on the transport of necessary materials, and in supplying with food the labourers and others engaged on the line.

This disadvantage is not shared by the second route, which can be approached in numerous places along the Gulf shore by means of bays and navigable rivers.

The Direct line No. 4 will not have such advantages to present to settlers as the second. On the contrary, if adopted, it might be found necessary to incur expenses for the establishment of small communities along the line, to repair and keep it open.

The facilities for *external as well as* internal communication, and other advantages arising from commerce and the fisheries, which will be developed by the Eastern line (and entirely wanting along the Direct route), will, it is fully expected, make its vicinity eagerly sought for by settlers, and that it will, in the course of no very great length of time, lead to the extension of that long-continued village which now exists with but little exception from Quebec to Metis (200 miles), from the shores of the St. Lawrence to the Atlantic Ocean.

An important item bearing upon the consideration of the best route is the present distribution of the population in New Brunswick and Nova Scotia.

In illustration of this part of the subject, and to afford a better idea of the nature of the country than can be given by a merely outline plan, a model map (No. 3) has been prepared, showing the whole course of the lines (Routes No. 2 and 4) from Halifax to the St. Lawrence, and by the latter over the Trois Pistoles River, beyond which the line is continued through a level fertile and densely peopled district to Quebec.

The red line shows the proposed Route No. 2. The Halifax and Eastern or Bay Chaleurs line.

The black line shows the Direct route, No. 4, from the Bend of Petitcodiac.

The yellow tint shows the present settlements.

The green is the wilderness of uncleared forest, unsettled, and the far larger portion of it still ungranted and waiting for occupation.

It must be premised that a branch railway from the city of St. John is contemplated to pass up the valley of the Kennebecasis, and connect with the main trunk at the Bay of Shédiac.

The survey of this line, ordered by the Provincial Government, is in progress; and from the latest information received, the line promises most favourably.

The total population of New Brunswick has been estimated to amount, at the beginning of 1848, to 208,012, distributed in the proportions as under:—

County of Restigouche	-	-	-	4,214	
“ Gloucester	-	-	-	10,334	
“ Northumberland	-	-	-	19,493	
“ Kent	-	-	-	9,769	
				<u>43,810</u>	
“ Westmoreland and Albert	-	-	-	23,581	
“ Kings	-	-	-	19,285	
“ St. John	-	-	-	43,942	
				<u>86,808</u>	
“ Queens	-	-	-	10,976	
“ Sunbury	-	-	-	5,680	
				<u>16,656</u>	
“ York	-	-	-	18,660	
“ Carleton	-	-	-	17,841	
				<u>36,501</u>	
“ Charlotte	-	-	-	-	24,237
				<u>208,012</u>	
Total	-	-	-		208,012

Of these, the first four, amounting to 43,810, are on the line of the proposed Route No. 2, and will be entirely thrown out by the adoption of the other.

Campbellton, Dalhousie, Bathurst, Chatham on the Miramichi, and Richibucto—sea-ports and shipping places of consequence on the Gulf shore; all of them susceptible of the greatest development, will be left isolated and cut off.

These ports are ice-bound during the winter months; and railway communication will be to them of the greatest importance.

It will affect most materially the interests of the city of St. John, and the receipts upon their branch railway.

It will affect also sensibly the receipts of the main trunk line.

Along the south bank of the St. Lawrence, from Quebec to Metis, there are settled along it in what can only be compared to one continued village for 200 miles, 75,000 inhabitants.

Of these also, a large population probably 12,000 in number, residing between the Rimouski and Metis River, will be deprived of the benefit of the Railway, if the Direct line be adopted.

To counterbalance the serious detriment which would thus be caused, this line would diminish the length of the branch line, likely to be made to connect it with Fredericton, which is the seat of Government, and contains about 6000 inhabitants.

The population of Nova Scotia may be estimated to be about, viz. :—

City of Halifax and County	-	-	-	40,000
County of Cumberland	-	-	-	10,600
“ Colchester	-	-	-	14,900
“ Pictou	-	-	-	30,300
“ Sydney and Guysborough	-	-	-	23,200
Remaining Counties	-	-	-	<u>111,260</u>
Total	-	-	-	230,200

The population of Cape Breton is estimated at 49,600.

Of the above, if the Whitehaven and Direct route be adopted, the city of Halifax and county, amounting to 40,000, will be excluded from the benefit of the line.

If the Halifax and Eastern line (route No. 2) be adopted, then the population of Sydney and Pictou, amounting to 53,500, will be excluded.

To the population in the southern or remaining counties (111,200), the Halifax route will be of essential benefit.

From the other route, they would derive no advantage whatever.

It is now proposed to give an account of the explorations and their results.

The dotted lines on the General Plan, No. 1, show where these were made, and the courses taken.

In the season of 1846, the Cumberland Hills were very carefully examined; sections with the theodolite were made, and barometrical observations taken, to ascertain the lowest and most favourable point for crossing them.

The line which had been cut out and explored for the military road was followed from the Bend of Petitcodiac to Boistown.

From Boistown the general course was followed, and levelled as far as the Tobique River, but the country was so unfavourable that new courses had to be constantly sought out.

A new line altogether was tried from the Tobique, as far as the Wagan Portage.

The results deduced from the observations and sections proved this line to be quite impracticable for a railway.

Whilst the line was being tried, other parties explored from Newcastle on the Miramichi River, over to Crystal Brook on the Nipisiguit, the vallies of the Upsalquitch and its tributaries, and as far as the Restigouche River.

The country at the upper waters of the Nipisiguit, and the whole of the Upsalquitch vallies, were found to be rough, broken, and totally impracticable.

The result of this season's labours went to show, that the best, if not the *only* route that would be likely to be practicable, would be by the North-west Miramichi to Bathurst, and then along the Bay Chaleurs.

During the winter, a small reconnoitering party (on snow shoes) was sent up the Metapediac Valley, as far as Metallis Brook, and they made their way across the country from thence to the mouth of the Torcadi River on the Rimouski.

Their report on this line was rather favourable, and had there been any necessity for it, it would have been more fully explored the next season (1847).

As soon as this was sufficiently advanced to admit of the parties entering the woods, the explorations were resumed.

A grade line was carried over the Cumberland Hills. It was cut out through the woods, from the foot on one side to the foot of the slope on the other, a distance of ten miles, and carefully levelled with a theodolite. This proved it to be quite practicable.

The exploration of the Eastern line was again taken up.

It was commenced at the head of the tide, on the south-west Miramichi, and was carried up the Valley of the North-west Miramichi over to and down the Upsalquitch River to Bathurst, and along the shores of the Bay Chaleurs to the Restigouche, up the Metapediac to the Metis, and along the bank of the St. Lawrence to the Rimouski and Trois Pistoles River.

The result of this exploration was so satisfactory, that the party engaged upon it, returned by the same route, surveyed it, and took the levels along it back to the Miramichi River.

An exploratory line was then cut through the greater portion of the flat and generally level country between this river and the province line at Bay Verte.

An examination of the country was made from the Trois Pistoles River along the

St. Lawrence to Quebec; which, with what had been done in Nova Scotia, during this and the former season, completed the whole of one good and favourable line from Halifax to Quebec,

The details are given in the accompanying Report, Appendix No. 1, General Plan No. 1, Model Map No. 2, and Book containing exploratory sheets, No. 16, containing plans and sections of the whole route, and comprises the line recommended to be adopted.

Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened, as is apparent by the mileage given in route No. 4, it was determined to use every effort to decide either the practicability or the impracticability of such a line. To this end large parties were employed the whole season.

One party explored, cut, and levelled a line the whole way between the Napadogan Lake and the Restigouche River, a distance of ninety-six miles.

The line explored was a very great improvement upon the one of 1846.

It is considered to be so far satisfactory as to prove that a line for that distance can be found which would be within the limits of railway gradients.

The details are given in the Assistant Surveyor's Report, Appendix No. 2, with three exploratory sheets, Nos. 17, 18, 19, containing plans and sections of the ground passed over.

A large party was engaged in trying to find a line from Trois Pistoles River on the St. Lawrence, through the Highlands to the Restigouche River, for the purpose of connecting on to the New Brunswick party. The winter overtook them whilst still embarrassed in the Highlands at the head waters of the Green River.

The dotted lines on the General Plan, No. 1, will show their attempts.

A line was tried up the valley, of the Abersquash, but ended in a *cul-de-sac*. There was no way out of it.

A second line was carried from Trois Pistoles over to Lac-des-Isles, Eagle Lake; and by the Middle branch of the Tuladi River, the north-west branch and head-waters of the Green River were gained.

But this point was not reached except by a narrow valley or ravine of four miles in length.

A theodolite section was made of it, and it was found to involve a grade of at least one in forty-nine, and to attain that, heavy cuttings at one part and embankments at another would be necessary.

There is no occasion at present to enter upon the discussion of whether this should condemn a whole line, for having attained the forks; at the head of the main Green River, no way was found out of it and this explored line, like the first-mentioned, must be considered to have ended in a *cul-de-sac* also.

Further details are given in the report of Mr. Wilkinson, the surveyor entrusted with the more immediate charge of this part of the line, in Appendix No. 3, with sketches attached to it.

It is just probable that a line might be found by way of the Kedgwick River and the Rimouski as far as the mouth of the Torcadi River. From which to the Trois Pistoles, there was ascertained to be no difficulty.

But as the advantages in every way, except distance, are so much in favour of the Eastern line, it would only be incurring delay and perhaps useless expense in further explorations of this part of the country.

In the report (Appendix No. 3) there is a third route suggested for examination and trial; viz., by one of the lower branches of the Green River and the Squattock Lakes.

Whether successful or not, it is liable to the objection of approaching the frontier of the United States.

There

There remains to be noticed the exploration for a line of railway from Whitehaven on the eastern coast of Nova Scotia towards Pictou and Bay Verte.

This was rendered necessary in consequence of the suggestion made by Captain Owen, R. N., to make Whitehaven the Atlantic terminus of the railway.

The details of this exploration are given in the accompanying report, Appendix No. 4, and exploratory sheets Nos. 20, 21, 22, and 24.

Engineering difficulties and expensive cuttings occur on this route.

From the commencement in the Harbour of Whitehaven the line *must* pass along a barren and rocky coast for upwards of thirty miles to Country Harbour, before it can turn off towards the interior. And it cannot do this and get clear of the sea-shore without the necessity of making a tunnel of about a mile in length through a ridge of whinstone.

Again, at the falls of the St. Mary River there will be required a tunnel of a quarter of a mile, and a viaduct across a valley, of about 500 feet in length.

The summit level occurs between Lake Eden and Beaver Lake, and is 400 feet above the sea.

At Grant's Bridge, on the East River, for nearly three miles in length, there would necessarily be several expensive cuttings through rocks of sandstone and limestone.

The length of this line from Whitehaven to Bay Verte is estimated at 181 miles.— From Halifax to the same point is 124. Leaving a difference of fifty-seven miles.

If the Direct route No. 3 could be established, it would add seventeen miles to the trunk line.

But as it is not to be supposed that Halifax, the capital and greater commercial city of the province, would in such a case allow itself to be excluded from the benefits of the proposed railway, then it would involve, in addition to this seventeen miles of trunk railway, a branch line of probably 90 miles.

Or if the Eastern Bay Chaleurs line through New Brunswick be added on to it, as in Route No. 5, then it will involve no less than fifty-seven miles extra of trunk line, and the same necessity for the branch line of ninety miles mentioned.

To compensate for such disadvantages it must be shown that Whitehaven has *the most paramount claims* to be selected as the Atlantic terminus in preference to Halifax.

The harbour of Whitehaven is 120 miles nearer to England by sea than Halifax.— Equivalent to, in ocean navigation by the steamers, ten hours.

This, it is readily conceded, is a very great advantage, and were there no drawbacks, or other considerations in the way, it would be quite sufficient to give that port the preference.

It is a well known fact however, that there is a time and season in the year when the Cunard steamers cannot keep their direct course to Halifax even, but are compelled by fields of ice, to keep to the southward, and sometimes pass to the south of Sable Island.

During this time, which occurs in the spring of the year, and may last for two or three months, there would be some risk in their making direct for the more northern port of Whitehaven. And if for these three months the steamers were obliged to make Halifax their port, then for that time the Whitehaven line would be useless.

In respect to the advantages which it is said to possess, of remaining open all the year round, it is not quite clear that it does so.

From enquiries made on the spot in the summer of 1847, Captain Henderson learnt that the preceding winter the harbour had been frozen over entirely, five to six inches thick,* and that it was sometimes blockaded up and much incommoded by ice.

Subsequently, however, and during this winter when the objects of the enquiries made there in the summer became known, and the advantage of the Railway spoken of, a

* Vide Appendix No 5.

statement accompanied with affidavits was forwarded with a view to counteract the effect of the information given to Captain Henderson and the parties exploring there.

They are given in the Appendix No. 5 to this report.

They tend to show that though the immediate entrance to the harbour may be, and generally is clear, yet that large quantities of floating ice find their way through the Gut of Canso, and by Cape Breton, which pass off in a southerly direction, crossing the direct path of steamers and vessels from Europe.

The coasting vessels keeping in shore are not so liable to be molested by it.

The harbour is admitted to be a fine sheet of water, but it does not and cannot vie with Halifax, either in appearance or capacity.

Referring to Lieutenant Shortland's report, Appendix No. 5, who made a survey of it in obedience to the directions of Captain Owen, R. N., it appears that it is not free from the objection which is made against the Port of Halifax, and is its only drawback, viz., the prevalence of fogs.

Lieutenant Shortland says, "that in foggy weather the harbour (Whitehaven) is difficult to approach, especially to a stranger, as the soundings in shore are very irregular, and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbour to the westward, is a dangerous place to get into.

"From the fishermen and small coasters I understand the currents round the point are uncertain and generally depend upon the wind, though the prevailing current is to the westward.

"I experienced this current in a boat when I visited the outer break, it was then setting to the westward, at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction, the breeze was from the eastward and light, though it had previously blown hard from the same point.

"We also on our passage from Halifax to Canseau, during a fog, with the wind from the south-west, experienced an easterly current, but the land once made, the harbour is easily attained, especially by a steamer."

This can scarcely be considered a favourable report of its advantages as a harbour intended for the great Atlantic terminus.

Accommodation and safety for a fleet of merchantmen could be expected there, as is to be found at Halifax.

To make it a safe approach Lieutenant Shortland continues thus:

"A judicious arrangement of fog signals and lighthouses with buoys, on the principal dangers, and a good survey with the sea-soundings well laid down, would make the approach in the night, or during fogs, attended with small danger to a careful seaman."

One of the undoubted results of the railway will be to make Halifax, if it be made, as it ought to be, the Atlantic terminus, the great emporium of trade for the British Provinces and the far West.

Whitehaven has not the capacity for this, and in winter it is evidently dangerous for sailing-vessels, and the selection of it as a terminus would be to exclude Halifax altogether, or to compel the formation of a branch railway of ninety miles in length, in addition to fifty-seven miles of trunk railway.

It involves also the necessity of making expensive arrangements, lighthouses must be built, depots for the supply of the steamers must be made, fortifications must be erected, and accommodation for a garrison provided. For the terminus of a great line of railway would need protection in time of war.

At present there are only a few fishermen's huts.

The probable saving of ten hours of time in an ocean voyage which varies even with the Cunard steamers, from nine to eighteen days, is not of such all absorbing

magnitude

magnitude as to entail by the choice of the terminus, such a fearful amount of extra expense and inconvenience to a whole province.

At a more advanced period, perhaps, when the provinces have attained all the prosperity they have a right to expect from this and other great works which would follow as surely as effect follows cause, then it may be time to consider the propriety of making a *branch* to Whitehaven.

Its selection now as the terminus would most materially affect the receipts to be expected from the traffic.

Whitehaven, therefore, with its longer and more expensive line of railway, full of engineering difficulties, passing for miles through a district of country, rocky, barren, and unfavourable for agriculture, benefitting a comparatively small proportion of the inhabitants, to the exclusion of the capital and the greatest amount of the province;—or else involving the necessity of making a branch line of ninety miles in length is decidedly recommended to be *rejected*.

And the city and harbour of Halifax (one of the finest in the world) *is recommended to be selected* as the Atlantic terminus, for the proposed line of railway.

That part of the Direct route (No. 3 and 4), viz., the line from the Bend of Petitcodiac by Boistown to the Restigouche and the St. Lawrence, crossing the range of New Brunswick mountains, having to surmount two summit levels of 1216 and 920 feet, causing heavy grades, and increasing materially the cost of transport; passing through a totally unsettled and wilderness country; involving greater difficulties in the transport of the materials necessary for its construction, and supplying food to the labourers engaged in its formation; excluding the towns and settlements on the Gulf shore, and so preventing the development of the vast resources of the country to be derived from the fisheries; and also inflicting a serious loss to the interests of the main line, and to the intended branch from the city of St. John in New Brunswick, is, notwithstanding its one great advantage of diminished distance, recommended most strongly to be *rejected*.

And the route No. 2, from Halifax to Truro, at the head of the Bay of Fundy, passing over the Cobequid Hills, and on or near to Amherst and Bay Verte, crossing from thence over to the Rivers Richibucto and Miramichi, above the flow of the tide, so as not to interfere with their navigation; then by the valley of the North-west Miramichi and Nipisiguit Rivers to Bathurst; then along the shore of the Bay Chaleurs to the Restigouche River; then by the valley of the Metepediack over to or near to the River St. Lawrence; then by the route as shown in the General Plan No. 1, along the banks of the St. Lawrence to Rivière du Loup, and from thence continued through either the second or third concessions along the river until it approaches Point Levi, is recommended as the *best direction* for the proposed trunk line of railway from an eastern port in Nova Scotia through New Brunswick to Quebec.

It combines in the *greatest* degree the following important points:—

1st. The immediate prospect of direct, as well as the greatest amount of remuneration for the expenditure to be incurred; the opening up a large field for provincial improvements for the settlement of emigrants, and by affording the opportunity in addition to *internal*, of *external* communication, by means of the Gulf of St. Lawrence and the Bay of Chaleurs, it will tend to develop in the highest degree the commerce and the fisheries of the Province of New Brunswick.

2nd. Passing along the sea-coast for a great distance, and capable of being approached at several points by bays or navigable rivers, it possesses the greatest facilities for construction, tending to reduce the expense, and by its more favourable grades also the cost of working and subsequent maintenance.

3rd. By passing over a less elevated country, and at the least distance from the sea,

there

there will be less interruption to be apprehended from climate, whilst the more favourable grades will increase the efficiency and rapidity of intercourse.

4th. Passing at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance of security from attack in case of hostilities.

The best general direction for the proposed trunk line of railway being admitted to be that of Route No. 2, viz., the Halifax and Eastern, or Bay Chaleurs route, some additional remarks may be made upon its peculiar advantages, as well as upon the few engineering difficulties which occur, and in explanation of the plans and sections forwarded.

The details of the line are given in the Appendix No. 1. The plans referred to are the General Plan No. 1, the Model Map No. 2 (which should be stretched out on the floor to be properly viewed), and the book containing fifteen exploratory sheets of plans and sections which relate exclusively to this line.

The city of Halifax is situated on the western side of the harbour, whilst the best site for the terminus is on the opposite shore at Dartmouth.

The distance to Quebec from the latter will be four miles shorter than from the former; and one great advantage is, that its shore line is as yet comparatively free from wharves and commercial establishments, and an extensive terminus can be formed there at less expence and inconvenience than on the Halifax side, where the Government Dockyard and private establishments would interfere materially in the selection of a good site for it.

At Dartmouth it is expected that vessels entering the harbour will be able to unload at the railway premises, or probably into the railway cars, whilst an equally good terminus is to be had at Point Levi, opposite to Quebec. The same railway cars, loaded from the ships in harbour at Halifax, will thus, after running an *uninterrupted* course for 635 miles, be delivered of their contents into the boats if not into the holds of vessels in the River St. Lawrence. The same can of course be done from the River St. Lawrence to the vessels waiting in Halifax harbour.

Such an uninterrupted length of railway, with such facilities at its termini, will be, it is believed, unequalled in the world.

In the transmission of goods and merchandise this will be a most favourable point in competing with rival lines. The American railways, especially along the Atlantic States, are constantly interrupted, and passengers have to transfer themselves not only from cars to steam-boats, but sometimes from one set of carriages to another set, in waiting for them on opposite banks of a river.

In Nova Scotia the passage over the Cobequid Hills cannot be effected without heavy grades of 1 in 79 and 1 in 85; but as these occur, the one ascending and the other immediately descending, and only for ten miles, the inconvenience can be easily got over by affording an assistant engine for the goods' trains at that part. No engineering difficulties are expected to occur from this up to the Restigouche River.

It is necessary, however, to make some remark in reference to the sections shown in the Book Exploratory, sheets 6 and 7, comprising that part of New Brunswick lying between Shediac and the North-west Miramichi.

The whole of this portion of the country is believed to be generally low and flat, with occasional undulations. The section run through it in the previous season of 1846, towards Boistown, confirmed this impression.

Its exploration and examination, therefore, was left to the last, and it was not until the really formidable-looking obstacles had been explored and successfully got over, that the attention of the parties was turned to it.

As at this time the season was rapidly closing, the exploring parties were directed to cut *straight* lines through it, as the best means of obtaining the general altitudes and

and a knowledge of the country. No attempt was made to contour the hills. The sections, therefore, in these two sheets are not grades for the railway, but of the ground passed over by the straight lines. With the exception of the immediate banks of the St. Lawrence, this is expected to prove one of the easiest portions of the line.

When the line reaches the mouth of Eel River, it cannot proceed direct on to Dalhousie, but must turn up the valley of that river.

Two courses are afterwards open to it, one to turn off through a valley, by which it can soon gain the Restigouche, the other to proceed on to the head waters of Eel River, and then turn down to that river. Which is the best of these two routes can be better determined when the detailed surveys of the route are made.

The most formidable point of the line is next to be mentioned,—this is the passage up the Metapediac valley.

The hills on both sides are high and steep, and come down either on one side or the other, pretty close to the river's bank, and involves the necessity (in order to avoid curves of very small radius) of changing frequently from one side to the other. The rock, too, is slaty and hard. From this cause, 20 miles of this valley will prove expensive, but the grades will be very easy.

About fourteen bridges of an average length of 120 to 150 yards will be required up this valley. There is also a bridge of 2000 feet long, mentioned in the detailed report as necessary to cross the Miramichi River.

But bridging in this country is not the same formidable affair that it is in England.

The rivers are nearly always shallow, and the materials wood and stone, are close at hand.

The bridges in the United States, on the best lines, are built of wood on the truss-work principle, with stone piers and abutments.

On the Boston and Albany lines, and on many others in the New England States, the bridge generally used and approved of is known as "Howe's Patent Truss Bridge."

The cost of this kind of bridge, as furnished by the parties who have purchased the patent is as follows:

	Dollars.	£	s.	d.	
For spans of 60 feet, single track, 11 per foot.	=	2	5	10	Sterling.
100 feet	"	3	15	0	"
140 feet	"	4	7	6	"
180 feet	"	5	12	6	"
200 feet	"	6	5	0	"

The cost for double track would be about 55 per cent. additional.

The price includes the whole of the superstructure ready for the rails, but not the piers and abutments.

The bridge over the Connecticut River at Springfield, is built on this principle; it has seven spans of 180 feet each, and the sill of the bridge is 30 feet above low water. On other lines the same kind of bridge is used, but no ironwork is permitted (the unequal expansion and contraction of this metal is objected to), and the addition of an arch is introduced.

A bridge built on this principle on the Reading Railroad, 1800 feet long, cost 40,000 dollars, equivalent to £8,330 sterling.

Soon after passing the valley of the Metapediac, the great obstacle of the St. Lawrence chain of mountains is got over, and the line may range away towards Quebec. Having, however, occasionally a river or a ravine to cross, whose passage requires consideration.

At the Trois Pistoles, the stream in the course of ages has worn out a very awkward and deep ravine. The bank on one side is generally steep and abrupt, whilst that on the opposite is low and sloping away back for a long distance, before it again reaches the height of the table land.

The most favourable site for crossing it occurs at about eleven miles from the St. Lawrence, where the two banks become nearer to each other, and are more equal in height.

At this point the breadth of the stream is 100 feet at bottom. The width between the banks at top 500, and the depth is nearly 150 feet. The banks are rocky. Though formidable it is by no means impracticable.

On the New York and Erie Railway there is a bridge whose roadway is 170 feet above the bottom of the ravine, which it crosses by one span of 275 feet. Its cost was £5,200.

From Rivière du Loup to Quebec, the railway might but for the snow, be carried almost at a surface level.

Through the whole of New Brunswick, for 234 miles, and through Lower Canada as far as Rivière du Loup, 167 miles, there will be found along the line abundance of timber and stone (including limestone) of the best quality for building purposes.— There will be found also, in New Brunswick more especially, abundance of gravel for the superstructure.

In Nova Scotia, the railway will have to pass with but little exception through land which has been sold or granted away to individuals. The exception will be the other way in New Brunswick. It will be seen on reference to the Model Map, that it approaches the settlements between Bay Verte and Shediac, and skirts along the Bay Chaleurs.

In Canada from the mouth of the Metapediac to the Trois Pistoles, it runs through still ungranted land. But for the last 110 miles between Rivière du Loup, it runs through a densely settled country.

Until the detailed surveys are made, and the precise location of the line marked on the ground, it will be impossible to state precisely the exact number of miles it will pass through Crown land.

If the following estimate be taken, it will not be much out—

In Nova Scotia	- - -	15 miles.
New Brunswick	- - -	200 "
Canada	- - -	160 "
Total	- - -	375 "

The following synopsis will show approximately the quantities of ungranted land in the counties through which the line passes:—

<i>In Nova Scotia.</i>		
		<i>Acres.</i>
Halifax County	- - -	780,000
Colchester	- - -	120,000
Cumberland	- - -	180,000
		<hr/> 1,080,000

<i>In New Brunswick.</i>		
Westmoreland County	- - -	301,000
Kent	- - -	640,000
Northumberland	- - -	1,993,000

Upon the grading in the direction of its length, a small trench was excavated, and a sill of wood was firmly bedded in it. Where the sills abutted end to end, they were supported by a piece of wood, of the same section, laid beneath them. At right angles, to and upon the upper surfaces of the sills were spiked cross-ties, and again at right angles to the cross-ties, and immediately over the sills, were laid the longitudinal wood-bearers, to which the iron plates were firmly spiked. The centre of the rail and sill were in the same vertical plane.

Thus everything was done for economy: as much wood as possible being used.— This railway for its construction and equipment cost on an average only £3,600 per mile.

It was thought worthy, in 1843, to publish an account of it in London, and it forms the chief subject of a volume, thus entitled “*Ensamples of Railway making, which, although not of English practice are submitted to the Civil Engineer and the British and Irish Public.*”

The following Report is extracted from the Annual Statement of the Secretary of State to the Assembly of the State of New York, dated 4th March, 1847:—

“The Syracuse and Utica Railroad has been opened for the transportation of passengers for the last eight years.

“The company having determined to relay the road with an iron rail of the most improved form, have contracted for a considerable portion of the iron necessary, and are proceeding with the intention of laying a substantial structure adequate to the proper performance of the business required.

“The present wood structure has cost the company	Dollars 417,075	55
“The iron now laid thereon is the flat bar and will be useless, and therefore will be sold. It is hoped that there may be derived from the sale of it - - - - -	80,000	00
“Leaving the sum of - - - - -	337,075	55

which has been expended for the cost of the wood structure, which, in addition to a large annual amount for repairs, will be practically, worn out, sunk, and gone, when the new structure is laid and used. The new structure, it is supposed, will cost about the same as the former, towards which, it is hoped, the old iron will pay as above 80,000 dollars, leaving the sum of about 300,000 dollars to be raised by the company on its credit.

“This will, when paid, reimburse the capital of the company for the equivalent amount, which has been appropriated to the worn-out structure. In addition to the cost of the new structure, there will be required a considerable sum for new engines, cars, &c. The demand upon the company for the transportation of property at the close of the canal, has entirely exceeded its capacity to do this business. Property destined for sale in the eastern markets, in large quantities, was stopped at most points upon the line of railroad contiguous to the canal. Being practically confined to the winter months in this branch of business, it cannot be expected that the company could provide a supply of cars, for this sudden and extraordinary demand, when they must stand idle and go to waste during two-thirds of the year.

“When the road shall be relaid with the proposed iron rail, the public will require that the trains shall be run with increased speed. In relation to this subject, it is deemed proper to refer to the following suggestions contained in the report of this company made last year.

“Very great embarrassment is experienced from the fact that cattle are allowed to run at large, and to impede and so often delay the trains as at present. It is a serious matter,

matter, and unless more care shall be bestowed by the owners in restraining them, either at their own suggestion or in pursuance of some proper law to be passed, it will be found very difficult to make good time upon this line. A part of our business must always be done in the night, and it is then we experience the great hazard. The trains are frequently thrown off by them, and the danger to the persons in charge and to the passengers is imminent. The owners always insist upon pay for their animals destroyed, without reflecting upon the great damage that they cause to the property of the company, and the more fearful injury that might ensue to passengers. If the owners will not take care of them it is impossible to keep them off. In Massachusetts much less difficulty in this respect is experienced, for there, it is believed, a penalty is incurred by the owner of domestic animals that go upon the railroad. Our business is conducted with all possible care in this respect, and the enginemen suitably feel the risk of life or limb (which to them is almost as important) that they incur from the growing evil.

“A very proper law in this State has guarded the public and the company against direct wanton injury to the trains by individuals. It is submitted that *negligence* in allowing animals to run upon the railroads should be prevented by some suitable restraints.”

Some of the inconveniences arising from a cheap railway may be learnt from this Report.

At this time the total amount spent upon its construction appears from the same report to have been 1,098,940 dollars, equivalent to £4,520 sterling per mile.

The new superstructure, it was supposed, would cost about the same as the former, viz., 417,075 dollars, or about £1640 sterling additional, which will make the price of this railway when completed as intended, £5,960 per mile.

In other parts of the States where these trestle bridge or skeleton railways have been made, instances have been known of the locomotive slipping down between the rails, which have warped outwards.

With a view, therefore, to ultimate economy, and to save inconvenience and interruption to the traffic when once established, it is most strongly recommended that the line whenever commenced shall be at once properly and efficiently made.

In determining the form of the road it is necessary to bear in view that it will pass through a country everywhere liable to be obstructed by heavy falls of snow. It does not appear, however, from the results of inquiries made in the United States, that anything beyond inconvenience, and some additional expense in the cost of working the line, is to be apprehended from this cause.

The railway from Boston to Albany, which crosses the range of mountains between the Connecticut and Hudson Rivers, attaining upon them an elevation of upwards of 1400 feet above the sea, to which it ascends by a grade of about eighty feet per mile for 13 miles, traverses a country subjected to the same sort of winter as the British North American Provinces.

The average depth of snow in the woods is from 3 to 4 feet, which is not much less than it is in the woods of New Brunswick and Canada.

In 1843, a year remarkable for the great number of snow storms which occurred, there was sixty-three falls of snow, but the traffic was not interrupted to any very serious extent, not more than two or three trips.

To keep the roads clear, two descriptions of snow ploughs are used, one for the double track and another for the single.* In the former the *share* of the plough travels immediately over the inner rail, throwing the snow outwards from the track. It is first used on one track, and then runs back upon the other.

* Vide Plan No. 30 and 31.

In the single line the ploughshare travels in the centre of the track, throwing the snow off at once upon both sides.

For the double track the snow-plough weighs from 5 to 6 tons, and costs about £125. For the single track it is somewhat lighter.

The plough requires generally, when run without a train, two engines of 20 tons each, or with a train three engines.

When the fall of snow does not exceed a few inches the small plough always fixed in front of the engine, consisting of an open frame work projecting about 5 feet in front, and called a "*Cow scraper*," is found, when cased over, to be sufficient to clear the line. When the fall is deeper, the plough is used immediately after the snow has ceased to fall.

It can be propelled by three 20 ton engines through 3 feet of newly fallen snow at the rate of 6 miles an hour.

If the fall does not exceed 2 feet, it can travel at the rate of 15 miles an hour.

The drifts through which it is propelled are sometimes 15 feet deep, and from 200 to 300 feet long, and at others 8 or 10 feet deep, and from a quarter to half a mile in length.

The line of railway is marked in divisions of about 8 miles, to each of which eight or ten men are allotted, who pass along the line each day with small hand ploughs, picks, &c., clearing away the snow and ice which the trains collect and harden between the rails and the roadway.

It is found that the freezing of the snow or rain upon the rails does not impede the heavy engines, as the weight of the forward wheels is sufficient to break it, and enable the driving wheels to bite.

Whenever, from local causes, the snow is found to drift on the line of railway, snow-fences are erected, which are found very effectual. They are simple board fences from 10 to 15 feet high, placed from 10 to 20 feet back from the roadway.

In wet weather the rails become very slippery, but the difficulty is overcome and the wheels enabled to bite upon the steep gradients by the use of sand boxes, which are fixed in front of the engine and immediately over the rails.

These can be opened at pleasure by the the engine-driver, and the sand is used wherever necessary.

The means thus successfully adopted to overcome the obstacles arising from ice and snow are employed much in the same way upon all the railways which are exposed to them.

In the year 1847 the expense incurred under this head (removing ice and snow) upon the western railroad in Massachusetts, was, according to the official return, 2,763 dollars, equivalent to £575 sterling.

Upon many of the other lines expenses under the same head are returned, but very much smaller in amount.

In places where the rails are not raised above the general level of the country, much greater difficulty is experienced in keeping the lines clear of snow than in parts where there are embankments.

From the foregoing it does not appear, therefore, that snow need be considered an insurmountable obstacle to the formation of a line of railway from Halifax to Quebec.

To obviate as much as possible, the liability to interruption from this cause, it is recommended that in the construction of the line, it be adopted as a principle, that the top of the iron-rail be kept as high as the average depth of snow in the country through which the line passes.

In Nova Scotia this will require probably an embankment of 2 feet high, gradually increasing as it proceeds northward to the St. Lawrence and along the flat open country on its banks, to 5 or even 6 feet.

The whole of that part of British North America through which this line is intended to be run, being as yet free from railways, the choice of gauge is clear and open.

Without entering into and quoting the arguments which have been adduced in favour of the broad or narrow gauge of England, as it is more a question of detail than otherwise, it will be deemed sufficient for the present report to recommend an intermediate gauge. Probably 5 feet 6 inches will be the most suitable, as combining the greatest amount of practical utility with the least amount of increased expenditure.

With the object of proceeding on to the consideration of expense of construction, the proposed trunk line will be supposed to have a single track with one-tenth additional for side lines and turn outs, to have a rail 65 lbs. to the yard, supported upon longitudinal sleepers with cross-ties, similar to the rail used upon the London and Croydon line, the wood to be prepared according to Payne's process, to have a gauge of 5 feet 6 inches, and as a principle, the top of the rails to be kept above the level of the surface of the ground, at a height equal to the average depth of the snow. For the best information as to the cost of making such a railway, reference must be made to the works of a similar character in the United States.

At about the close of the year 1847, there were in that country nearly 5,800 miles of railway completed or in progress. The average cost for those having a single track, has been estimated at 22,000 dollars, equivalent to £4,166 sterling per mile.— For the double track 32,000 dollars, or £6,666 sterling per mile.

But the extreme differences which are to be observed in the cost of construction in the various States are so great, ranging from £1600 up to £24,000 per mile, that no criterion can be established from averages obtained from such discordant data.

The state of Massachusetts affords the best materials for accurate information.

All the railroad corporations are by law obliged to make annual returns to the legislature, and very valuable statistical information is thereby obtained upon railway affairs.

From the official reports for the year 1847, the following table has been compiled.

Railroads

This table comprises, with the exception of about fifty miles, upon which there occur some doubts as to what the account precisely embraces, the whole of the railroads at present completed in the State of Massachusetts. The table shows 683½ miles of railway, including branches, which have cost in their construction and equipment, 31,675,946 dollars, or £6,599,155 sterling.

There are 146 miles of double track. They have been taken at so much additional single track. A double track would not cost exactly twice that of a single one in its construction; but as these lines were made originally only with single tracks, and have been added to from time to time as circumstances would admit, it must have tended to increase the cost, and in calculating the average expense per mile, it is considered the result will not be much in error. The cost per mile it appears then has been £7,950 sterling.

There is no other State in the Union which presents equally good data for making an approximate estimate.

The climate and nature of the country bears also a strong resemblance to that through which the Halifax and Quebec line will pass, and in this respect the analogy of the two cases is extremely favourable.

The New York and Erie railroad, 450 miles in length, now in course of construction, will, it is supposed from the latest information, cost £6,250 per mile, exclusive of equipment.

The estimate for the Hudson River railroad from New York to Albany, now in progress, is for the single track £7,440 sterling per mile.

The estimate for the Montreal and Portland line is about £5,080 sterling per mile.

For the Great Western Railroad in progress in Upper Canada, the estimate for that section of the line which would most resemble the Halifax and Quebec road, is £5,638 per mile.

On referring to the table, it will be seen that all the lines have either the H or T rail, generally 56 lbs. to the yard.

The price of railroad iron in the States is very much greater than in England, or what it can be procured for in the British Provinces. It pays a very high duty on importation into the States.

On some of the lines upwards of £15 per ton for rails has been paid. In England rails can now be bought for £8 or £9 per ton.

The advantage which the Halifax and Quebec line will possess over the lines in the table in the respect of iron alone, may be estimated at £500 per mile.

When these lines were constructed also, the demand for labour was extremely great, and wages much higher than in the present day.

The average (of £7,950) derived from the table, may therefore very fairly be reduced by several hundred pounds.

The Halifax and Quebec line will have also many advantages which the American lines had not.

The land for the greater portion of the road will not have to be purchased. Timber and stone will be had nearly along the whole line for the labour of cutting and quarrying.

Judging then from the analogy afforded by similar, or nearly similar lines in the neighbouring States, giving due weight to the considerations which have a tendency to modify the cost in the particular case of the Halifax and Quebec line, and forming the best estimate to be derived from the data obtained upon the exploratory survey, which, under the circumstances of a perfectly new country, only recently explored, and still covered with a dense forest, is all that can in the first instance be done; it is considered that if the sum of £7000 sterling per mile be assumed as the probable cost of the proposed line, it will not be far from the correct amount.

The total distance from Halifax to Quebec will be about 635 miles.

	£
635 miles at £7000 per mile will be - -	4,445,000
Add one-tenth for contingencies - -	444,500
	£4,889,500

Or, in round numbers, five millions.

It is estimated, therefore, that the cost for construction and equipment of the proposed trunk line, from Halifax, through New Brunswick, to Quebec, will amount to £5,000,000 sterling.

The question which presents itself next for consideration is a very important one, namely, the probable returns for such an expenditure.

The information to be afforded on this head can only be derived in a very general way, from a consideration of the present population and resources of the three provinces.

The direct communication between the two termini, Halifax and Quebec, is of a very limited nature.

By land, it is confined almost to the conveyance of the mails. Passengers proceed generally by way of the United States.

By sea, in 1847, the communication was by seventeen vessels, which arrived at Quebec, having a tonnage of 1257, and eighteen departed from that port for Halifax whose tonnage amounted to 1386 tons.

This amount of intercourse does not at the first view appear encouraging to expected receipts, but when it is made to appear that this limited intercourse arises *entirely* from the want of good means of intercommunication such as would be afforded by the proposed railway, it becomes a strong argument in favour of making the line, rather than against it.

The communication of the provinces with each other is cramped and restricted beyond measure by the same want.

By sea the amount of intercourse may be judged of by the return given in Appendix No. 6, furnished by the Quebec Board of Trade.

The chief elements which enter into, and upon which depends, the success of every railway enterprise, are population, agriculture, and commerce.

At the extremities of the line, and for some miles along the St. Lawrence, there is an abundant population. External commerce there is in an eminent degree. In that of agriculture its deficiency is great at present, but as there are millions of acres of good productive land only waiting for the hands necessary to cultivate them, and the means of access to which will be afforded by the railway, this very circumstance may be made to conduce to the advantage of the line, and pay a large portion of the expense of its construction.

The population of Halifax (the Atlantic terminus) is estimated at 25,000 souls. It is the capital of the province the seat of government, and its commerce extensive. The value of its imports and exports is estimated at £2,500,000.

The city of Quebec, the other terminus, according to the census of 1844, contained (including the county which is not given separately) 45,000 persons.

But this city derives additional importance from its being the one great shipping port and outlet for all Canada. By its port passes the whole trade of that province. It

may be regarded as the focus of commerce for a million and a half of souls. The value of the imports and exports together may be estimated at £5,500,000 sterling, giving employment to a very great amount of shipping.

This immense trade is of necessity crowded into six months, the navigation of the St. Lawrence being closed for the remainder of the year.

In addition to these two great termini there are lying on each side of the line two most important tributaries, viz., the city of St. John and Prince Edward's Island. The former with a population in city and county together of nearly 44,000 persons, with a commerce of the value of £1,800,000 in exports and imports, giving employment also to a great amount of shipping. The latter with a population of 50,000 engaged principally in agriculture and the fisheries. The exports and imports of this island are about £200,000 annually.

Between the city of Quebec and the River Metis there are, settled along the south bank of the St. Lawrence, 75,000 inhabitants all engaged in agriculture. These people are French Canadians, and almost every family has a small farm and homestead.

A striking peculiarity of these farms is their elongated shape, the length being generally thirty times that of the breadth, oftentimes a greater disproportion exists. The houses and farm-buildings are always built at one extremity, that which adjoins the road dividing one set of concessions from another. There are generally three or four lines of houses and roads running thus along the St. Lawrence.

The effect produced by this manner of parcelling out the land and building has been to *form* what can only be compared to one long and continued village for 200 miles.

For the first 100 miles out of Quebec, as far nearly as the Rivière du Loup, the proposed line of railway will run through the centre of this extended village, and with a train of moderate length, the last carriage will scarcely have cleared the door of one house before the engine will be opposite another. For the second 100 miles it will leave these concessions and farms a little on one side, but still within reach. A more favourable disposition of a population (comprised of small farmers) for contributing to the *way traffic* of a railroad could scarcely have been devised.

In the country lying between the Restigouche River and Halifax, the inhabitants who will be near to the railroad will amount to about 100,000; making the population either upon or near to the line, including the two termini, 250,000 persons. But if the *total* population be taken within the area, which will be benefitted *by*, and become contributors to the line, then it may be estimated at not less than 400,000 souls.

In a report of the Directors, made upon the New York and Erie Railroad in 1843, when the question of proceeding with that line was under consideration, one of the data upon which its future receipts was calculated was derived from population and relative distance. And using the data obtained from the working of one portion which had been completed and was in operation, it was calculated that 531,000 persons on a line of 425 miles in length, would return in *net* earnings to the railway 1,343,500 dollars, or 2½ dollars nearly per head, equivalent to 10s. sterling. As the railroad is not yet completed, the true result cannot yet be seen.

The net earnings of the railroads in Massachusetts for the year 1847 were 2,290,000 dollars. The population of that State, over whose area railways are everywhere extended, and the whole of which may therefore be considered as tributary to them, being at the time about 800,000. This gives 2¾ dollars per head, equivalent to 11s., or the same result nearly.

Applying the same ratio (of 10s. per head) to the 400,000 inhabitants who are within the area and likely to become tributaries to the Quebec and Halifax Railway, it would give £200,000 as its probable revenue.

The great staple of New Brunswick is its timber. For this all absorbing pursuit the inhabitants

inhabitants neglect agriculture, and instead of raising their own supplies they import provisions in large quantities from Canada and the United States. In the year 1846, New Brunswick paid to the latter for provisions alone, £216,000 sterling; whilst, in return the United States only took from them £11,000 in coals and fish.

Of Nova Scotia the great staples are timber and the products of the fisheries. The inhabitants import provisions also largely.

Canada is an *exporting* country, and capable of supplying the demands of both.

In the winter of 1847-8 the price of flour at Halifax and St. John was at 40s. per barrel, and it was being imported from the chief ports in the United States, even from as far as New Orleans in the Gulf of Mexico. At the same time at Quebec the price of flour was only 25s. per barrel. A very great difference, which, had the railroad been in existence, would not have occurred.

Another great source of revenue likely to be developed by the railway is that of coals, to be derived from the Great Cumberland Field.

Quebec and the upper country would no doubt take large quantities for their own consumption. Halifax the same for itself, and also for exportation to the United States.

Considerable returns would arise from the fisheries and from the products of the forest lying contiguous to the line, which would find their way by it to the shipping ports.

The country through which the road will pass possesses, therefore, *in itself*, elements which, when fully developed, cannot fail to realise large receipts.

But there are, exclusive of these, other and highly important sources for productive revenue.

Halifax may be considered to be the nearest great sea-port to Europe.

Passengers travelling between England and the Canadas would adopt this railway, as the shortest and best line which they could take. Emigrants would do the same.

The mails, troops, munitions of war, commissariat supplies, and all public stores would naturally pass by it, as the safest, speediest, and cheapest means of conveyance.

If a straight line be drawn from Cape Clear in Ireland, to New York, it will cut through or pass close to Halifax.

The latter is therefore on the Direct route; and as the sea voyage across the Atlantic to New York may be shortened by three days nearly, in steamers, it is not improbable that on that account, when the branch railroad to St. John is completed, and other lines to connect on with those in the United States, the whole or the greatest portion of the passenger traffic between the Old and New World would pass through Halifax, and over a great section of the proposed railroad.

But the great object for the railway to attain, and which, if it should be able to accomplish, its capability to pay the interest of the capital expended would be undoubted, is to supersede the long and dangerous passage to Quebec by the Gulf of St. Lawrence.

To make *two* voyages in a season vessels are obliged to leave England earlier, and encounter the dangers of the ice in the Gulf, much sooner than it is safe or prudent for them to do.

The loss of life and property which has occurred from this cause, and returning late in the autumn has been enormous. It cannot be ascertained, but probably it would have more than paid for the railway.

An opinion may, however, be formed of it from the rates of insurance, which in the spring and autumn are as high as 10 per cent. A much higher-rate than to any other part of the world.

The navigation of the St. Lawrence is closed for about six months of every year.

During

During the whole of this period all the produce of the country is locked up, and necessarily lies unproductive on the hands of the holders.

The surplus agricultural produce of the year cannot be got ready to be shipped in the season it is produced. In the winter of 1846-7 it has been stated on good authority, that 500,000 barrels of flour were detained in Montreal at the time when famine was raging in Ireland. As soon as the season opened, there was a demand for shipping to carry provisions, that the ordinary course of the timber trade was deranged by it.

All this would have been prevented had the railway been then in existence.

For six months in the year then, the St. Lawrence would cease to be a competitor with the railway, and large quantities of produce would be certain to be forwarded by it.

For the other six months of the year it would have also the following strong claims to preference ;—rapidity of transport ; the saving of heavy insurance ; cheaper rate of freight from Halifax ; vessels engaged in the Canadian trade could make *three* voyages to Halifax for *two* to Quebec.

The trade which is now crowded into six months, to the great inconvenience of every one concerned, rendering large stocks necessary to be kept on hand, would be diffused equally over the whole year.

It is most probable that these advantages will be found so great, that only the bulky and weighty articles of commerce, such as the very heavy timber, and a few other goods will continue to be sent round by the Gulf of St. Lawrence.

If such should prove to be the case, then the proposed railway would have as much or perhaps more traffic than a single track could accommodate.

The cost of transportation, it is calculated, will not be too high on this line to admit of the above results being realised, and in that case, more especially if the capital can be raised at a moderate rate of interest, it is considered highly probable that it will even in a commercial point of view be a profitable undertaking.

From evidence given to the Guage Commissioners in England, it appears that the cost of transport for goods on the undermentioned lines of railway was as follows :—

Great Western	·06	of a penny per ton per mile.
Grand Junction	·13	” ” ”
Birmingham and Gloucester	·09	” ” ”
South Western	·10	” ” ”
London and Birmingham	·12	” ” ”
	<hr/>	
	5)·50	
	<hr/>	
	·10	Average per ton per mile.

This is supposed to be gross weight, including carriages &c.

One-fifth of a penny per mile per ton will be a liberal allowance for the net weight.

From a very carefully prepared document*, extracted from a Report of the Commissioners appointed in 1846 by the Legislature of the State of New York, to locate certain portions of the New York and Erie Railroad, it appears that the cost of motive power on some of the principal railroads in the United States was 40 cents per train per mile, equivalent to 1s. 8d. sterling.

With the expected grades on the Halifax and Quebec line, it is calculated that an engine of good power, having the assistance of an extra engine for 25 miles of the

* Vide Appendix, No. 7.

distance, will convey 100 tons of goods at a moderate speed of 8 to ten miles an hour over the whole line.

The total cost per train would then be—	£	s.	d.
635 miles, at 1s. 8d. per mile	52	18	4
25 miles, at 1s. 8d. for extra engine	2	1	8
	<hr/>		
Total for 100 tons	£55	0	0

Or 11s. per ton for the whole distance. Equal to .207 drs. per ton per mile, the same nearly as the average on the English railways.

At this rate, the *actual cost* of carrying a barrel of flour from Quebec to Halifax will be only 1s. 1d.: and if it be doubled, to pay interest on capital, then 2s. 2d. might be the price charged for its conveyance.

The freight of flour from Quebec to England may be taken at 5s. per barrel; from Halifax at 3s.

The difference in freight would therefore pay its transit by railway, and the difference in the rates of insurance would be to the profit of the owner; and the voyage being shorter, there would be less risk of its arrival in the market in a heated or deteriorated condition.

Provisions and all other articles whose value is great in proportion to their bulk, would be as advantageously forwarded by this route.

It is fully expected, therefore, that the railway will be able to compete successfully with shipping in the St. Lawrence even during the summer season.

But there is still another great and important source from which traffic may be expected, viz.,—From those vast and extensive regions in the far west, round the Lakes Huron, Michigan, and Lake Superior.

By the completion of the canals along the River St. Lawrence, the produce of these lake countries now finds its way to the markets of Montreal and Quebec.

Large cargoes, consisting of upwards of 3000 barrels of flour can now pass from their ports down to Quebec without once breaking bulk.

Already produce which found its way to New York by the circuitous route of the Mississippi and New Orleans has been diverted to the channel of the St. Lawrence.

The extent to which this will take place it is not possible yet to calculate; but there is no doubt that large quantities of produce which formerly found its way to the Atlantic ports of New York and Boston, will be diverted to the St. Lawrence.

Of the enormous exports of provisions from the United States, the following will give some idea.

	In 1846.	In 1847.
Flour—barrels	2,289,476	4,382,496
Wheat—bushels	1,613,795	4,399,951
Corn—bushels	1,826,068	16,326,050
Meal—barrels	293,720	918,066

The greatest portion if not nearly all this immense produce of which the above forms only a few items in the great account, was received at the Atlantic ports from the far West. And it is for this most important and still increasing trade, that Montreal and Quebec will now, by means of the St. Lawrence canals, have the most favourable chance of a successful competition with New York and Boston.

It has been calculated that the cost of transport for a barrel of flour from the Lakes to New York was 5s. 1d. sterling; to Boston 6s., exclusive of charges for transshipment.

By the Quebec and Halifax line it is estimated, now that the canals are open, a barrel

rel of flour may be delivered at Québec for 2s. sterling, and carried to Halifax for 2s. 2d. ; total 4s 2d.

By the Montreal and Portland, 1s 8d. has been estimated as the price per the railway, to which if 2s. more be added as freight to Montreal, the price by that line will probably be only 3s. 8d. sterling per barrel. The Montreal and Portland will have, therefore, an apparent advantage over the Quebec and Halifax line, arising from its much shorter distance. But there are some drawbacks attending it, which may cause the preference to be given to the latter notwithstanding. The line passes through the United States.

A transit duty of 2½ per cent. *ad valorem*, has to be levied upon all foreign produce, and introduces the inconvenience of custom-houses and custom-house officers.

Portland is a foreign port, and is 400 miles by sea farther from England than Halifax.

It has been seen in a former part of this report, when speaking of the Utica and Syracuse Railroad, how inadequate that line was to take all the traffic which was required to be forwarded by it, at the time that the Erie canal was closed.

The growing population and produce of the Western States are so gigantic, that it is probable there will be more than sufficient to employ fully, *both* the Montreal and Portland and the Quebec and Halifax Railroads.

From the foregoing remarks, it will appear then, that although no very good or precise estimate of the returns for the expenditure of five millions sterling can be given, yet that there are very good general grounds upon which to form an opinion, that ultimately, if not at once, the line will, in a commercial point of view, be a very productive one.

The Montreal and Portland, which will be the great competitor with that of the Quebec and Halifax line, is an enterprise of a purely commercial and *local* nature.—As such, it is not likely shareholders will be contented, unless they receive what they have every right to expect—a high rate of interest for the expenditure they have incurred, and the risk they have encountered in the undertaking.

But with the Quebec and Halifax it is very different. The enterprise is of *general interest*. It contains the prosperity and welfare of each of the three provinces, and the honour as well as the interests of the whole British Empire may be affected by it. It is the *one* great means by which alone the power of the mother country can be brought to bear on this side of the Atlantic, and restore the balance of power now fast turning to the side of the United States.

Every new line of railway made in that country, adds to their power, enabling them to concentrate their forces almost wherever they please, and by the lines, of which there are already some and there will soon be more, reaching to their northern frontier, they can choose at their own time any one point of attack on the long extended Canadian frontier, and direct their whole strength against it.

The provinces, therefore, and the empire having such interest in the formation of the Halifax and Quebec Line, it should be undertaken by them in common as a great public work for the public weal.

If so undertaken, the provinces supported by the credit of the mother country, could raise capital at a rate of interest which could not be done by any company of shareholders. And if to this advantage be added, the disposal for the exclusive benefit of the railway, of a portion of the wild lands along the line, and in the immediate country which it would be the means of opening to settlement and cultivation, then it is highly probable that it would be constructed for three millions sterling.

In a former part of this report it has been estimated that there are in the counties through which this line will pass, fourteen millions of acres of land yet ungranted, and therefore remaining at the disposal of the Provincial Government.

The ordinary price of an acre of wild or uncleared land, is about 2s. 6d. to 3s. per acre. But where public roads are made through them, the value immediately increases, and it will not be considered an extravagant estimate, to suppose that the land along it, or in the immediate vicinity of the railway, will be worth £1 per acre.

For the construction of the Great St. Lawrence Canal, by which Canada has now the prospect of reaping such immense advantages from the trade of the western country, the Imperial Government guaranteed the interest on a loan of two millions sterling and upwards, at 4 per cent. This loan was easily raised, and a large premium per cent. was received in addition for it.

There can be little doubt that another loan of three millions sterling at the same rate of 4 per cent. interest, could be raised upon the credit of the provincial revenues if guaranteed by the mother country. With this amount of capital and two millions of acres to be reserved, and sold from time to time, it is conceived the railway may be made.

Upon the strength of these two millions of acres and the loan as a basis, a large amount of notes might be issued in payment of the wages and salaries of the labourers and other persons employed on the works of the railway. They should be made receivable for taxes and customs duties. The amount authorized to be issued might be limited to the extent of the acres, and as these were sold an equal amount of the notes should be cancelled.

The issue of a number of notes which would pass current over the three provinces would be conferring a great benefit upon the community at large. The currency is not the same throughout, and persons who travel from one province to another are now put to inconvenience and have often to pay a discount upon exchanging the notes of one colonial bank for those of another. Advantage might be taken of the measure to assimilate the currency of the colonies to each other, and make it "sterling," the same as in England.

By a little arrangement also, these notes might be made payable at the chief ports of emigration in the United Kingdom; and in that case a very great convenience would be afforded to a large class of persons on both sides the Atlantic.

To remit small sums now, requires the intervention of bankers or agents. This has the effect upon persons resident in the settlements (and no doubt often also in the towns), of preventing their sending the assistance which they otherwise would do to friends at home. Many a small note would be put up, and sent in a letter, which now is never thought of, for want of the convenience.

In remitting sums from Halifax to England, the banks do not like to give bills at less than sixty days' sight. These notes would, therefore become a great public benefit, and there would be no fear of their being kept in circulation almost to any amount.

Upon the loan of three millions, the interest at 4 per cent. would amount to £120,000 per annum.

Of this sum it may be fairly assumed that for the conveyance of the mails between Halifax and Quebec, the Post Office department would be willing to pay annually an equal amount to what is now paid for the same service. This has not been officially obtained, but there are good grounds for supposing that it is nearly £20,000.

In the case, then, that beyond this the railway only paid its own working expenses, the sum of £100,000 would have to be made good out of the revenues of the provinces.

The proportion of this, or of whatever sum might be deficient to pay the interest on the loan, would have to be arranged ; and it may, for the sake of illustration be supposed to be as follows :—

Nova Scotia	20,000	Proportion	.2
New Brunswick	20,000	"	.2
Canada	30,000	"	.3
The Imperial Government	30,000	"	.3
			—
Total	£100,000		10

For the proportion guaranteed by the provinces, they would receive the benefits conferred by the railway in developing their resources, increasing the value of all property, promoting the sale and settlement of their wild lands, increased population and increased revenue.

For the proportion guaranteed by the Imperial Government, all Government officers, civil or military, troops, munitions of war, supplies &c., for the public service, and *emigrants* should be transported over the line at the cost price.

New Brunswick and Nova Scotia it is understood are most willing to guarantee the interest to the extent of their means, and in a fair proportion.

Canada having done so much already for the communications above Montreal, it is fully expected will not be backward in perfecting those below Quebec.

In the extreme case supposed above, viz., of the railway yielding no returns beyond working expences, it is not conceived that either one of the provinces or the empire would not receive an equivalent in some other form for its direct contribution to make good the interest.

An account is at present being taken of the existing way traffic between Halifax and Amherst, by the commissioner appointed by Nova Scotia to collect statistics for the railway. The same is being done for that portion of the line along the banks of the St. Lawrence.

There is some reason to believe that these two portions of the line will be found to have sufficient traffic to pay, over and above working expences, the moderate interest upon capital of 4 per cent.

If such should prove to be correct, then the foregoing statement would be modified and stand thus—

Total distance from Halifax to Quebec	635
Quebec to River du Loup	110
Halifax to Amherst and Bay Verte	125
	—235
Leaving unproductive still	miles 400

If the total line can be done for £3,000,000 then the proportion for the 400 miles would be £1,889,600, or 2,000,000 nearly.

The interest for which would amount to £80,000.

Deducting £20,000 for the conveyance of the mails, then the sum to be responsible for would be £60,000, which divided proportionally as before, would give for

Nova Scotia	12,000	proportion	.2
New Brunswick	12,000	"	.2
Canada	18,000	"	.3
Great Britain	18,000	"	.3
			—
Total	£60,000		.10

Therefore

(Therefore, for the responsibility, (perhaps for *assuming it only*) of £100,000, or as the case may prove, £60,000, the Quebec and Halifax Railway may be made.

But to look at this great work only as a commercial speculation and as yielding mere interest for the expenditure incurred would be to take a very limited view of the objects it is capable of achieving.

In the United States they are well aware of the increased value which internal improvements and communications give to property of every kind.

In those countries works have been undertaken for that object alone, not for the mere return which the work, whether railway, road, or canal, would make of itself.

The indebtedness of the several States has been incurred almost entirely in making great internal improvements. And in the boldness and unhesitating way in which they have incurred debts and responsibilities for the purpose of developing their resources may be seen the secret of their unrivalled prosperity.

The State is in debt, but its citizens have been enriched beyond all proportion.

Most unfavourable comparisons are made by travellers, who visit the British Provinces and the United States. And some have gone so far as to state, that travelling along where the boundary is a mere conventional line, they could at once tell whether they were in the States or not.

On the one side the States Governments become shareholders to a large amount in great public works, *lead* the way and do not hesitate to incur debt, for making what has been termed "war upon the wilderness;" employment is given, and by the time the improvement is completed property has been created and the *employed* become proprietors.

On the other side the Provincial Governments do not take the initiative in the same manner, and hence in the settlements and in the provinces generally, may be seen this marked difference in the progress of people who are identically the same in every respect.

Until the British Provinces boldly imitate the policy of the States in this regard and make war upon their "wilderness," their progress will continue to present the same unfavourable contrast.

The creative or productive power of canals, railways, &c., may be traced in the history and progress of the State of New York.

The Erie Canal was commenced in 1817, and completed in 1825, at a cost of 7,143,789 dollars or £1,400,000 sterling. In 1817 the value of real and personal property in the city of New York, was from official documents, estimated at £16,436,000 sterling. In 1825, it was estimated at £21,075,000 sterling. In 1829, the population of the State was 1,372,000 and in 1830 the population of the State was 1,918,000.

The canal was found so inadequate to the traffic, that between the years 1825 and 1835, a farther sum of £2,700,000 was expended in enlarging it.

Making the total cost to that date, 4,100,000 sterling.

It has been seen that in the city of New York—

In 1817, the official value of real and personal property was	£16,436,000
1835	£45,567,000

Being an increase of 2 $\frac{1}{2}$ times in eighteen years.

For the State of New York—

In 1817, the official value of real and personal property was	£63,368,000
1835	£110,120,000

Or an increase of nearly £47,000,000 sterling in the value of property attributed chiefly, if not entirely, to the formation of the canals.

In 1836, the amount conveyed by tide-water by the canal was 697,337 tons.

And on the first of July of that year there had accumulated in the hands of the commissioners an amount sufficient to extinguish the whole of the outstanding debt incurred in its construction.

The net receipts from all the State canals, after deducting the expenses of collection and superintendance, for the year 1847, was £449,270. Villages, towns, and cities have sprung up along its course.

The population of the State, which was—

In 1810	-	-	-	-	-	-	-	-	959,949
was in 1845	-	-	-	-	-	-	-	-	2,604,495

In 1846, the value of real and personal property was estimated at £128,500,000.

It will be seen from the above, therefore, that in addition to the wealth created for individuals, the canals produce a large annual revenue to the State.

The following extracts from the financial affairs and statistics of some of the States may be quoted in illustration of this part of the subject.

1847.

Massachusetts.

	Dollars.
Total indebtedness of the State, 1st January, 1847	999,654
Credit of the State, lent to Railroads.	5,049,555
	<hr/>
Total liabilities of the State	6,049,209

As security for the redemption of the scrip lent to Railroads, the Commonwealth holds a mortgage on all the roads, and also 3000 shares in the Norwich and Worcester, and 1000 in the Andover and Haverhill.

Pennsylvania.

	Dollars.
Public property, canals and railroads, at original cost	28,657,432

Maryland.

	Dollars.
Receipts from Baltimore and Ohio Railroad	42,402
Ditto from Canal Companies	11,550

North Carolina.

	Dollars.
Debt of the State, on account of Railroad Companies	1,110,000

Ohio.

	Dollars.
Debt contracted for the sole purpose of the construction of	
Public Works within the State	19,246,000
Canals, 820 miles in length cost	15,122,503
Net receipts in 1846, after paying repairs and expenses	408,916

In 1810 the population of this State was	-	-	45,865
In 1820	"	"	581,434
In 1840	"	"	1,519,467

or tripled nearly in twenty years, during the progress of her canals.

Michigan.

	Dollars.
Debt on 30th November, 1845	4,394,510
Total length of Railroads finished and <i>belonging</i> to the State	222 miles.

This State was authorized to raise a loan of 5,000,000 dollars for *internal improvements*.

For the same purpose Congress granted to this State 500,000 acres of land.

In 1840 the population was	212,267
In 1845 " " "	304,278
or an increase of 50 per cent. nearly in <i>five</i> years.	

Indianna.

	Dollars.
1st January, 1847, the Public Debt was	14,394,940

By the terms of the Act adjusting this debt, it is to be equally divided between the State and the Wabash and Erie Canal. Of this canal, which is to be 458 miles long, 374 miles are in Indiana; 174 of this portion are finished, and in operation. There remain 200 miles to be completed, upon which part about \$1,200,000 have been expended by the State. It is estimated to cost the farther sum of 2,000,000 dollars to complete the entire canal. To cover this amount, the State is to transfer to trustees 963,126 acres of land adjoining to or in the neighbourhood of the canal.

The population of this State in 1811 was	24,520
" " " 1830 "	343,031
" " " 1840 "	685,086

or doubled in ten years.

Illinois.

	Dollars.
1847. Total Internal Improvement debt	8,165,081
Total Canal debt	6,009,187

The population in 1830 was	14,174,268
" " " 1840 "	157,455
	476,283

or *tripled* in ten years.

	Acres.
The sales of the Public Lands during one year (1845) in the United States amounted to	1,843,527

	Dollars.
Producing	2,470,298
or an average of 5s. 7d. sterling per acre.	

But to show the effect produced by a canal or railway passing through property, the following extract may be quoted from the Report of a Board of Directors of the New York and Erie Railroad Company in February 1844;

" The Board find that they have omitted one description of property which has heretofore been considered of great value, but the right to most of which has been lost to the company by failure to complete the road within a certain period; the most valuable of which consisted of 50,000 acres of wild land in Cattaraugus County, near Lake Erie, and one-fourth part of the village of Dunkirk.

"An offer in writing was made in 1837 by responsible parties to take these donations, and pay further the sum of 400,000 dollars, provided certain portions of the railroad were completed within a specified time.

That is, about 8 dollars, or 33s. 4d. sterling per acre.

In Michigan 461,000 acres were granted by Congress for the endowment of a university. These lands were selected in sections from the most valuable of the State. The minimum price of these was at one time 20 dollars, or £4 6s. 8d. sterling per acre, but became lower afterwards: 17,142 acres, the quantity sold up to 30th November, 1845, brought £2 9s. per acre.

69,000 acres devoted to schools were sold for £1 7s. per acre.

Such, then, are some of the results of making "war upon the wilderness."

In New Brunswick there are, according to an official Report of the Surveyor-General, dated 15th December, 1847, 20,000,000 acres, of which about 6,000,000 are either granted or sold, and 3,000,000 may be considered barren or under water; leaving, therefore, at the disposal of the Government, 11,000,000 of acres of forest land fit for settlement.

Of the 6,000,000 granted or sold, only 600,000 acres are estimated as being actually under cultivation.

By a statistical table published by W. Spackman, London, there are—

	Acres Cultivated.	Acres Uncultivated.	Acres Unprofitable.	Total Acres.
In England - - -	25,632,000	3,454,000	3,256,400	32,342,000
Wales - - -	3,117,000	530,000	1,105,000	4,752,000
Scotland - - -	5,265,000	5,950,000	8,523,930	19,738,000
Ireland - - -	12,125,280	4,900,000	2,416,664	19,441,944
New Brunswick -	600,000	16,400,000	3,000,000	20,000,000

Population of England - - - -	14,995,508
" Wales - - - -	911,321
" Scotland - - - -	2,628,957
" Ireland - - - -	8,205,382
" New Brunswick - - - -	208,000

In Ireland there appears to be from the above table 17,000,000 acres of ground fit for cultivation, and it has a population of 8,000,000 to support.

In New Brunswick there is an *equal amount* of ground to cultivate, and it has only a population of 208,000 persons.

If the land yet uncleared and fit for cultivation be added which remains in the northern section of Nova Scotia, and again between the boundary of New Brunswick and the River St Lawrence to the east of Quebec, then there would be a quantity of nearly equal to that of England itself, supporting a population of 400,000 souls.

It is not too much then to say that between the Bay of Fundy and the St. Lawrence,

rence, in the country to be traversed by the proposed railway, there is abundant room for all the surplus population of the mother country.

Of the climate, soil, and capabilities of New Brunswick, it is impossible to speak too highly.

There is not a country in the world so beautifully wooded and watered.

An inspection of the map will shew that there is scarcely a section of it without its streams, from the running brook up to the navigable river. Two thirds of its boundary are washed by the sea; the remainder is embraced by the large rivers—the St. John and Restigouche.

For beauty and richness of scenery this latter river and its branches are not surpassed by anything in Great Britain.

Its lakes are numerous, and most beautiful; its surface is undulating, hill and dale, varying up to mountain and valley. It is everywhere, except a few peaks of the highest mountains, covered with a dense forest of the finest growth.

The country can everywhere be penetrated by its streams.

In some parts of the interior, for a portage of three or four miles, a canoe can float away either to the Bay Chaleurs and the Gulf of St. Lawrence, or down to St. John's, in the Bay of Fundy.

Its agricultural capabilities, its climate, &c., are described in Bouchett's Works, in Martin's British Colonies, and other authors. The country is by them, and most deservedly so, highly praised.

There may be mentioned, however, two drawbacks to it, and only two.

The winter is long and severe; and in summer there is the plague of flies.

The latter yield and disappear as the forest is cleared; how far the former may be modified by it experience only can show.

For any great plan of emigration or colonization, there is not another British colony which presents such a favourable field for the trial as New Brunswick.

To 17,000,000 of productive acres there are only 208,000 inhabitants.

Of these 11,000,000 are still public property.

On the surface is an abundant stock of the finest timber, which in the markets of England realise large sums annually, and afford an unlimited supply of fuel to the settlers.

If these should ever become exhausted, there are the coal-fields underneath.

The rivers, lakes, and sea-coasts abound with fish.

Along the Bay Chaleurs it is so abundant that the land smells of it; it is used as manure, and while the olfactory senses of the traveller are offended by it on the land, he sees out at sea immense shoals darkening the surface of the water.

For about the same expense five emigrants could be landed in New Brunswick for one in the Antipodes. Being within a fortnight by steam from London, any great plan of colonization could be directed and controlled by the Home Government.

In case of distress or failure, it would be long previously foreseen; the remedy or assistance could be applied; or, if beyond these, there would be the upper country and the far west always open, and ready to receive the colonists.

The present limited population being so generally engaged in the pursuit of the timber trade and in the fisheries, there is the richest opening for agriculturists.

New Brunswick annually pays to the United States upwards of £200,000 for provisions and other articles which she can raise upon her own soil.

Nova Scotia does very nearly the same thing.

Whilst within a few miles' reach of their own capitals, there is abundance of land for agricultural productions, these two provinces are *dependent* for large supplies of food upon the United States.

Flour is imported from as far as New Orleans.

Wheat grown in the valley of the Mississippi is shipped at St. Louis, and imported into New Brunswick. It is ground into flour at the mills of St. John, and furnishes a large share of the bread eaten by the labourers of that city.

There exists, therefore, a good market already on the spot for agricultural produce; and it would be a strange anomaly, indeed, if a country situated within three or four weeks' sail of the markets of England, could not compete with the growers of produce in the valley of the Mississippi and the countries round the great lakes in the far West.

One thing, however, is greatly to be deprecated, that is any sudden or large emigration without previous preparation.

Before wheat or food of any kind can be grown the forest has to be removed, and that is a work of time and hard labour, during which those engaged in it must be fed from other sources.

With some little previous detailed surveying, the proposed railway can be commenced both at the Quebec and Halifax ends as soon as decided upon and carried on for miles. During which time the further detailed survey necessary for the remainder of the line, and particularly the portion through the wilderness, might be made, and the line actually marked and cut throughout.

This line, when cut, would form a basis for laying out extensive blocks of land, and dividing them into allotments for settlers.

It will be unnecessary in this Report to recapitulate all the good effects produced upon every country in which railways have been established; but some may be mentioned.

They have become necessary to the age, and that country which has them not must fall behind in the onward march of improvement and in the development of its resources. And the longer it is suffered to do so, the greater and more unfavourable will be the contrast which it will present to the world.

Already in this respect the British Provinces of Nova Scotia and New Brunswick are far behind their enterprising neighbours.

One of the immediate effects of making this railway would be to place them in a position of equality. They are now *dependent* upon them for food.

At the closing of the navigation of the St. Lawrence, if the United States were merely to prohibit the exports of provisions from their own harbours, the consequences would be serious to these two provinces. Canada could not then supply them.

In May, 1847, when the exploratory parties were being formed at Fredericton and provisions were being forwarded to the woods for their use, there was a scarcity of flour at St. John. It was said that sufficient for only two or three days' consumption remained in that city. The prices rose considerably, and the scarcity was only averted by the arrival of some cargoes from the United States, intended for Eastport.

The railway, had it been established, would have prevented such a state of things, and may save it for the future.

For the want of such a communication, Nova Scotia now finds it easier and more advantageous, notwithstanding a heavy duty of 20 per cent. against her, to export her great staple of fish to the States, than to Canada; whereas, if the railway were made, it would pass on to the latter, where there would be an extensive market for it, and flour would be received in return,

Halifax would become the grand emporium of trade for the British provinces.

With the assistance of the electric telegraph, an order from Quebec could be received in a few minutes, and the articles wanted could be sent off by the next train.

As the vessels now arrive in fleets in the spring, and again in the autumn, it is a matter of forethought and consideration to the merchant of Canada to know what he shall provide himself with.

To the intending emigrant it will afford him the choice of any month in the year to set

set out for his new country, and if by means of friends previously settled, his place of abode has been chosen, he can time his arrival so as to have the shortest possible time to wait until his own crops are ready to supply him with food.

Arriving now as thousands annually do in the spring when the seed-time is at hand, and the land uncleared, they lose the valuable opportunity of that year's crop, and have to wait over, existing perhaps, upon their little capital for nearly eighteen months, until the succeeding harvest comes to them. To all such emigrants nearly a year may be saved.

Surprise has sometimes been expressed that out of so many who yearly land in the provinces, so many pass on and become settlers in the States.

To the poor man his labour is his capital, and he must transfer himself to the place where employment is to be found.

The proposed railway would be such a work as would engage thousands in its immediate construction. While the stimulus and new spirit it would infuse into the whole community, now cribbed and confined as it were to their own locations, would give rise to branches and other works which would employ additional thousands.

It has been seen that the population of some of the Western States have doubled and even tripled themselves in the course of ten years.

The population of New Brunswick is now only 208,000. Her revenue in 1847 was £106,000 sterling, or 10s. per head.

There is no apparent reason why, if the same facilities of employment and land for settlement were afforded, that her progress should not be also very great.

Every emigrant, induced to settle and remain in the country, may be calculated as producing 10s. annual revenue to the province,

If the formation of the railway increased the population of New Brunswick by 40,000 persons only, then her proportion of the guaranteed interest would be covered from that cause alone.

The same might occur also to Nova Scotia and Lower Canada.

It may be asked what is to become of the labourers employed on the railway during the winter. This is the season when lumbering or cutting of timber commences.—They might engage in it also. But with the wages earned in the summer, they should be incited to purchase small lots of ground of about fifty acres each.

The labours of the season over, or suspended upon the railway, they could most advantageously employ themselves in clearing, logging, and improving their own lots.—This they could do to such an extent that in the spring the women and older children could burn the logs off and put in some sort of crops for food, such as potatoes, Indian corn, &c.

Mechanics might either do the same if railway work could not be found for them, or find employment in the towns.

Another great effect of the railway would be to enhance almost immediately the value of all real and personal property. The effects produced by the Erie Canal in doubling and nearly tripling that of the City of New York has been stated.

Villages and towns would, no doubt, spring up in its course the same as on the canal. The railway would give them birth. Agriculture and external commerce would support and enrich them.

But if, by its means, the navigation of the Gulf of St. Lawrence is spared, what an amount of human suffering and loss of life will it not save.

The losses from shipwreck have been great, but not equal to that arising from protracted voyages and crowded emigrant ships.

In 1847, 89,738 persons emigrated to the British Provinces, of whom 5,293 persons perished at sea, and 10,000 are said to have died after their arrival.

This was a most unusual year, and it is to be hoped by every friend of humanity, that any thing like it will never occur again.

No human means could have saved all this loss of life, but there is no doubt, a less protracted voyage and a more favourable time than the spring of the year in the St. Lawrence would have prevented some of the fatal results.

The railway established, the passage may be shortened, and the time of emigration may be selected at choice.

Troops are annually moved to and from Canada. About the close of the navigation in 1843, a transport, having the 1st Royal Regiment on board, was wrecked in the mouth of the St. Lawrence. The men got safely on shore, but there were no roads or means of getting away from that place. By the personal exertions of one of the officers, who made his way through the woods on snow-shoes to the nearest settlements, and thence to Quebec, information was given of the wreck, and a steamer sent down to take them off. But for this, the consequences must have been that the regiment would have had to winter there in the best manner they could.

Embarking and disembarking at Halifax, all danger and inconvenience from the Gulf navigation would be avoided. Time and expense would be saved, and the season might be disregarded.

The mails to and from Canada could pass over British territory *exclusively* and they would be received at Quebec before the steamer reached Boston, and at Montreal about the same time as it arrived at that port.

In a political and military point of view, the proposed railway must be regarded as becoming a work of necessity.

The increasing population and wealth of the United States, and the diffusion of railways over their territory, especially in the direction of the Canadian frontier, renders it absolutely necessary to counterbalance, by some corresponding means, their otherwise preponderating power.

Their railway communications will enable them to select their own time and their own points of attack, and will impose upon the British the necessity of being prepared at *all points* to meet them.

It is most essential, therefore, that the mother-country should be able to keep up her communications with the Canadas at all times and seasons. However powerful England may be at sea, no navy can save Canada from a land force.

Its conquest and annexation are freely spoken of in the United States, even on the floors of Congress.

Weakness invites aggression, and as the railway would be a lever of power by which Great Britain could bring her strength to bear in the contest, it is not improbable that its construction would be the means of preventing a war at some no distant period.

The expenses of one year's war would pay for a railway two or three times over.

The following extract from the report of Lord Durham, Her Majesty's High Commissioner and Governor-General of British North America in 1839, is so apposite and just, and bears so strongly upon the subject under consideration, that it is conceived no better conclusion can be made to this Report than to insert it.

“These interests are, indeed, of great magnitude; and on the course which your Majesty and your Parliament may adopt with respect to the North American colonies, will depend the future destinies, not only of the million and a half of your Majesty's subjects who at present inhabit those provinces, but of that vast population which those ample and fertile territories are fit and destined hereafter to support. No portion

of the American continent possesses greater natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains unsettled, and may be rendered available for the purposes of agriculture.—The wealth of inexhaustible forests of the best timber in America, and of extensive regions of the most valuable minerals, have as yet been scarcely touched. Along the whole line of sea-coast, around each island, and in every river, are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water-power are available for the coarser manufactures, for which an easy and certain market will be found. Trade with other continents is favoured by the possession of a large number of safe and spacious harbours; long, deep, and numerous rivers, and vast inland seas, supply the means of easy intercourse, and the structure of the country generally affords the utmost facility for every species of communication by land.—Unbounded materials of agricultural, commercial, and manufacturing industry are there. It depends upon the present decision of the Imperial Legislature to determine for whose benefit they are to be rendered available. The country which has founded and maintained these colonies at a vast expense of blood and treasure, may justly expect its compensation in turning their unappropriated resources to the account of its own redundant population; they are the rightful partimony of the English people,—the ample appanage which God and nature have set aside in the New World for those whose lot has assigned them but insufficient portions in the Old.”

And if for great political objects it ever become necessary or advisable to unite all the British provinces under one Legislative Government, then there will be formed on this side of the Atlantic one powerful British State, which, supported by the Imperial power of the mother-country may bid defiance to all the United States of America.

The means to the end, the first great step to its accomplishment, is the construction of the Halifax and Quebec Railway.

(Signed) WM. ROBINSON,
Captain, Royal Engineers, Brevet-Major.

August 31, 1848.

Major-General Sir John F. Burgoyne, K. C. B.,
Inspector-General of Fortifications,
&c. &c. &c.

List of Inclosures to Major Robinson's Report of August 31, 1848.

Report on the proposed Trunk Line of Railway from an Eastern Port in Nova Scotia, through New Brunswick to Quebec, with seven appendices.

Bound Book containing sixteen Exploratory Plans.

Printed Map of Nova Scotia, New Brunswick, and a portion of Lower Canada, showing the explored route for the proposed Trunk Line of Railway from Halifax to Quebec.

Model Map.

General Section.

The foregoing relate to the line of railway recommended.

Plans Nos. 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, and 31, of a line of railway reported upon.

APPENDIX No. 1.

(Plans referred to:—General Plan No. 1, Book of Plans 16, Detailed Plans, Nos. 25, 26, 27, 28, 29.)

Report on and description of the proposed Trunk Line of Railway from Halifax through New Brunswick to Quebec.

THE exploratory surveys which have been carried on during the years 1846—7, for the purpose of ascertaining the practicability of establishing a line of railway from the Atlantic shores of Nova Scotia through the province of New Brunswick to the city of Quebec, on the River St. Lawrence, having resulted successfully, I have the honor to furnish you with a report upon the line which has been found practicable, and which has fallen under my more immediate observation and direction.

The port of Halifax, in Nova Scotia, being selected as the Atlantic terminus of the railway, the chief difficulties to be surmounted between that port and the St. Lawrence have been ascertained to be the range of highland in Nova Scotia, known as the Cobequid Hills, averaging from 800 to 1000 feet in height; and two ranges of highlands, one of which crossing the province of New Brunswick from the River St. John below the Grand Falls in a north-easterly direction, rises to a considerable elevation at the head waters of the Rivers Tobique, Miramichi, and Nepisiguit, and thence descends gradually to the shores of the Bay Chaleurs.

The other range lying between the rivers Restigouche and St. Lawrence, and nearly parallel to their general course, is very broken and lofty, some of the mountain ranges attaining an elevation of 3000 feet above the sea.

Another obstacle of a general nature exists, and which increased the difficulty of ascertaining a practicable line through New Brunswick, inasmuch as the course of the line of railway is at right angles to the general course of the numerous rivers which intersect that province.

The proposed line passes the first of these obstacles, the Cobequid Hills in Nova Scotia, about sixty-five miles from Halifax, by the valley of the Folly River, in the township of Londonderry, attaining its summit level 600 feet above high water at Halifax, at the lake from which that river flows, being the lowest point on the hills to which there is a favourable approach which has been ascertained.

The line avoids the broken and lofty chain of highlands in New Brunswick, by following the level shores of the Bay Chaleurs, and it ascends the range of highlands north of the Restigouche by the valley of the Metapediac River and the lakes at its head waters, by easy grades, attaining its summit level 760 above high water at a point about six miles north of the great Metapediac Lake, from which it then descends along the vallies of different tributaries of the St. Lawrence to the Metis River, which it crosses about ten miles above its mouth, and is then clear of the highlands.

The distance from Halifax to Quebec by the proposed line of railway will be about 635 miles.

Of these 124 miles are in the Province of Nova Scotia,
234 miles in New Brunswick, and
277 miles in Canada.

Commencing at Halifax, the comparative advantages of having the terminus in the city which is situated on the western shore of the harbour, or in the village of Dartmouth, which is on the eastern side, and immediately opposite the city, becomes a matter of detail for future consideration.

From Dartmouth the line passes through the broken chain of land which runs parallel with the south-east coasts of Nova Scotia by the valley formed by the chain of lakes

lakes which extend from Dartmouth to the Great Shubenacadie Lake, a distance of about twenty miles.

The highlands come in pretty close to the lakes on both sides, leaving here and there narrow flats along their borders. The rock is chiefly slate, and along the bottom of the valley are large quantities of loose fragments of rock from the adjacent hills, boulders, gravel, &c.

The gradients on this portion of the line which has been calculated chiefly from the sections made for the Shubenacadie Canal, which was intended to follow this chain of lakes, will be favourable, though from the rocky and broken character of the ground, it will be probably expensive.

For the first nine miles the line follows the western shores of the lakes. The hills are a short distance back, leaving a stripe of irregular low ground indented with bays, the water in which is shallow.

The summit level is at the south end of Lake Charles, from which the water flows into the Shubenacadie. The Dartmouth Lakes, the first of the chain, empty themselves into Halifax harbour, being 65 feet above high water, the rise from them to the summit level, Lake Charles is only 25 feet, the distance being one mile.

After reaching the northern extremity of Lake William, nine miles from Dartmouth, the line crosses to the eastern shores of Lake Thomas, the next in the chain, and hence by the shores of Lake Fletcher to the Grand Lake.

The western shores of these two lakes are bold and rocky, with deep water. The eastern are easy as respect curvatures, and the water is shallow, should it be necessary to build into them.

The railway, will, however, probably interfere with the present line of road.

Should the terminus be in the city of Halifax, the line thence would join one coming from Dartmouth at the northern extremity of Fletcher's Lake, fifteen miles from Dartmouth, and nineteen from Halifax. The latter would be consequently the longest by four miles.

The summit level in the line from Halifax, between the waters flowing into Halifax Harbour and those falling into the Shubenacadie, is 232 feet above tide-water in the former. The gradients will be consequently more severe.

For the first seven miles after leaving Halifax, the line follows the shores of the Bedford Basin, a portion of Halifax Harbour, which are broken and rocky. To obtain curves of half a mile radius, heavy embankments will be necessary across the deep bays; for the remainder the expense and difficulties will be about the same with a line following the Lakes.

After leaving Bedford Basin, the line ascends the valley of the Sackville River for about three miles. On the east side of this valley is the ridge of land separating the Halifax and Shubenacadie waters.

The most favourable point ascertained for crossing this is about $5\frac{1}{4}$ miles from the head of the Basin, and is 232 feet above its waters. The heaviest grade involved to reach this will be forty-three feet per mile for three miles. It will also involve a heavy embankment, about 700 feet long, between the summit level and the shores of the Long Lake, from which it will descend to the north end of Lake Fletcher, by the valley of the Rawdon River, where it joins the line from Dartmouth.

Between the north end of Fletcher's Lake and the point where the line will strike the Grand Shubenacadie Lake, are three ridges projecting into the Lake, which will require to be cut through; the two next the Grand Lake being about thirty feet deep. Thence it follows the shore of the Grand Lake for about three quarters of a mile. The high land comes out close on the Lake, but the water is shallow.

Leaving the Lake shore at the $17\frac{1}{2}$ mile it crosses to the west shore of the Gaspereau Lake. There is a low ridge between the two which will require cutting.

It will be necessary to carry the line along the shallow water on the west shore of the Gaspereau Lake, leaving which it again strikes the shores of the Grand Lake at Sandy Cove, and follows it for half a mile to the outlet of the Shubenacadie River, which flows into the Bay of Fundy.

After leaving the Grand Lake, the line for nineteen miles follows the general course of the valley of the Shubenacadie River, as far as the mouth of the Stewiacke River.

About two miles from the Grand Lake, it crosses the Shubenacadie River, and then follows the western side of the valley, which comes in with an easy slope to the river, and offers no obstruction. An embankment of some eight or ten feet will be required across the valley of the Nine Mile River, from which, to Barney's Brook, at the 27th mile, the valley is broad and open, and nearly flat, and thence for a mile it will be on the level margin of the river.

At this place, Black Rock Point, the land runs out high upon the river on both sides. A cutting will be necessary on the eastern side, about thirty feet deep and a quarter of a mile long.

The rock being Plaster-of-Paris, with a covering of clay, it will be easily quarried. The line then crosses the river, the valley of which is crooked below this point, and passes through the highland on the western side by a grade of about thirty feet per mile, for less than a mile, and thence descends into a broad flat.

Between this and the mouth of the Stewiacke River, it crosses the Shubenacadie twice; the ground offers no obstructions, except an embankment which will be required at the 31st mile, about 6 feet high, for one mile, where the line crosses the broad marshes of the Shubenacadie, which are flooded by high freshets.

Between the crossing of the Stewiacke River, about 38 miles from Dartmouth, and the head of Truro mill-stream at the 50th mile, which is the water-shed of the Truro and Shubenacadie waters (145 feet above high-water at Halifax), there will be several cuttings of from 15 to 20 feet deep, so that none of the gradients may exceed 40 feet in the mile, and these will be short.

From the 50th mile the line descends by the valley of the Truro mill-stream, by an easy grade of about 17 feet per mile, to the village of Truro, at the 55th mile, which it will pass about a quarter of a mile to the westward, and cross the head of the Cobequid Bay by a bridge which will require to be about 500 feet long. From thence it commences the ascent of the range of hills known as the Cobequid Hills, which run north-east and south-west, nearly parallel with the bay, and directly across the line of the railway.

The rock formation through which the first portion of the line passes, ceases at the Grand Lake; from thence to Truro, the country, generally speaking, is of a fertile description, the hills being composed of a strong clay, with here and there limestone and gypsum rocks. The soil of the fertile valley in which Truro is situated, as well as the shores of the Cobequid Bay, is red sandstone.

After crossing the head of the Cobequid Bay, the line passes along the southern slope of the hills to the foot of the ascent of the 66th mile. In this distance it will have to cross the Chiganois and De Buit Rivers, and the swell of land lying between them, the highest elevation being between those rivers about 170 feet above high water; but none of the gradients, it is calculated, will exceed 40 feet per mile.

The summit-level which the line has to attain is by actual section determined to be 600 feet above high-water, being at the lake from which the Folly River flows.

The section, which has been accurately , shows a gradient of 1 in 85 feet, or about 62 feet per mile, for $5\frac{3}{4}$ miles; but by keeping a higher level, the ascent to the lake may be overcome by a grade of 57 feet per mile, for $6\frac{1}{2}$ miles.

In this distance there are eight ravines to be crossed, four of which will require heavy bridges.

The valley of the Pinebrook will require a heavy embankment, material for which will be supplied by a deep cutting necessary at the crossing of the road beyond.

The upper portion of the ascent, for four miles below the lake, is composed of hard, igneous rocks, with a covering of earth in most places, but the rock will probably be met with if cuttings to any depth become necessary.

At about four miles on the south side of the lake seventy-one miles from Dartmouth, there is a breadth of about half a mile of conglomerates, shale and sandstone, in which a valuable deposit of speculative iron ore has been discovered; it is of very rich quality, and operations have been commenced by a company to work it.

The heavy grade ceases at the saw mill half a mile below the lake, in which distance there are three small ridges to cut through, which will furnish material for crossing the shallow arm of the Lake; thence the western shore is nearly straight, with shallow water, admitting of a level line, with easy curvatures along its margin.

At the 75th mile a small ridge at the north end of the lake separates its waters from those of the Wallace River.

The descent from the lake is very rapid into the valley watered by that river. By actual measurement it has been ascertained that the ground falls 356 feet in the first three miles northwardly from the lake; thence the valley is broad and flat. The hills on the eastern side rise very abruptly; those on the western side having a gentler slope towards the valley afford the most favourable ground for the location of a railway.

The actual section line, which has been run at a gradient of 70 feet per mile, may be improved upon by keeping a higher level, and the descent may be overcome by a gradient of about 66 feet per mile for $4\frac{1}{4}$ miles along the western side of the valley.

Here the hills turn abruptly to the westward, and on reaching the foot of this descent, at the 79th mile, some cutting will be necessary to carry the line with the radius of half a mile for one mile, round the shoulder of the hills.

A lesser range of hills lies north of the Cobequid Range, which, at this point is separated from them by the valley of one branch of the Wallace River, which the line ascends for $2\frac{1}{2}$ miles, at a grade of 35 feet per mile, and thence passes through this lesser range by the valley of the west branch of the Wallace River. Then crossing the valley of the Little Wallace River it falls at a grade of 35 feet per mile to the valley watered by Tulloap's Creek, by which it descends at easy grades for about seven miles to the 95th mile, where it turns the shoulder of the ridge of land lying east of the River Phillip by a curve of three quarters of a mile radius, involving some cutting, but to no great depth.

From thence it descends at a grade of 20 feet per mile for 4 miles along the fertile valley of the River Philip, which it will cross at a short distance below the confluence of the Black River, and ascend, for 5 miles, by the valley of the Little River by a very easy grade.

From this to Bay Verte the country presents a very level appearance, and the line will probably deviate but little from a direct line.

The gradients will be most favourable, and none, it is expected, will exceed 15 feet per mile.

At the 120th mile the line crosses the Tidnish River about a mile above its mouth, and thence follows the level shores of the Bay Verte, at a distance of from one to half a mile.

It leaves the Province of Nova Scotia 124 miles from Halifax Harbour.

The section of country traversed by the line, from the Cobequid Hills to Bay Verte, is generally speaking through light soil of good quality. There is little or no rock. Should any be met with, it will be sandstone, furnishing excellent building material.

Much of this portion of Nova Scotia is well cultivated and populous.

The line from Bay Verte enters the Province of New Brunswick, and as far as the crossing

crossing of the Miramichi River, at the 223rd mile, although running nearly at right angles to the course of the rivers flowing into the Gulf of St. Lawrence, will deviate but little from a general straight course and from the level nature of the country, although it will have to cross the swells of land lying between the different rivers, it may be expected confidently that the heaviest gradients will not exceed 40 feet per mile, the generality being very favourable.

As far as the Cocayne River, the country traversed by the line is very level. The section line, which was run along the head waters of the rivers flowing into the Gulf of St. Lawrence, shews that the highest point is little more than 200 feet.

By following the general direction laid down on the plan, dependent, of course, upon the bridge sites which shall be selected on the different rivers, no difficulties of a serious nature will be encountered. Should any cuttings be necessary, they will not be expensive, as no rock is likely to be met with.

The section of country which will be opened up between Bay Verte and the Richibucto River offers much excellent land for settlement. From thence towards the head waters of the Kouchibouguac are extensive flat barrens, and the country between that and the Miramichi is very level.

The rivers are all small, and no heavy bridging will, it is expected be required.

It is proposed to cross the south-west branch of the Miramichi River near the head of the tide, opposite to the mouth of Indian Town Brook. It will require a bridge about 500 feet long and 30 feet high. There are heavy freshets in this river, but no damage need be apprehended to a well constructed bridge either from ice or freshets.

Between this and the north-west Miramichi River a detour will be necessary to the westward, to avoid the swell of land lying between these two rivers, and which runs to an elevation of about 300 feet. The line crossing the Miramichi opposite to the mouth of the Indian Town Brook, will ascend by the valley of that brook, and then diverge to the westward, through a flat cedar country to the north-west Miramichi River, which it crosses at the 234th mile, by a bridge, which will require to be 2000 feet long and 30 feet high, the river here being very wide and shallow. A site requiring a bridge of less length may probably be selected on further examination.

From this the line follows the broad valley watered by the north-west Miramichi, as far as the 260th mile, at gradients varying but slightly from a level, excepting the first five miles, which will require gradients of about 25 feet per mile. The land between the north-west Miramichi waters and the Nipisiguit River traversed by the line is almost a dead level, and it descends to that river by a grade of 25 feet per mile for three miles.

It is proposed to cross the Nipisiguit River near the Pabineau Falls, and after following the valley of the Nipisiguit a short distance it continues as far as the 325th mile to follow the general direction of the shores of the Bay Chaleurs, passing within a short distance of the town of Bathurst.

The precise direction of the line will of course depend upon the bridge sites selected on the several streams and rivers flowing into the Bay Chaleurs.

As far as the 305th mile the land is very level and the streams small. The Jaquet River lies in a large deep valley, but it is believed may be approached and crossed about four miles from its mouth without any great difficulty.

The gradients on this portion of the line will be found very favourable, and will not, it is calculated, exceed seventeen feet per mile, the greater portion being very much less.

The shores of the Bay Chaleurs are thickly populated. The inhabitants near Bathurst are chiefly Canadian-French. Towards the Restigouche the inhabitants are principally Scotch, many of them having excellent farms.

After reaching the valley watered by the Eel River, the line may approach the Restigouche River, either by following the valley of the Eel River to its source and thence by

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Sheet No. 10.

by the vallies of several small streams, and reach that river either at the mouth of Christopher's Brook, seven miles above Campbellton, or at a point five miles above that.

The summit level at the head waters of the Eel River has been calculated at 368 feet, which will probably be found too high. This would involve a grade of about 18 feet per mile for 16 miles.

It will perhaps be better to avoid this gradient and the curves which will be necessary in descending the vallies of the small streams flowing into the Restigouche, to cross the Eel River, and pass through the range of hills lying south of the River Restigouche, about five miles from the town of Dalhousie. The hill which rises immediately in the rear of that town here falls away almost to the level of the country about Eel River, and from thence the line would follow the bank of the Restigouche, passing through the village of Campbellton, and continuing between the present road and the shore as far as the mouth of Christopher's Brook. The gradients on this portion would be very slight.

Detail Plan,
Sheet No. 25.

Opposite to and above the mouth of Christopher's Brook the Restigouche is full of islands; the mountains, especially on the south shore, come down boldly to the river, and it is proposed to take advantage of these islands to cross the broad channel of the river to the more favourable ground on the north shore.

There is no accurate survey of these islands, but they are so numerous that the expense of bridging will not be greater than if the line were to cross above, when it would require a bridge of at least 1800 feet long and a heavy embankment on the north shore. The danger from the rush of the ice freshets, which sometimes occur in the spring of the year in this river, will be less, if the bridge be carried over among these islands.

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After crossing the Restigouche River, the line will follow the north bank as far as the mouth of the Metapediac River, at the 359th mile.

The section of country lying between the Restigouche and St. Lawrence Rivers is a vast tract of high land, intersected in every direction by deep vallies and vast ravines, through which the rivers flowing to the St. Lawrence and Restigouche wind their course.

The height of land from which these rivers flow respectively north and south, is full of lakes, and along them the mountain ranges rise to a great elevation.

The average distance between these two rivers is about 100 miles.

The only available valley which my knowledge of the country, or the explorations we have carried on enable me to report upon, by which a line of railway can be carried through this mass of highlands, is that of the Metapediac River.

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& 12.

This valley extends from the Restigouche to the Great Metapediac Lake, a distance of between 60 and 70 miles, and as the summit level to be attained in that distance is only 763 feet above tide-water, the gradients, generally speaking, are extremely favourable.

From the broken and rocky character of this section of the country, some portions of this part of the line will be expensive, especially the first 20 miles of the ascent, in which the hills in many places come out boldly to the river, and will render it necessary to cross it in several places.

The rock formation is nearly all slate. There are settlements on the Metapediac River, as far as the Mill stream.

Generally speaking, however, the greater portion of this section of the country is unfit for cultivation, consisting of a gravelly rocky soil, covered with an endless forest of spruce, pine, birch, cedar, &c.

From the mouth of the river as far as the 365th mile, the line continues upon the east bank. Above this, at the mouth of Clarke's brook, the rocky bank of the river is

Detailed Plans.
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is very unfavourable, and to obtain proper curves it crosses to the point opposite, and then recrosses immediately above, to the more favourable ground on the east bank.

Between this and the mouth of the Ammetssquagau River, the line, to obtain good curves and avoid those places where the hills come out bold and rocky, crosses the river four times.

The position of the line for three miles above and below the Ammetssquagau River, where the hills are steep and rocky close on the river, will be the most expensive part of the line.

Above this the line follows the eastern bank to the 377th mile. The hills on either side are very high, but the eastern bank is pretty favourable. Between the 378th and 380th mile, the river turns twice almost at right angles, shut in on the south by a rocky precipice 150 feet high.

It will be necessary to cross the river three times here. The centre bridge will be a heavy one, but there is an island in the elbow, which will serve as a natural pier.— Above this from the 380th mile to the Forks (the mouth of the Casupscul River) at the 395th mile, the valley becomes more favourable. The hills on either side are not so lofty, and recede further from the river. The line crosses the river twice between the 385th and 390th mile, to avoid a rocky precipice on the left bank; and again about one mile below the Forks, making in the first 38 miles up the valley of the Metapediac, twelve bridges in all. These bridges will average from 120 to 150 yards long.

From the 395th mile to the Metapediac Lake, the line continues on the eastern side of the valley; the ground is stony and uneven. The gradients will be very favourable, and, with the exception of "The Grave," at the 405th mile, where there is a rocky spur running out on the river, there are no very serious difficulties.

The line again crosses the river at the 409th mile, and from thence follows the eastern side of the Metapediac Lake to the 420th mile.

The mountain ranges to the westward are very lofty. There are two spurs running out on the lake, at the southern end, which the line turns at easy curves close to the shore; beyond this it passes through a cedar swamp into more favourable ground at Brocher's clearing at the north end of the lake, from this it ascends to the summit level 763 feet above tide-water at the 426th mile. This is the water shed between the Restigouche and St. Lawrence waters.

Between this and the St. Lawrence the country is intersected and crossed by a constant succession of ridges, rising to a considerable elevation between the different small tributaries of the Tartigau and Metis Rivers. The line descends at easy grades by the valley of the former to the 432nd mile, where it turns to the westward, and ascends to the 435th mile, by the valley of one of its small tributaries. The water shed here between the waters of the Metis and Tartigau is about 750 feet, and the descent from this to the Metis, by the valley of Pachat's Brook, is rapid, and will involve a grade of 55 feet per mile, for 8 miles, which will carry the line clear of the highlands.

Further explorations may probably suggest improvements upon this line through the highlands, which, however, as far as regards gradients and curves, is as favourable as can be expected.

A party was sent to explore for a line from the Metapediac River, westward, following the valley of one of its tributaries, and thence across to the Rimouski River, and, from the reports I received from them, it appears probable that a practicable line may be obtained following the valley of Metallics Brook, 5 miles below the forks of the Metapediac, and along a succession of lakes to the Rimouski, and thence by the valley of the Torcadie River to the Abersquash, and by its valley to the point where the proposed line crosses it.

It would require a whole season to explore this section of country.

The

Detail Plans.
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Detail Plans.
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Sheet No. 13.

Detail Plans.
Sheet No. 28.

The proposed line, after descending the valley of Pachet's Brook and the valley of the River Metis, crosses the river at the 445th mile, about 10 miles above its mouth, and ascends by the valley of the River Haget, one of its tributaries, almost on a level to the water shed of the 459th mile between the Metis and Rimouski waters, and descends to that river at the 469th mile at a grade of 44 feet per mile for 5 miles.

The Rimouski River lies in a deep valley, and the line descends to it at this grade by the valley of the "Rosseau Bois Brulé," to gain the opposite valley of the Rigamard stream, by which it is proposed to ascend to the table land lying between it and the Trois Pistoles River. A bridge 500 feet long and 40 feet high, will be required across the Rimouski, as it is necessary to pass it opposite the mouth of the Rigamard. The hills on either side for the first two or three miles of this valley are steep; above that it widens, and the line reaches the table-land which extends to the Trois Pistoles River, at a grade which it is calculated will not be more than 20 feet per mile for 6 miles.

An improvement on this line may, perhaps, be made by descending the valley of the River Bois Brulé, and ascending by the valley of the stream of the Little Rimouski.

The line proceeds at almost nominal grades to the Abersquash River, which it crosses at the 500th mile.

Four miles further the table-land is intersected by the deep ravine formed by the stream of the Trois Pistoles River.

This will require a heavy bridge. The width between the banks at top is 300 feet, the stream at the bottom is 100 feet wide; the ravine being 150 deep, it will be necessary to have the centre span as large as possible, to diminish the great height required for the piers.

The line from this continues at very favourable grades, crossing the Rivière du Loup at the 527th mile, about 5 miles above its mouth, and thence (either in the second or third concession) for a hundred miles through a densely populated country of the most favourable description, to the Boyer River at the 620th mile, from which it rises to Beaumont Church, 278 feet above tide water, and descends at a moderate grade for about 9 miles, to Point Levi, opposite the city of Quebec.

(Signed)

G. W. W. HENDERSON,
Captain, Royal Engineers.

Major W. Robinson, R. E.

&c. &c. &c.

* Book.
Sheet No. 13.

Book.
Sheet No. 14.

Book.
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Book.
Sheet No. 16.

TABLE of probable Gradients on proposed Halifax and Quebec Railway.

Prevailing Gradients	Canada.	New Brunswick.	Nova Scotia.	Total.
	Quebec to Restigouche River.	Restigouche River. to Bay of Vert.	Bay Verte to Halifax Harbour.	
	Miles.	Miles.	Miles.	Miles.
Level and under 20 feet per mile	222	151	66	439
20 to 40 feet "	42	71	37	150
40 to 50 feet "	5	8	10	23
50 to 60 feet "	8	4*	7	19
60 to 70 feet "	None	None	4	4
Total	277	234	124	635

* This gradient will be avoided by following the Restigouche instead of the Eel River.

(Signed) G. W. W. HENDERSON,
Captain, Royal Engineers.

APPENDIX No. 2.

(Plans referred to :—Nos. 17, 18, 19.)

Report on the Explorations from the Miramichi Lake, across the valley of the Tobique to the Restigouche River.

THE explorations carried on during the autumn of 1846 having shewn that the chief difficulties to be encountered by any line of railway passing through the central portion of New Brunswick was the large valley watered by the River Tobique, which running directly across the general direction of the line must be crossed by it; and that the height of land on the southern side was of great elevation. The explorations were directed in the following year (1847) to ascertain the practicability of ascending to this height of land from the table-land between the waters of the Miramichi and Nashwaak Rivers to the westward of Boistown, and to which there is easy approach from the level country to the southward; and having gained that height of land south of the Tobique River, to ascertain the practicability of crossing its valley at the most favourable grades.

Plan No 18.

This valley is about 30 miles wide. The highlands bounding it on the south side are very lofty. The lowest point at which they can be passed, as ascertained by our explorations, being at a point about 19 miles south of the river; 1216 feet above the sea, or 894 above the river.

The height of land or water shed on the north side of the valley is about 12 miles from the river, and 418 feet above it, 838 feet above the sea.

The exploration was commenced between the Napadogan Lake and the Miramichi Lake, about 20 miles north of the portage road from Boistown to Fredericton.

The

The line which has been reported upon as practicable involves, as will be seen, very heavy grades.

From the point of starting the line descends at a grade of about 54 feet per mile for 2 miles to the Miramichi Lake; thence it passes through a dry spruce country to the south-west of Miramichi River, which it reaches at the 5th mile; from this it follows the valley of that river for seven miles, at very easy grades to the forks of the river, where it crosses the west branch, and ascends by the valley of the north branch, as shown by the black line on the Plan to the point D, at the 21½ mile, at easy grades, shown by the red line on the Section; none exceeding 16 feet per mile.

Plan No 17.

Then it meets a ridge of land which will cause it to diverge to the eastward, and involve a grade of about 50 feet per mile for 2 miles; and thence follows the valley of the north branch of the Miramichi, at a gradient of 44 feet per mile. The valley here is very narrow and broken, the highlands coming in close on either side.

The line leaves the valley of the River Miramichi at the 26th mile, and follows the valley of one of its tributaries, called the Dead Water Brook, at the same grade of 44 feet per mile to the 28th mile, at the point F.

From this it continues along the same valley, but at an easier grade of 20 feet per mile to the water-shed between the Tobique and Miramichi Rivers, 1205 feet above the sea at the 30½ mile.

The Odell and Beaver Brooks take their rise on this height of land, being tributaries of the Tobique, and the line attains its summit level 1216 feet above the sea, at the small lake which is the source of the Odell, at the 31st mile.

Plan No 18.

A small ridge divides this lake from the waters of the Beaver Brook, which would have to be cut through.

From this point commences the descent into the valley of the Tobique.

The direct descent by the valley of the Odell, &c., had been found impracticable, the fall being far too rapid.

The most favourable gradient, which can be maintained, is one of 58 feet per mile, for nine miles, by keeping along the side of the hills as far as the River du Chute, crossing several streams, one of which, that of Beaver Brook, will require heavy bridging.

After crossing the River du Chute, which will also require a heavy bridge, the line descends at a gradient of 15 feet per mile for 3 miles.

Here it has to cross the valley of the River Wapsky, about 2 miles wide, which will involve an ascending and descending grade of 66 feet per mile, each one mile, and a bridge 40 feet high across the stream.

This point (C 2 on the plan) is the water-shed between the Wapsky and the Little Gulquac, and the line descends at a gradient of 48 feet per mile for 5½ miles to the River Tobique by the valley of the Little Gulquac.

The Tobique, which the line crosses at the 50th mile, will require a heavy bridge, 50 or 60 feet high; the river is about 242 feet wide; on the south side the bank is bold and favourable for bridging, on the north is an interval flat, which will increase the length of the bridge or viaduct to about 700 feet.

After crossing the Tobique, the line, keeping to the westward of that actually explored, ascends for the first 5 miles at a gradient of about 20 feet to the mile, through a dry level tract of country.

From this the grade increases to 44 feet per mile for 3 miles to the point E, from which the line ascends by the valley of the west branch of the stream, called the Two Brooks, for 4 miles, at a grade of about 43 feet per mile.

It continues to ascend at this grade for 4 miles (to the point (a)), the water-shed between the Tobique and Salmon Rivers, being 12 miles south of the former and 418 feet above it.

Thence

Plan No 19

Thence the line keeps westward of the exploratory line, avoiding the high ground crossed by it, following the vallies of the Salmon and Grand Rivers.

The first of these, it is calculated, will involve an ascending and descending grade of 20 feet per mile each 4 miles.

The line will ascend to the water shed, between the Grand River and Beaver Brook, a tributary of the Restigouche River, about 920 feet above the sea, by an easy grade of about 8 feet per mile.

From this point at the 78½ mile (b on the plan), it descends to the Restigouche River, by the valley of Beaver Brook.

It is calculated that the first 4½ miles will require a grade of 45 feet to the mile, and thence one of about 24 feet to the Restigouche River, about 11 miles. The whole distance being about 94 miles from the Miramichi Lake.

Other valleys also exist by which it is believed the Restigouche may be reached, after leaving the Tobique valley, and by about the same grades.

The valley of Boston Brook would bring the line to the Restigouche more to the westward; that of Jardine's Brook would carry it more to the eastward and nearer to the valley of the Kedgwick River, which is the only tributary of the Restigouche, by which it is believed a practicable route can be obtained through the highlands between the Restigouche and St. Lawrence Rivers, on this general direction.

The tract of country which this line passes through, and would open up north of the River Tobique is very excellent soil, and offers fine land for settlements.

(Signed)

G. W. W. HENDERSON,
Captain, Royal Engineers.

Major W. Robinson, R. E.
&c. &c. &c.

APPENDIX No 3.

(Sketches attached.)

Report of Mr. Wilkinson.

Fredericton, December 31, 1847.

SIR,—

I HAVE the honour to state to you the general results of the exploratory survey in which I have been engaged, under your direction, during the past summer and autumn, with a view to the discovery in part of a line favourable for a railway between Quebec and Halifax. In doing so, I will as much as possible observe the brevity which you desire me to regard as sufficient.

Passing by the subject of preliminary arrangements, and the circumstances which controlled the selection of the lines examined, it will be sufficient to say, that the general object was to discover a favourable route between the valley of the Abawisquash, a branch of the Trois Pistoles, and a point on the Restigouche River, favourable for union with another division of the general line, in progress of exploration by Corporal Dumble, from the valley of the Tobique River.

The line first examined I will describe as Route No 1, so distinguished in the sketch hereto annexed.

Between

Between the head of Lac des Iles, discharging itself into the Toledi, and the Abawisquash River is a low depression in the summit level, or height of land, favourable, as I believe, for our object. From this point the ground appears generally practicable following the margin of Lac des Iles, and thence the course of its discharge towards the outlet of Eagle Lake, a distance by estimation of about nine miles. From Eagle Lake it is very probable that a communication with the Rimouski would be found by following the valley of the left hand branch of the Toledi to its source, and thence descending the valley of the Touradi. But the more direct course by Route No. 1 was experimentally continued. Between Eagle Lake and the middle branch of the Toledi is a continuous ridge of 300 or 400 feet average elevation above the former. Like other ridges in the neighbourhood, it consists of much good land for settlement, but apparently affords no pass suitable for our object, within an extent of six or seven miles.— On exploring from the middle branch westerly to the head of the lake, however, the descent appeared to exceed the ascent as much as 150 or 200 feet. A very direct communication would therefore be ineligible. The course to be recommended passes by an easy curve southward of the lake and the southern extremity of the ridge in the manner indicated in the sketch; thence north-easterly by the valley of the Middle branch. Where the line would enter this valley the general inclination is apparently about 25 or 30 feet per mile, until approaching within about three miles of the last of four successive rapids or falls. It is probable that the inclination here may be from 40 to 60 feet per mile, until we reach the dead or smooth water. The banks of the Middle branch afford only a small extent of flat ground, say from one to three chains in width, on each side alternately, seldom on both sides at once; but the slope of the rising ground is commonly moderate, and without abrupt angles or turns, with the exception of the three miles just mentioned. Here some degree of difficulty might occur in determining the best site for the line. A small extent of rock cutting at one or two points, would probably be necessary. Time did not permit an instrumental examination of the ground, but nothing like impracticability is indicated.

Passing the Falls, the valley of Middle branch south is level for a distance of about seven miles in a direct line south-westerly, including, in that distance, a lake of about two miles in extent. The bed of the valley consists of an alluvial deposit of great depth, through which the stream has a very tortuous channel, with a current scarcely perceptible, frequently very deep, and always remarkably clear. The next five miles of this valley ascend somewhat rapidly, say at the rate of 40 to 50 feet per mile.

From a distant but commanding point of view, I judged that the remaining rise might not be less favourable; but upon examination of the last four miles, the rate of ascent proved to be much more objectionable. The result, however, of a series of elevations and depressions taken by your direction, over this portion of the route, and which at leisure moments have been somewhat hurriedly computed, do not warrant me in saying that the rate of inclination of the four miles in question is more than objectionable. Its practicability is, I believe, proved by at least two examples of much steeper inclined planes daily ascended by locomotive power, with both passengers and freight. I refer to the Lickey Inclined Plane of 1 in 37 on the Birmingham and Gloucester Railway, and another of 1 in 34, which I understand to exist on the Hartlepool and Stockton. The sketch hereto annexed (No. 1) exhibits with regard to these the proportion of the more favourable acclivity, by which it appears practicable to escape from the valley of the branch of the Toledi under examination. No exploration has however been made in order to discover facilities, the existence of which I am not prepared to doubt of improving or avoiding this acclivity. Much lateral exploration must at some points be expected. We could scarcely hope that we should succeed, at the first attempt, without map or guide, in passing through a wide extent of primeval and almost unknown forest, over a line in no respect objectionable.

Passing the summit level at the source of the middle branch south, the route descends by the valley of the north-west branch of Green River. For the first five miles the rate of inclination is very moderate, deviating but little from a level; two lakes and much small water being included in that distance. From thence to the confluence of the east branch of Green River, a less regular and often more rapid descent is indicated. In the judicious distribution of the irregularities over a continuous descent in actual construction however, I am not prepared to say, that an inclination exceeding 30 or 35 feet per mile would anywhere be necessary.

Descending the last nine miles of the north-west branch, the valley becomes more contracted, the flat margin generally narrower, the banks steeper and higher, and the turns more abrupt. But these characteristics do not become so remarkable as apparently to affect the practicability of this portion of the route, until we approach to within about three miles of the conflux of the two branches, or upper fork of the main Green River; nor do they continue of the same kind beyond about two miles along the eastern branch.

This part of the line having come under your personal observation in order to ascertain its practicability, by curves of admissible radius, a more particular survey of the apparent obstacles, and a rough plot of the same, were made for your satisfaction. For more ready illustration, I avail myself of a trace from the original, No. 2, heretofore annexed, to which I beg leave to refer.

From A to I, being a distance of four miles and about 30 chains, are introduced six curves, of one mile radius each, arranged in a manner the effect of which would be as follows. From A to C the cutting would be insignificant. At B, about 5 or 6 chains in extent, partly of clay, slate may occur. At the point D, perhaps for an extent of 10 chains in each direction, deep cutting may be necessary, but no sufficient examination has been made to determine this fact; or whether to some extent a gap or depression may not exist, as to the point G. From E to I the cutting would apparently be light, these points being nearly on the same common level with the intervening point G, or say 30 or 40 feet above the surface of the water at the confluence of the two branches. In order that in this part of the valley the roadway may be clear of water, snow, ice, and driftwood, at all times, perhaps a less elevation than about 10 feet above the lowest level of the stream, could not be recommended.

Assuming that the maximum depth of cutting to be admitted, should not exceed 25 feet then the highest ground which could be intersected, would be 35 feet above the lowest level of the water. With the exception of the point D, the elevation of which is uncertain, it does not appear from the facts ascertained, that the intersection of any point so high as 35 feet, would be necessary, in order to obtain curves of one mile radius; or that cutting approaching to 25 feet in depth, would occur to an aggregate extent exceeding 50 or 60 chains along the portion of the line shown on the sketch. Were it a desideratum to pass this, apparently the most confined and crooked portion of the route, without cutting, it would appear that curves of from 20 to 80 chains radius would accomplish our object.

Pursuing the route along the east branch by an ascent apparently not exceeding 30 feet per mile, another branch occurs on the left, distinguished on the sketch as 'Otter Branch. An opening here to the eastward was noted for further exploration. In the meantime, following the main stream about due south for three miles, another opening claims attention. It was at first deemed probable that this would lead to the source of the main Restigouche. It may indeed lead to a favourable communication with this stream. But it was subsequently discovered, at it will be again necessary to notice, that the opening in question was really at the head of the valley of a principal branch of Green River, distinguished on the sketch as Green River East. Resuming the exploration at the end of the southerly range just noticed, of the East Branch,

Branch, this stream again turns suddenly to the eastward, flowing somewhat tortuously through a narrow valley, bounded by very high hills, and having a fall varying from 60 to 90 feet per mile. Having traced the stream to its source in a pass between high hills, and continuing an easterly course, we shortly meet with a spring, no doubt a tributary of the Restigouche, flowing south-easterly down a narrow and deep ravine. Crossing the head of this ravine, and passing over a high ridge, we descend suddenly 700 or 800 feet into the valley of the object of our search, the Gounamitz, a principal branch of the Restigouche. It was deemed probable that the source of the east branch of Green River, and that of the Gounamitz, might prove to be continuous and nearly on the same level. But it was now manifest, that the source of the former was in a high group of hills, bounding not the source, but the main valley of the Gounamitz, where this stream is still comparatively large, say 40 feet wide, with a brisk and copious current. Satisfied of the unfavourable prospect of a communication at this point, with the valley of the Restigouche, I returned to the opening by way of the valley of the Otter Branch. Circumstances prevented my personal examination of the ground in this direction; but Mr. Ramsay, to whom I confided that service, reports that the source of the Otter Branch is surrounded by high ground without an opening; but that about two miles from the mouth of the stream, on its right or northern bank, is a low depression, affording a favourable communication with the valley of a stream flowing northwardly and eastwardly, and no doubt a tributary of the Restigouche. It is most probably the main branch of the south branch of the Quatawamkedgwick.— He followed this newly discovered stream downwards, to where it receives a branch from the south, and then traced this branch nearly to its source. By climbing he had a good view southerly beyond the source, and down the valley of the Gounamitz, but was prevented by unfavourable weather, and other hindrances, from completing all I had directed him to perform. He does not doubt, however, the existence of a practicable communication between the east branch of Green River, and the valley of the Gounamitz by the route he examined; but there will be about two to three miles of rough ground and steep banks. Whether these may occasion any real difficulty, an instrumental examination here, as well as at other points which have been noticed, will be necessary to determine. The general fact of practicability or otherwise, was, under the circumstances, all that we could hope to ascertain.

A route has now been traced from the valley of the Abawisquash, to the valley of the Gounamitz, which, with such corrections as might be expected would be necessary on a first examination, I believe to be practicable. I have also no reason to doubt, but many to induce me to confide in the practicability of the valley of the Gounamitz, down to the Restigouche, with a general inclination, varying from 30 to 50 feet per mile.— From its mouth is a favourable communication down the left bank of the Restigouche, to a point opposite the entrance of Beaver or Bostin Brook, the termination of Corporal Dumble's route from the Tobique before mentioned. A bridge of 100 or 120 feet span at this part of the Restigouche would be necessary, and would probably be the only one of so large a span from hence to the St. Lawrence. In that distance numerous bridges will be required; but they will be generally small, and neither their number or their several sites could be determined without an instrumental demarkation of the line.

In order to explain the further cause of the exploration, it is necessary to say, that, after tracing the east branch of Green River to its source, and being yet uncertain of any favourable descent into the valley of the Restigouche, whilst that into the valley of the Toledi also remains unimproved, it seemed probable that the abandonment of the valley of Green River might eventually be necessary. The hope of avoiding this alternative seemed to rest upon the success of three lateral explorations. The first, that by way of the Otter Branch, the success of which has already been mentioned.

The

The second, that by way of the southerly opening, towards the supposed head of the Restigouche. The third with a view to the discovery of a more favourable descent from the north-west branch of Green River, into one of the more northerly valleys of the Toledi, or, if necessary, into the valley of the Rimouski.

Leaving Mr. Ramsay with directions to make these three explorations, as far as practicable, I proceeded to employ as much as might be available of the rapidly-advancing season, in order to ascertain, by canoe, the character of such other routes, as the country might afford from the Restigouche north-westwardly. The routes I had in view are distinguished on the Sketch as No. 2 and No. 3.

Omitting the circumstantial matters of the exploration, I will commence my description at the Wagan Stream, the most southerly branch of the Restigouche. From hence, at an ascertained elevation of about 550 feet above the level of the sea, appears to be a favourable range of comparatively flat country, as observed from several commanding points of view, and as described by those who have passed over it towards the Sisson Branch, a favourable stream of moderate current, through a flat valley, and joining the main Tobique River, where the elevation has also been approximately ascertained at about 600 feet above the sea. The exploration of this extension of our route continued by way of the right-hand branch of the Tobique towards Boistown, would probably have occupied the remaining portion of the season, had circumstances permitted me to leave the country behind me with satisfaction. This route, as marked by the dotted line in the sketch, is not much less favourable for communication with Route No 1 than with No 3; but natural obstacles would render it apparently more difficult for continuation north-westward by Route No. 2.

I may indeed here remark, that natural obstacles seem to magnify both to the north and south of the Restigouche, as we advance eastward. Above the confluence of the Wagan, the banks of the Restigouche are comparatively favourable all the way up the stream as far as explored or observed. Descending the same stream below the Wagan, the banks become more abrupt and steep, but are neither so close or angular, but that much cutting may be avoided by occasional bridging, and the inclination of the valley is very favourable.

The mean rate of descent from the Wagan to the sea cannot exceed seven feet per mile by the course of the river, but the much greater part of the aggregate descent must apparently occur about the Quatawamkedgwick, and cannot be estimated at a less mean rate than ten to fifteen feet per mile. But diverging from the valley of the Restigouche by Route No. 1, we find the banks of the Gounamitz higher and steeper than those of the head of the Restigouche, by Route No 3, and again we find the banks of the Quatawamkedgwick by Route No. 2, still higher and steeper than either, rising in fact 1000 or 1200 feet very abruptly above the bed of the river.

With regard to the last mentioned route, it was at first my design to explore the Quatawamkedgwick by canoe to its extreme northerly source, to have found the most favourable communication thence to the valley of the Rimouski, and to have explored the latter as far as practicable. But insufficient opportunity of preparation, the advanced state of the season, and unforeseen causes of delay, obliged me to abandon the more difficult part of the undertaking, and I discontinued my ascent of the Quatawamkedgwick about a mile up the north or main branch, returning thence, and ascending by the south branch, less for the purpose of exploration than for a more direct return to the party I had left at Green River. As far as I am able to speak from personal observation of Route No. 2, the rate of inclination of the valley of the Quatawamkedgwick is no doubt favourable, say not exceeding 15 to 30 feet per mile up to the south branch. Above this point, the inclination of both the north and south branches appears to be steeper, at least for some distance, say not less than 35 feet per mile; but I have reason to believe that towards the head of each of these branches, but especially

pecially the north branch, there is much flat ground. But to render these inclinations available, however, it is most probable that the amount of bridging and cutting would prove to be heavy, owing to the very limited portion of flat margin, and the abruptly steep, and generally rocky character of the banks. An exact survey might prove these obstacles to be more avoidable than they appear to be; but without such survey, no safe opinion could be formed.

These remarks will be understood to apply only to the main Quatawamkedgwick, The valley of the south branch is at several points wholly unfavourable for a railway. but it affords lateral openings which might be available.

Upon returning to Green River by way of the portage from the south branch, I found that the party I left there, having explored the Otter branch route, and cut out and surveyed the portage, had proceeded on their way to explore from the north-western branch of Green River, with the view already explained; but having met you on the way, received your directions to return, and to explore more minutely the apparently objectionable part of the valley of Green River, before described and shown in sketch No. 2, until I should rejoin them. This circumstance fortunately coincided with directions which in the meantime I had found it necessary to send them, to return and meet me at the portage; foreseeing in consequence of unexpected casualties and delays, that it would be impracticable to rejoin them either in the valley of the Rimouski, or of the Toledi, as at first intended.

We had already been warned by snow and severe frost that only a small portion of the season remained. It appeared most desirable that this should be employed in tracing the supposed communication southerly from the east branch of Green River to the head of the Restigouche, and to join the survey to the end of my exploration by canoe, a little above the branch distinguished as "Return Branch" in the sketch, and also to examine, as far as possible, the features of Route No 3, between the valley of the Restigouche and the valley of the Squatuck, with the view to the connection of these by means of the lateral valleys of Green River.

I therefore directed Mr. Ramsay to proceed by the east branch, and to survey, by way of the southerly opening referred to, until he found the termination of my canoe exploration on the Restigouche, if it should prove that the opening led directly to the valley of this river. But as it was equally probable that he might find himself descending a branch of Green River, in order in this case to cut him off, my own undertaking was at the same time to survey from the main Green River eastwardly by its lateral valleys, towards the same point on the Restigouche. Mr. Ramsay's course proved to be down the branch of Green River distinguished in the sketch as Green River East, and he opportunely intersected my exploration a few hours after I had passed.

The connection with the Restigouche was shortly afterwards made, and the party returned with the view to explore north-westwardly for a favourable communication with the Squatuck. Some progress was made in the latter object, when another fall of snow and the increasing severity of the weather rendered it unavoidable further to prosecute the survey beyond the reach of our canoes, which were left at the main Green River, and on which we chiefly depended for our retreat.

It remains only to state the imperfect knowledge which an unfavourable opportunity enabled me to acquire of Route No 3. I have already remarked that indications existed of a favourable communication between the head of the Restigouche and the east branch of Green River, if such an object were desirable, either as an improvement or variation of Route No. 1. I have also stated that Route No 3 is favourable as far as it adheres to the valley of the Restigouche. From thence to the valley of the Squatuck, are several lateral valleys and openings, which require more or less pains for due examination.

The only object which a cursory exploration could accomplish, was the discovery

of which of these valleys and openings might appear most entitled to a particular survey. I have reason to believe, that practicable lines, approximating to those indicated in the sketch, would be found. My opinion is, that the difficulties of this route are confined to an aggregate distance of perhaps five or six miles on each side of the valley of Green Riverr and they are not of great magnitude.

I have not personally examined, and have only partially seen, the valley of the Squattuck, but it is generally better known than any part of the ground included in this survey, and is reported to be, as I believe it is, generally flat and favourable for a line of railway. From thence up the valley of the left-hand branch of Toledi to the intersection of route No 1, the ground is flat with a very moderate ascent.

In the absence of barometers, by which to obtain an approximate section of the routes, as far as traced, the apparently difficult inclinations were occasionally tested by angles of elevation and depression; and from these, checked by the approximately known height of several points in the country examined, the assumed rates of inclination have been inferred. They would in most instances, I believe, prove to exceed what in actual construction would be necessary.

I may remark, with regard to the habitable character of routes, as far as examined, that No 3 would be the the most favourable for continuous settlement from the valley of the Tobique to the valley of the St. Lawrence.

Probably one-third, consisting of the more elevated parts of Route No. 1, would be unfavourable for settlement. Route No. 2, as far as examined, would not be suitable for cultivation immediately along the line, except at a few detached points, on account of the very broken and precipitous character of the banks of the Quatawamkedgwick.

I believe that each of the routes described, necessarily in very general terms, is practicable, as far as I have examined the same. Of the degree of practicability, or of the probable expense of construction, I conceive that no safe opinion could be formed without an approximate location. To discover what route or routes may be most eligible for preliminary survey, I deem to be the object of the exploration. A judgment upon this point with regard to any subdivision, must of course be materially governed by its relationship to the whole line. As far, therefore, as it may be either my duty or privilege, to offer any opinion, it is upon its special merits, in favour of Route No. 3; and more generally, because upon both national and colonial grounds, it appears most desirable to avoid any unnecessary deviation from the most direct line between the Bend of Petitcodiac and the River du Loup, which the natural facilities of the country will permit.

I have, &c.
(Signed) J. WILKINSON.

Major W. Robinson, R. E.,
Commissioner of the Quebec and Halifax Railway,
Exploratory Survey, &c. &c.

APPENDIX No. 4.

(Plans referred to:—Nos. 20, 21, 22, and 23.)

Report on a Line of Railway from Whitehaven to Amherst.

Halifax, March 14, 1848.*

SIR,—

HAVING been directed by you to explore and report upon the capability of the country for a line of Railroad from Whitehaven to Amherst, we have attended to that duty, and beg leave to lay before you the following Report.

The

The general formation of the country consists of long continuous ridges, with valleys between them, in an eastern and western direction. One of these ridges commences at Cape Canso, passes Country Harbour, runs westerly on the south of the west branch of the St. Mary River, and continues onward to the western part of the province. The crest of the ridge is near the northern side, whence it slopes gently to the sea-coast; the height is about 600 or 700 feet. It is cut through by the valleys of Country Harbour River and of the St. Mary. There are several indentations across it between Country Harbour and Canso; viz., from New Harbour to Salmon River, about ten miles above its mouth; from Torbay, by Ingersol Bett's Lake, to Salmon River, near its mouth; from Whitehaven to Crow Harbour; and from White Point to Fox Island.

Northwardly of this ridge there is another range of high lands, which, commencing at Cape Porcupine on the Gut of Canso, runs parallel to the former, and terminates in the highland southward and eastward of Truro. It is cut across by indentations from Country Harbour to Antigonish; from Glenelg to Antigonish, by College Lake; from Glegg to Merrigomish, by the east branch of the St. Mary and the French River, and by way of the East River to Pictou; also from Upper Stewiacke to Pictou, by the Middle River; besides several minor indentations. This ridge is of about the same general height as the former.

Between these ridges is a valley running from Chedabucto Bay on the east to the Basin of Minas on the west. It is interrupted by some hills at the head of the Stewiacke, but it generally preserves the character of a continuous valley. The highest parts of the bottom of this valley, more immediately connected with the present survey, is between Guysborough and Country Harbour, about the head of Salmon River, and between Country Harbour and the St. Mary at Glenelg.

The latter of these is found, by barometrical measurement, at the place which we crossed with the line, to be 226 feet above the sea; the former appears to be about the same height.

The rock formation of the southern ridge is generally granite and various kinds of trap; that of the northern, coarse slates and shales, variously inclined to the horizon, but mostly vertical, with some patches of trap.

The valley is soft sandstone and slate in layers, horizontal, or but slightly inclined.

The coasts of the Atlantic and of Chedabucto Bay are, so far as we could observe, composed of slate and shales of various kinds; the trap-rock being confined to the high grounds. The general direction of the strata of these rocks is S. 60 E. by N. 60 W.

Our first care was to make inquiry of surveyors and others acquainted with the peninsula on which Whitehaven stands, as to its general features and we were informed that the coast was rugged, but that in the interior there were extensive elevated flats, which once gained, but little difficulty would be experienced in proceeding.

We accordingly adopted that course, and found a barren rocky country, with elevated grounds, intersected with deep hollows, running across the course, of the line. We pursued this line as far as Ingersol Bett's Lake, and then abandoned it. It was now settled that we must either find a passage along the coast to Country Harbour, or get through to the northern side of the ridge, and follow the valley of the Salmon River; but as this was known to be rough and difficult, and withal circuitous, we resolved to make the first trial upon the coast.

Commencing at Whitehaven, at A, near Haulover Cove, the line may be carried across a level neck of land to Molasses Harbour, and thence along the shore of that harbour to B, at its head. Thence about three-eighths of a mile up a pretty deep valley, brings us to the Water shed C, between Molasses Harbour and an extensive bay on a pretty large stream which flows into Cole Harbor at D. This water-shed is only

Whitehaven to Ingersol Bett's Lake.

Whitehaven to Cole Harbour.

only about 20 feet above the high-tide mark, giving a passage as easy as can be desired.

The length of this section A to D, is about 8 miles.

From D to E, 4 miles, the line is along the shore, passing through low points of ground and shallow bays. On this section cuttings and embankments of about 20 feet at greatest, will produce undulations within 40 feet to the mile.

From E to F, at the head of Torbay, 6 miles, there is a belt of flat ground between the high lands and the sea-coast, upon which the road can be carried so level as to level as to require no particular remark.

From F to G, across the Peninsula, $3\frac{1}{4}$ miles. The highest part of this section is within 30 chains of F, and about 54 feet above the sea; thence it is nearly level to within half a mile of the coast, where it is 50 feet in height; from which place it may descend with a uniform grade of 40 feet to the mile to G.

From G to the head of New Harbour at I, about 2 miles, there are several bluffs of slate rock, one of which will require a deep cut, or possibly a tunnel of about 300 yards in length.

Or, by passing over a bridge of about 100 feet in height at K, which may be done at grades of about 50 feet per mile, a mile and three-quarters would be saved in distance between Torbay and New Harbour; the expense not greater than by the shore. This will probably be found to be the most eligible route.

From New Harbour to L, Coddles Harbour, 4 miles. For the first two miles of this section, a tract may be obtained quite smooth and level. On the remaining two miles there are a number of small slate ridges about 30 or 40 feet high; with valleys but little above the sea-level between them.

The direction of the strata is S. 60 E. by N. 60 W. They have not been examined, but it is probable that some of them will have to be cut through.

From Coddles Harbour to M, at the head of Isaac's Harbour, $8\frac{1}{2}$ miles, there is but little difficulty in getting along the shore, except about a mile and a half at Coddles Harbor, where there is some broken ground that has not been particularly examined, but we do not apprehend much difficulty with that part. The remainder of the shore is sufficiently flat. It is supposed that a straight line can be found from L to M, but this has not been examined.

Between Isaacs Harbour and Country Harbour, 3 miles, is a ridge of 184 feet in height at N, which is its lowest part. On the eastern side of this ridge, from M to N, the rise is 1 in 32; on the western side, from N to O, the descent may be brought to 30 feet to the mile.

It is possible that a better passage may be found about a mile to the northward; it has not been examined, but from the general formation of the country there seems but little hopes of success.

It is probable that the only alternative in crossing this ridge, will be the employment of stationary power, or the tunneling of about a mile in length through whin-rock.

From O to P, about 7 miles, there is between the hills which bound the valley and the water, a range of low ground with an irregular surface, upon which a line may be carried, so as to produce nearly a level by cuttings and embankings of 20 feet at the maximum.

Turning off at P, we proceed up the valley of West Brook, a small stream which flows along the northern base of the southern ridge of hills formerly mentioned. Near the head of this stream at R, there is a water-shed, from which waters flow to the St. Mary by McKeen's Brook. The distance from the mouth of the West Brook to R, is 4 miles, and height, by barometer, 226 feet; giving an ascent of 56 feet per mile.—The cheapest route is along West Brook, the valley of which appears open and smooth; but if it be required to reduce the grade, the ascent may commence one or two miles further

New Harbour to
Cole Harbour.

New Harbour to
Isaacs Harbour

Isaacs Harbour to
Country Harbour.

Country Harbour to
Glenelg, at St.
Mary's River.

further down Country Harbour River, keeping along the face of the high lands, as shown by the line on the plan. The face of the high lands along the river is steep and broken, and would probably require a heavy expense, but along West Brook it appears pretty even.

By carrying the line to the river, 1 mile below the mouth of West Brook, the grade would be reduced to 45 feet per mile.

From R to S, 2 miles,—there are several small lakes, with low ridges of ground between, which we did not particularly examine, but as seen from the road, we concluded it will be quite practicable to find a tolerably fair line between the lakes; the average descent will be about 15 feet per mile. Thence to T, at the St. Mary, 3½ miles, there is the valley of M'Keen's brook, which, as appears, is smooth and open; the descent is about 40 feet per mile.

From T to Mr. Alexander Sutherland's, the highest settlement on the east branch of the St. Mary, 13 miles,—the valley is with few exceptions pretty broad, with intervals along the river, and will present no obstacles, except from freshets. We could not ascertain the depth of the freshets very correctly, but from information and from ice-marks on trees, we conclude it will not exceed 4 feet.

East Branch of St. Mary's River.

The river may have to be crossed several times. The sectional area of water-way required, will be from three to five hundred square feet, according as the bridge may be higher or lower on the stream. The height of the river intervale at Sutherland's is, by a mean of five observations, 194 feet above the sea; and by a mean of two observations on different days, the height of T at McKeen's brook is 54 feet, giving a rise of 140 feet in 13 miles,—about 11 feet per mile.

At about a mile above Mr. Sutherland's is the foot of the falls, where the river descends in a rocky crooked channel, between cliffs of trap-rock, 90 feet in about a mile. This is a formidable obstacle; the river is too crooked to admit of a line in the chasm through which it flows, and the hills on the western side are high and steep: it will therefore be necessary to cut across the point on the eastern side. On this side we have, at the head of the falls, a narrow ridge of trap-rock, of 60 feet in height, jutting upon the river from the eastward; and at the foot of the falls, a deep valley, in which flows Campbell's brook, coming in also from the east; both of which must be crossed. The valley will require a bridge or embankment of 500 feet in length and 30 or 40 feet in height, and the ridge, a tunnel of about a quarter of a mile in length. By these means a grade sixty feet to the mile may be obtained, as shown by the section.

Southwards of Campbell's Brook there does not appear to be any obstructions to a descending grade of 40 feet per mile, along the river hills down stream to the level of the river.

From the falls to Lake Eden, about 2 miles, there are no difficulties: the banks in some places, are near the river, and the flat ground between them of moderate breadth; but there appears to be sufficient room for fair curvatures, though it may be necessary to cross the river two or three times. The rise in these two miles is about 15 feet.

From Lake Eden to Beaver Lake, about 4 miles, the line may pass close along the southern shore of Lake Eden, under a high range of hills, about a mile, to the entrance of a range of ponds and low ground two miles in length, leading westward to Beaver Lake—the head of the East River of Pictou. The height of Lake Eden above the level of high tide at Pictou is, by a mean of nine barometrical observations taken on three successive days, 381 feet; Beaver Lake is, by a mean of five observations taken on two different days, 398 feet above the same datum, and 17 feet above Lake Eden.

Heights of Eden and Beaver Lakes.

The water-shed between Lake Eden and Beaver Lake, at U, is within half a mile of the latter, about 40 feet above Lake Eden, and 23 above Beaver Lake.

There may be a uniform grade from Lake Eden to U, and from U, by the southern

side

side of Beaver Lake, for about a mile and a half; giving for the former 30, and for the latter 16 feet to the mile.

East River of Pictou.

From the foot of a range of flats connected with Beaver Lake; the East River of Pictou, which is here of a small size, begins to descend between high banks to the bridge on St. Mary's Road, 6 miles. On this section the line must follow the river flats, which appear sufficiently wide to admit of fair curvatures, except a distance about three-eighths of a mile above the bridge, when it will be necessary to run through a valley on the southern side, to avoid a narrow crooked channel through which the river flows between limestone rocks. On this section the river will have to be crossed several times. The section of water-way of the bridges, may be from 100 square feet near Beaver Lake, increasing as we descend, to 300 feet. The flowage of the intervals does not exceed three feet.

The average descent will be, for the first three miles, about 15, and for the remainder, 33 feet per mile.

From the St. Mary's Road to Grant's Bridge, 7 miles, the valley is broad and contains large intervals. The line, by cutting through some low upland points, may be carried pretty straight. The average descent is about 10 feet per mile.

From Grant's Bridge to the foot of the Rapids, near 3 miles, the river is crooked and confined between high lands of stratified sandstone and limestone, several points of which would have to be cut through.

This will be an expensive section. There is one circumstance, however, that would tend virtually to reduce the expense; the stone, owing to its structure and dip, which is about 50 degrees with the horizon, will be easily quarried, and will come in for drains, ballast, &c., on the road, as cheap, probably, as materials would from any other source. It will also open some capital limestone quarries, and it is not improbable, that building stone would be met with, though we did not observe any seams of the sandstone sufficiently thick for that purpose. The average descent of this section is about 40 feet per mile.

From the foot of the rapids to the Fish Pools, 3 miles, the line must keep along the river.

There will be little cutting through points, but it is likely there will be some bridging. The grade will be about 40 feet to the mile.

From Grant's Bridge, mentioned above, to the Fish Pools, there will be several bridges. It is impossible by a mere passing glance at the river, to even guess very correctly at the number, but it is not unlikely that there will be not less than five or six. The span may be about 60 feet till we get below the west branch, when it may be enlarged to 80 feet. The bottom is of rock, and it is not unlikely that stone for the abutments will be found in the excavations for the road.

East River to West River Pictou.

From the Fish Pools to the height of land between the Albion Mines and McCulloch's Brook, at V, about 3 miles, there is a rise of 133 feet. The ground will admit of a uniform grade, being about 44 feet per mile. At the Fish Pools it will be necessary to cross the river upon a bridge 30 feet in height, in order to get upon a range of tolerably level ground immediately above the steep banks of the river.

From V to Middle River at W, three miles, there is a dip of 40 feet into the valley of McCulloch's Brook, and then a swell of ground between this valley and Middle River. This swell may be crossed at grades of about 50 feet to the mile.

West River, Pictou, to River John.

From W to X, 2 miles, the ground rises about 70 feet, being an average of 35 feet to the mile. It will be necessary to cross the Middle River at the height of 40 or 50 feet, in order to get upon a flat table of ground on its western side.

From X to the West River at Y, four miles, there is a descent of 172 feet. The ground will admit of a nearly uniform grade, averaging about 43 feet per mile.

From Y to Z, 1½ miles, there is a rise of nearly 80 feet, giving an average of 53 feet per

per mile. The ground, though somewhat rough in some places, does not appear to contain any very formidable obstructions to a regular grade.

The point Z is on a flat table land, from which the line runs off to the westward.

From Z to A', 2¼ miles, the line passes over some undulations into the valley of the Saw Mill Brook, thence up that stream in a broad valley, which, continuing westerly, becomes the bed of Black River, a branch of the River John.

The height of the water-shed between Saw Mill Brook and Black River, at A', is 227 feet above tide-water, and the height at Z 96 feet above the same datum; the difference is 131 feet, and distance 2¼ miles, giving an average of 58 feet per mile.

It is likely that a uniform grade can only be obtained on this section by means of a good deal of earth-work. By embanking 16 feet at Y, and cutting 29 feet at A', the grade from Y to A' may be brought to 47 feet per mile; and from the peculiar form of the ground, it does not seem likely that there would be much additional expense.

From A' to the mouth of Black River, 8½ miles, the valley is nearly half a mile broad, the stream meandering through flat lands with a sluggish current, showing the fall to be very trifling.

The height at the mouth of Black River, is not measured, but may be supposed about 100 feet, and the descent along the valley 14 feet per mile.

It will not be expedient to cross the River John below the mouth of Black River, because, though the general surface of the country is level, the river flows in a deep, narrow valley, which would have to be crossed. Above this place the banks are low, and moreover advantage may be taken of the valley of Nabisump Brook, to obtain an easy rise to the table land on the west of the river.

From the Forks of River John, mouth of Black River, we did not travel through the country, but ascertained it to be of the same character as the region along Black River,—a flat country with sluggish streams flowing through it, and offering no material obstruction to the formation of a Railroad.

From Waugh River, Tatamagouche, towards Amherst, we made no observations relative to this line, but the country is known to be so level, that there would be little or no difficulty in getting a good railroad line across it.

With regard to curvatures, from our limited means of making up a judgment, we can say but little, but from the slight observations that we were enabled to make, we think there will be none of less radius than half a mile.

The distances are as follows :

	Miles.	
From Whitehaven to Cole Harbour	8	
Cole Harbour to Torbay,	8	
Torbay to New Harbour,	5½	
New Harbour to Isaacs Harbour,	12½	
Isaacs Harbour to Country Mr. Archibald's	6	
	—	40
Country Harbour to Glenelg	13½	
Glenelg to the summit of the highlands, two miles west of Lake Eden,	20	
Summit of highlands to Albion Mines	21	
	—	54½
Albion Mines to West River	10	
West River to River John	12½	
	—	22½
River John to Tatamagouche	14	

River John to Tatamagouche Black River.

Distances.

Tatamagouche

Tatamagouche to Wallace	12	
Wallace to the Province Line at Otter Creek . .	38	
	—	64
Total from Whitehaven to the Western Boundary of the Province		181 miles.

Ice at Whitehaven.

Respecting the ice at Whitehaven, the result of a good deal of inquiry amongst the inhabitants, and of shipmasters accustomed to the navigation of the coast is as follows.—That the harbour is frozen regularly in winter as far down as Fisherman's Island. Haulover Cove is also regularly frozen. Beyond these limits, though it is sometimes frozen, the liability does not seem to be greater than in Halifax harbour.—It was in consequence of this information that we fixed upon the point A for the terminus of the line. The ground will admit of a branch to the upper part of the harbour, which we have shown upon the plan.

The sea ice breaks up in March, and floats to the southward; that which passes through the Gut of Canso is in no great quantity, and in ordinary weather is set off by the current of Chedabucto Bay towards Sable Island. The main body of ice met with in that sea, passes eastwardly of Cape Breton, and with northerly and westerly winds is carried out to sea; but easterly weather brings it on to the coast of Nova Scotia. We could not learn that Whitehaven had ever been completely closed with this ice, but it has often been in such quantity as to make navigation in the night dangerous, and sometimes, at distant intervals of time, it has been in such quantity as to make the approach in day light, very difficult. On the whole it would appear that between the last of February and last of April, it may be accounted dangerous for a steamer to run in the night near Cape Breton, and direct from thence to Whitehaven; as there would be almost a certainty of having to cross a stream of floating ice in some part of this sea, though it but seldom happens that it approaches Whitehaven.

All which is respectfully submitted by

Yours, &c.

GEORGE WIGHTMAN.

A. CALDER, *Sergeant Royal Sappers and Miners.*

Major W. Robinson, R. E.

&c. &c. &c.

APPENDIX No 5.

Remarks on the inner part of the entrance of Whitehaven.

SIR,—

Columbia, Halifax, N. S., August 27, 1846.

IN pursuance of your orders, I have made a rough sketch of the inner part of the entrance of Whitehaven, which, with the accompanying remarks, I beg to submit for your consideration.

In fine clear weather, and by daylight, the approach to Whitehaven is easy, the shores being bold, and no out-lying dangers, if we except two rocks nearly a mile distant from the shores of White Island, one to the south-west, and the other to the south-east. These generally break and so show themselves.

White Island forms the turning point of the shore of Nova Scotia, as it deflects towards the northward to Canseau. The white rocks, and its elevation of 140 feet make it stand out prominently and easily distinguish it.

There are several channels in Whitehaven. Three can be used by steamers of any size. The middle, which is between White Island and the ledges to its westward appears to be best, is about 250 fathoms broad in its narrowest part, and carries bold water on both sides, and is besides the shortest and most direct, not exceeding half a mile

mile in length. However, as the directions of the channels differ, and all radiate nearly from the same point, a sailing-vessel can use the most favorable with respect to the winds. The western is also a very good channel, and is preferable for vessels coming or going from that direction. The soundings without this harbor are (near the shore) very irregular, especially in the approach to the Eastern channel, which is also injured for vessels of large draught of water, by a rocky patch with thirteen or fourteen feet water. It is situated near the entrance, and rather more than one-third across the channel, from the small island (Grassy Patch) off White Island.

When inside the harbour, care must be taken, as there are several shoal rocky patches (see Plan), which render the navigation difficult to strangers, and require to be well determined and buoyed, should the harbour be used for commercial purposes. There is an abundance of safe anchorage, with good holding ground, black muddy bottom, land-locked, and perfectly smooth.

In foggy weather this harbour is difficult of approach, especially to a stranger, at the soundings in-shore are very irregular; and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbour to the westward is a dangerous place to get into.

From the fishermen and small coasters I understand the currents round the point are uncertain, and generally depend on the wind, though the prevailing current is to westward.

I experienced the current in a boat when I visited the outer break; it was then setting to the westward, at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction: the breeze was from the eastward and light, though it had previously blown hard from the same point.—We also, in our passage from Halifax to Canso, during a fog, with the wind from the southwest, experienced an easterly current; but the land once made, the land is easily attained, especially by a steamer.

A judicious arrangement of fog-signals and light-houses, with buoys on the principal dangers, and a good survey, with the sea-soundings well laid down, would make the approach in the night or during fogs attended with small danger to a careful seaman.

Latitude of observation, Rock Whitehaven $45^{\circ} 14' 0''$ N. Longitude of observation, Rock Whitehaven, $61^{\circ} 11' 4''$ W. Variation $21^{\circ} 42' 20''$ W. Rise of tide from three to six feet. High water at the change of the moon 7h. 40m.

In the Admiralty plan of this place, the general features and soundings appear correct, if we except some of the inner dangers, which are not noticed; but the scale is discrepant.

I have, &c.

(Signed) P. FRED. SHORTLAND,
Lieutenant and Commander.

The Hon. W. F. W. Owen, Captain, R. N. &c. &c.

(Received from Mr. DesBarres, Solicitor-General, May 2, 1848.)

To the Board of Directors of the Projected Railroad from Nova Scotia to Quebec.
Gentlemen,—

WE, the undersigned magistrates of the County of Guysborough, in the Province of Nova Scotia, hereby beg to state, that believing a report to have been made to the surveying party engaged in the survey of the contemplated railroad from this province to Quebec, and that such report has been made by certain inhabitants in the Settlement of Torbay, near Whitehead, who supposed (in ignorance of the nature of such lines of communication), that the present facilities of intercourse with the interior of the country for purposes of procuring fuel from the woodlands, &c., would be entirely

broken up in the event of the railroad terminus being at Whitehaven, and therefore have stated to the surveying party on the Whitehead route, that the "winter navigation to the spacious harbour of Whitehaven is quite impracticable from ice."

We, therefore, in view of the injurious tendency that such false information is calculated to produce on the minds of those unacquainted with the locality referred to, have obtained the accompanying affidavits of persons residing at Whitehead, and likewise of captains of coasting vessels residing in other places in this province, and of long experience in the winter navigation on the coast of said province, testifying to the capabilities of Whitehead Harbour at all seasons of the year.

To all of which, we as the residing magistrates of the County of Guysborough, wherein Whitehead is situated, beg hereby to record our certificate of their correctness, dated at Canso, Nova Scotia, January 1848.

(Signed)

ROBERT HARTSHORNE, J. P.
R. M. CUTLER, J. P.
WENTWORTH TAYLOR, J. P.
E. H. WAUCHEVILLE, J. P.
ABR. N. WHITEMAN, J. P.*
W. J. BEYLOU, J. P.
DAVID DOBSON, J. P. †
E. J. CUNNINGHAM, J. P.
WILLIAM HART, J. P.
FRANCIS COOK, J. P.
R. V. REFFEMEN, J. P.

* 1 affidavit sworn before him January 14, 1848.
† 4 affidavits December 25; 1 affidavit January 12.

Copies of the affidavits referred to in the above communication.

1.

William Spears of Whitehaven in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twenty-eight years, and is well acquainted with the harbour of Whitehead aforesaid, and also with the drift-ice which passes from the eastward, also from the Gut of Canso to the westward, in the spring of the year; that the ice seldom comes into the said harbour in large bodies, and very seldom remains there long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south-westerly direction; that during deponent's residence at the said harbour he has not known a day in which vessels of the largest class would be prevented entering therein by ice, the said harbour being perfectly accessible at all seasons of the year.

Sworn to before me, at Whitehead, this 25th day of December, A. D. 1847.

(Signed)

DAVID DOBSON, J. P.

2.

Robert Spears of Whitehead in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twenty-eight years; that he is well acquainted with the harbour of Whitehead, and also with the action of the ice which occasionally comes through the Gut of Canso, and also round the Island of Cape Breton, passing on to the westward, in the spring of the year; that the ice very seldom comes into the said harbour in large bodies, and very seldom remains therein long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south-westerly

south-westerly direction ; that during this deponent's residence at the said harbour, he never knew the ice to come into the said harbour in a large quantity but once, and that was in the year 1828, and then not to prevent vessels to enter the said harbour, the harbour being perfectly safe and accessible at all seasons of the year.

(Signed)

ROBERT SPEARS.

Sworn before me, at Whitehead, this 25th day of December, 1847.

(Signed)

DAVID DOBSON, J. P.

3.

John Munrow of Whitehead in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead thirty years ; that he is well acquainted with the harbour of Whitehead, and also with the navigation of the said harbour, from the entrance to the extremity ; that he is acquainted with the action of the ice, which occasionally makes its appearance off the said harbour, passing on in a south-westerly direction ; that it seldom comes in in large bodies, and very seldom remains therein long enough to prevent vessels conveniently entering the said harbour at any time of the year, it being generally carried away by the winds and currents, and dispersed over the ocean in a south-westerly direction ; that during this deponent's residence at the said harbour, he has never known a day in which vessels of the largest class would be prevented entering therein by ice, the said harbour being perfectly safe and accessible at all seasons of the year.

(Signed)

JOHN ^{his} ~~X~~ MUNROW,
mark.

Sworn before me, at Whitehead, this 25th day of December, 1847.

(Signed)

DAVID DOBSON, J. P.

4.

John Feltmate, of Whitehead, in the County of Guysborough, fisherman, maketh oath and saith,—That he hath resided at Whitehead aforesaid for twelve years ; that he is acquainted with the action of the ice, which occasionally comes through the Gut of Canso and round the Island of Cape Breton, and which passes Cape Canso to the westward in the spring of the year ; that the ice very seldom comes into the harbour of Whitehead aforesaid in large bodies, and never remains there long enough to prevent vessels entering the said harbour at any time of the year, it being carried away by the winds and currents, and dispersed over the ocean, generally in a south-westerly direction ; that during this deponent's residence at the said harbour, he has but once only known a few clumpits of ice to come into the said harbour, which went out the next day ; and has not known a day during the above period on which vessels of the largest size would be prevented entering therein by ice, the said harbour being perfectly free and accessible at all seasons of the year.

(Signed)

JOHN FELTMATE.

Sworn before me, at Half Island Cove, in the said county, this 25th day of December, 1847.

(Signed)

DAVID DOBSON.

5.

Thomas Monro, of Whitehead in the county of Guysborough, mariner, maketh oath and saith,—That he hath resided at Whitehead aforesaid about twenty-eight years, and during the greater part of the years aforesaid owned a vessel and sailed her as master ; that he is well acquainted with the action of the ice which occasionally appears off Whitehead, passing on in an oblique direction from the shore to the south-west ; that the ice never during his residence at said harbour came in in large bodies but once, and remained but a short time ; with this one exception, deponent don't

remember

remember one day that vessels of the largest class would be prevented entering said harbour, it being perfectly safe and accessible at all seasons of the year; deponent further saith, that he hath been coasting to Halifax, and all along the shores of Nova Scotia, at all seasons of the year, and has never on his return or outset, been prevented going or entering the aforesaid harbour during the time of his residing as aforesaid.

(Signed) THOMAS MUNRO.

Sworn before me, at Whitehead, this 12th day of January, A. D., 1848.

(Signed) DAVID DOBSON, J. P.

6.

Abraham Whiteman, of Canso, in the County of Guysborough, maketh oath and saith,—That he is now in the eighty-seventh year of his age, and that he was a coasting trader on the coast of Nova Scotia for more than half a century, and was in and about Whitehead, on the coast of said Province, at all times of the year, and always found the harbour there accessible and perfectly safe at all times.

(Signed) ABRAHM. WHITEMAN.

Sworn before me, at Canso, January 14, 1848.

(Signed) ABRAHM. N. WHITEMAN.

*Heads of Information obtained by Captain Henderson, Royal Engineers,
at Whitehaven, in October 1847.*

The ice from the Gulf of St. Lawrence, &c., comes round Capc Breton and through the Gut of Canso, in the spring of the year, and is brought by the easterly wind off the north-east coast of Nova Scotia, and if the wind chops round to the southward, it drives this ice into Whitehaven, Torbay, &c.

The harbour had been blockaded nine or ten times in the recollection of my informant, who had lived on that coast for nearly forty years. Four years ago the harbour of Whitehaven was blockaded up with drift ice for about ten days.

Generally speaking, it is more or less incommoded by drift ice, every two or three years.

It was frozen over in the winter of 1846-47, five or six inches thick all the way down to Big Island, at the mouth of the harbour.

This was considered unusual, as it requires the weather to be cold and very calm to freeze so much of the harbour. It freezes, however, every winter as far down as the long point opposite Fisherman's Island.

(Signed) E. W. HENDERSON,
Captain, Royal Engineers.

APPENDIX No. 6.

*Report of the Sub-Committee, to whom was referred the communication
from Lieutenant E. Wallcott Henderson, Royal Engineers.*

*Council Room of the Quebec Board of Trade,
Quebec, May 12, 1847.*

THE Sub-Committee, to whom was referred the communication from Lieutenant E. Wallcott Henderson, Royal Engineers, have to report that, owing to the manner the accounts are kept at the custom house, and the nature of the trade with the lower ports, the value of the imports and exports cannot with any degree of accuracy be ascertained, and more especially to that portion of our trade with Gaspè, as, being in the province, a mere matter of form of clearance and entry inwards is observed.

Your Committee beg to hand at foot a statement of the number of clearances and arrivals to and from the various ports named in Lieutenant E. Wallcott Henderson's letter, for which they are indebted to the collector of the customs, and although they abstain from giving the nature of the cargoes, owing to the causes above stated, they would remark that, with the exception of but one vessel which cleared in ballast, the remainder

remainder had cargoes ; those from Halifax in general with valuable cargoes of West India produce, and from the other ports, fish and oils. The outward cargoes consisted almost exclusively of flour, provisions, &c.

With respect to the eastern ports of New Brunswick, your Committee are not of opinion that the trade between that portion of the above Province and Canada has materially increased within the last few years; and with respect to the trade with ports in the Bay of Fundy, regret to say that it all but ceased, which your committee attribute to the changes in the Imperial laws, more especially the Act passed in 1842, generally called Gladstone's Act ; before the passing of which all American provisions, by passing through the Canadas, were allowed to take the privileges and character of Canada produce, and imported into our sister-colonies as such, but with that change all inducements to receive their supplies from this ceased, as the proximity of those ports to Boston and New York, and the cheapness of breadstuffs and provisions in those markets, offered superior advantages ; and the result has been as stated ; the same remarks apply, to some extent, to Halifax, and other ports in Nova Scotia, where merchants, from their large increasing trade with Boston, by shipments of coals, plaister, &c., are enabled to take advantage by the return vessels of very moderate rates of freights, and a selection from a comparative cheap market.

With Gaspé the trade has been gradually increasing, and your Committee confidently look forward to be able to report the same with respect to our sister colonies, as our unrivalled canals are now being brought to a completion, and the spring of 1848 will see a fresh trade with the west brought into existence, and craft containing three to five thousand barrels of flour loading in Lakes Erie, Michigan, and Ontario, brought to our doors. With this a reduction in freights must follow ; and your Committee do not see why a barrel of flour or pork cannot be sold as cheap in Quebec and Montreal as it can in New York or Boston ; and if one of the inducements to purchase in the American markets is removed, the other, viz. : the proximity, will vanish with a railroad communication with Halifax, for we do not entertain any doubt but that St. John's will connect herself with the trunk line by a branch.

Among the almost numberless advantages that would follow the building of a railroad, both politically and commercially, your Committee would point out the certainty of a transportation to a sea-port in either New Brunswick or Nova Scotia, during the period our navigation is impeded with ice, of a large portion of bread-stuffs which every winter is locked up in Quebec and Montreal, to the great injury of the province at large, to which may be added the advantage that would follow by the transmission of the mails by the road, for which the Government now pay so large a sum for the transmission through the United States, which, for many weighty reasons, is objectionable, and, we may add, offensive to the feelings of a large portion of the inhabitants of both Canada East and Canada West. The Committee do not conceive they are called on to go into any length on the vast benefits that might follow by the line of railroad that is now engaging the attention of Government, to which the attention of this province as well as that of New Brunswick and Nova Scotia is so earnestly drawn, and in closing this report the Committee would in the most urgent manner bring the attention of the Imperial Government, through the present channel of communication, to the absolute necessity of freeing the inland navigation of the St. Lawrence from all obstructions that now exist, and which prevent American vessels from bringing their produce (for your Committee would not recommend their being allowed to carry any other than their own) direct to Quebec, or should they wish it, to use our canals to take their produce to any market they think proper, without breaking bulk ; this course we think highly desirable, as well as the equally desirableness of all our tolls being reduced to the lowest practicable scale, which, if followed up, must draw the vast produce of the West down our noble river, and for which trade there are now so many rivals in the field.

Arrivals from—

	Vessels.	Tons.	Men.
Gaspé	59	2545	222
New Carlisle	20	796	71
Antigonish	16	972	59
Arichat	14	792	55
Bathurst	1	44	3
Caraquette	7	245	20
Dalhousie	1	37	3
Guysborough	4	205	15
Halifax	17	1257	71
Miramichi	3	400	30
Pictou	2	79	6
Richibucto	7	250	23
Sydney	3	563	27

Clearances for—

	Vessels.	Tons.	Men.
Arichat	12	749	42
Bathurst	7	320	25
Canso	1	68	4
Caraquette	3	103	10
Cocayne	1	38	3
Dalhousie	9	349	30
Guysborough	2	95	8
Halifax	18	1386	74
Miramichi	27	1376	96
Pictou	3	184	11
Richibucto	9	418	28
Restigouche	8	315	23
Shippigan	1	47	3
Sydney	2	215	10
Shelburne	1	30	3
Gaspé	84	3334	249
Carleton	3	107	10
New Carlisle	10	489	32

APPENDIX No. 7.

Extract from the Report of the Commissioners appointed by the Legislature of the State of New York—by the Act of May 11, 1846—to locate certain Portions of the New York and Erie Railroad made to the Legislature, January 14, 1847.

COST OF MOTIVE POWER ON RAILROADS, PER TRAIN, PER MILE.

1st. Engine-men, Fire-men, and Station men:—

				cents	
Baltimore and Ohio Railroad	..	..	..	5	
Utica and Schenectady "	..	..	..	8	
Reading "	..	..	..	4.55	
Boston and Worcester "	..	..	..	5.50	
Fitchburgh "	..	..	..	7.00	
				<u>30.05</u>	$\times 5 = 6.01$
New York and Erie "	..	..	..	7.485	

2nd. Fuel:—

Reading Railroad.	Wood	..	\$3.50	23.70	
Boston and Worcester "	"	..	4.90	22.20	
Fitchburgh "	"	..	4.25	14.17	
Baltimore and Ohio "	Coal	..	2.00	8.00	
				<u>68.07</u>	$\times 4 = 17.02$
New York and Erie "		..		18.09	

3rd. Repairs of Engines and Tenders:

Reading Railroad	..	..	..	4.90	
Boston and Worcester "	..	..	..	9.05	
Utica and Schenectady "	..	..	..	7.93	
Fitchburgh "	..	..	..	5.20	
Western (Mass.) "	..	..	..	6.50	
Baltimore and Ohio "	..	..	..	9.00	
				<u>42.58</u>	$\times 6 = 7.09$
New York and Erie "	..	..	..	8.75	

4th. Oil and Cotton waste:

Reading Railroad	..	..	..	1.74	
Boston and Worcester "	..	..	..	1.24	
Fitchburgh "	..	..	..	1.30	
Baltimore and Ohio "	..	..	..	1.46	
				<u>5.74</u>	$\times 4 = 1.43$
New York and Erie "	..	..	..	2.94	

5th. Interest on cost of Engines:—

Baltimore and Ohio Railroad	..	..	..	3.01	
				<u>3.01</u>	$= 3.01$

6th. Conductors and Brakemen:—

Reading Railroad	..	..	..	4.11	
Fitchburgh "	..	..	..	6.20	
				<u>10.31</u>	$\times 2 = 5.15$

Take 63 per cent. for brakemen (which is the ratio on Reading road), as conductors should not be included, and the expense for brakemen is $5.15 \times 63 = 3.14$

Do. Baltimore and Ohio Railroad, as per estimate for coal trade = 2.40

5.54 $\times 2 = 2.77$

New York and Erie Railroad = 6.52

7th. Repairs of Railroad, chargeable to Locomotive and Tender:—

1st. Ordinary repairs; of these one-fifth is regarded as chargeable to motive power:—

Reading Railroad	..	..	..	13.66	
Boston and Worcester "	..	..	..	18.00	
Boston and Lowell "	..	..	..	13.50	
Western (Mass.) "	..	..	..	13.75	
Baltimore and Ohio "	..	..	..	18.30	
				<u>77.21</u>	$\times 5 = 15.44$

and 15.44×5

3.09

Carried forward 37.33

2nd. Deterioration of iron, not yet settled by experience. Half of this wear is believed to be chargeable to locomotives and tenders, on account of their greater weight. Suppose rail cost \$7000 per mile, and will bear transport of 20,000,000 tons on a level road, average (say) 250 tons freight per train, equal to 80,000 trains. The cost per train will be \$8.75; and half of this is

Brought forward 37.33

4.37

7.46

The weight of engines in the cases above detailed is not known, but is supposed to average less than 15 tons for an engine of 20 tons on driving wheels; would require an additional expense: but the fuel on the line of road under consideration would be less expensive, about 7 cents, than the average for the same size of engine. In view of both considerations, it is believed a reduction should be made from the preceding result of (say)

44.79

4.79

And the estimate for a 20 ton engine, is Cents 40.00

Forty cents per train per mile, equivalent to 1s. 8d. sterling.

COPY.

No. 30.

Government House, Halifax, April 19, 1848.

MY LORD—

I have the honor to enclose a series of Resolutions, passed during the late Session, having reference to the projected Atlantic and St. Lawrence Railroad, to which my attention has been called by an Address from the House of Assembly.

Your Lordship may rely on my taking the necessary steps to give effect to the wishes of the Legislature, subject to any instructions which your Lordship may deem necessary on perusal of the Resolutions enclosed.

I have, &c. &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

Government House, Halifax, 5th May, 1848.

MY LORD—

Under the circumstances in which I am placed by the Resolutions of the House of Assembly of this Province, adopted during the late Session of its Legislature, and of which a copy is enclosed, it becomes my duty to communicate with Your Excellency on the subject of the proportion of the expenses of the late exploration of the line for the proposed Railroad from hence to Quebec, which it may be proper should be borne respectively by the Provinces concerned.

The principle of Division, which appears to be favoured by Earl Grey, is that of entire equality, but as the effect of such a division would be to impose upon this Province a much higher rate than that of the *mileage* principle, the latter is naturally contended for by the Nova Scotia Legislature, while for the same reason, viz. : that their interest are advantageously affected by the application of the opposite principle, the Legislature of New Brunswick has lost no time in voting *one third* of the total amount of the expenses incurred, knowing that if the mileage rate were to be adopted a far more considerable amount would fall to the share of New Brunswick, the proportions of the total distance between Halifax and Quebec being, through

Nova Scotia	-	-	-	120 miles
New Brunswick	-	-	-	240 "
Canada	-	-	-	280 "
				640

For myself I confess that I am averse to any question being raised on a matter so comparatively trifling, especially when a principle of division has been suggested from so high a quarter, and looking to the unequal effect which that of mileage would have by imposing upon New Brunswick so large a share of the whole of the preliminary expenses of an undertaking of which, if carried into effect perhaps a larger amount of commercial benefit is likely to be derived by Canada

and Nova Scotia (as the termini) than by the mere transit of the Trunk through New Brunswick, of which the enhanced value of her wild lands might constitute the chief advantage.

Under these circumstances, I am induced to submit to Your Lordship, how far the justice of the case might be met, by accepting *one third* as the quota of New Brunswick, and (looking to the relative Revenues of the other two Colonies) dividing the remaining account rateably (according to the mileage principle) between Canada and Nova Scotia—this arrangement would moreover be in accordance with the original pledge given by the Assembly of Nova Scotia, “that it would defray the expense of the exploration *within the limit of the Province.*”

Requesting the expression of Your Lordship’s opinion upon this proposition,
I have, &c. &c. &c.

(Signed) J. HARVEY.

His Excellency the Earl of Elgin & Kincardine, K. G. &c. &c. &c.

COPY.

Seperate.

Government House, Halifax, June 19, 1848.

MY LORD—

A Resolution of the House of Assembly, of which I have the honor to enclose a copy, having made it my duty to correspond with the Governor General on the subject, I have the honor to invite your Lordship’s attention to the letter addressed by me to Lord Elgin (a copy enclosed) and to acquaint Your Lordship that the Canadian Government has agreed to the principle suggested in my letter, by assuming the payment of £5250 of the residue of the expenses of the exploratory survey of the proposed line of Railroad between this place and Quebec, after deducting the proportion defrayed by the Province of New Brunswick, thus leaving to Nova Scotia, the payment of the sum of £2900, being little more than the proportion contemplated in the Resolution.

I have, &c. &c. &c.

(Signed) J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

Government House, Halifax, Oct. 18, 1848.

MY LORD—

I have the honor to acquaint Your Lordship that the instructions conveyed in Your Lordship’s Despatch of the 14th August (No. 116) have been obeyed, and that I yesterday signed a Warrant for the payment from the Treasury of this Province into the Commissariat Chest of Two Thousand Seven Hundred and Twenty-one Pounds Sixteen Shillings and Eight-pence Sterling, (2721 16s. 8d. Stg.) being the proportion of the expenses of the St. Lawrence Railway exploration chargeable against Nova Scotia.

I have, &c. &c. &c.

(Signed) J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

Copy

COPY.

No. 131.

Downing Street, 17th November, 1848.

SIR—

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

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

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

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

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

6. Another plan which has been suggested is, that the required Capital should be

be raised by loan by the Government, and contracts entered into for the formation of the Line which, when finished, could be worked either by the Government or by any Company formed for that purpose, and to which Company the working of the Line might be leased under such conditions and for such a period as might be deemed advisable. The objections to this proposal are those usually raised, against the undertaking of such a work, by a Government, while on the other hand it would be attended with these advantages,—first, that probably the Capital required would then be raised, on better terms, than could otherwise be expected, and secondly, that the Government would have a more complete controul over a great national line of communication.

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

8. It will further be very material to consider what return is to be expected for the outlay, and from what source the means of affording any pecuniary assistance to be given by the respective Provinces, can best be provided. Upon this part of the subject, I have to remark that in estimating the probable return which the Railway would yield it appears to me highly necessary to advert not only to the direct return from the traffic, but to the indirect return from the increased value given to the Lands through which it will pass. That the opening of the line would, in the districts it traversed, greatly enhance the value of the Lands which are still lying waste, and also, though in an inferior degree, the value of those already settled, there can be no reasonable doubt, though I do not possess the means of judging whether the amount of that increased value has been correctly estimated by Major Robinson in his Report. Hence it seems to follow that this increased value ought to be made available towards the execution of the Work, and I would suggest for the consideration of the Colonial Authorities, whether it might not be advisable that Acts should be passed vesting in the hands of Commissioners to be appointed for that purpose, all the hitherto ungranted lands lying within a certain distance of the line, in order that these Lands might be sold or otherwise appropriated for the promotion of the undertaking.

9. It might also, I think, be very reasonably enacted that lands lying within a given distance of the line should be subjected, on its being completed and opened, to some moderate charge in the nature of a rate, in consideration of the benefit the proprietors receive from it. The practice is general, both in this country and in America, of rating for the highways the property which is benefitted by them; and I can see no reason why this rule should not be extended to Railways.—Should this suggestion be adopted, it would, I think, be expedient to give the owners of lands, subjected to the charge, the option of redeeming it upon easy terms, and of paying in land when they might have a difficulty in so doing in money. I understand from Major Robinson that the owners of land in one portion of Nova Scotia have already offered to contribute largely to this object.

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

11. The whole subject is one of the very highest importance, on which I shall be anxious to learn the conclusions to which the Colonial Authorities may come after

after mature consideration, and after such communication with each other as may be necessary.

I have, &c. &c. &c.

(Signed) GREY.

Lieut. Governor, Lieut. General Sir John Harvey, K. C. B., &c. &c.

copy
No. 63
Government House, Halifax, Dec. 8, 1848

MY LORD—

I have the honor to acknowledge your Lordship's Despatch of the 17th Nov'r. (No. 131), which, with the Reports of Major Robinson, will be submitted to the Legislature early in the Session.

Your Lordship may rely on the Members of my Government giving to the subject thus presented, the favorable consideration which is due to a project so vast, and involving, as it necessarily does, so many national and intercolonial interests.

I have, &c. &c. &c.

(Signed) J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

copy
No. 88
Downing Street, 10th May, 1848

SIR—

I have to acknowledge the receipt of your Despatch of the 19th ultimo, No. 30, enclosing a series of Resolutions passed by the House of Assembly in the last Session of the Legislature of Nova Scotia, on the subject of the proposed Halifax and Quebec Railroad.

It does not appear to me that these Resolutions require me to furnish you with any special instructions. I have in my Despatch of the 9th February last, already apprized you of the arrangement which I considered as the most equitable for dividing the expense of the Railway Survey between the three Provinces interested in the work, and as soon as Major Robinson shall have presented you with the account of the expenditure which has been incurred for the service rendered in Nova Scotia, you will take the necessary measures for recovering payment of the sum advanced by the British Treasury.

I may add that I think it very desirable that you should attend to the recommendation of the House of Assembly, in respect to the reservation of such lands belonging to the Crown as are contiguous to the contemplated line of Railroad.

I have, &c. &c. &c.

(Signed) GREY

Lieutenant Governor Sir John Harvey, &c. &c. &c. Nova Scotia.

COPY.

No. 116.

Downing Street, 14th August, 1848.

SIR—

I transmit to you herewith the Copy of a Letter from the Assistant Secretary to the Lords Commissioners of the Treasury, on the subject of the repayment of the expenses incurred in the Survey of the proposed line of Railroad between Halifax and Quebec, and in pursuance of their Lordship's wishes, have to instruct you to give the necessary directions for causing the proportion of those expenses to be defrayed by Nova Scotia, to be paid into the Commissariat Chest on that Station.

I have, &c. &c. &c.

(Signed) GREY.

Lieutenant Governor Sir John Harvey, K. C. B., &c. &c. &c. Nova Scotia.

COPY.

Treasury Chambers, 4th August, 1848.

SIR—

With reference to your Letter of the 18th ultimo, relative to the expenses incurred in the Survey of the proposed Line of Railroad between Halifax and Quebec: I am directed by the Lords Commissioners of Her Majesty's Treasury to request that you will move Earl Grey to instruct the several Officers in charge of the Governments of Canada, Nova Scotia, and New Brunswick, to cause the proportion of the Railroad Survey expenses to be defrayed by each Province, to be paid into the Commissariat Chests on the respective Stations.

I have, &c.

C. E. TREVELYAN.

H. Merivale, Esq., &c. &c. &c.

No. 2.

(See page)

COPY.

No. 105.

Downing Street, 26th June, 1848.

SIR—

I have received your Despatch, marked confidential, of the 20th of May last, stating

stating your views with regard to conferring honorary distinctions on the retired members of the Executive Council of Nova Scotia.

Under the particular circumstances detailed in your correspondence on this subject, I think that the best rule is, that those members only should be allowed to retain the title of "honorable" who have served in the capacity of Councillors for any considerable time, or with peculiar distinction.

Acting upon this principle, the honor ought to be conferred upon Sir Rupert George and Mr. Johnston. Considering the services which have been rendered by these gentlemen, it would, I conceive, be invidious to withhold from them the compliment which is about to be conferred upon three members of the Executive Council of New Brunswick, and you will be at liberty to make a communication to them to that effect.

I shall postpone deciding upon the claims of other members of the retiring Council to this distinction until I receive a further report from you on the subject.

I have the honor to be,

Sir,

Your most obedient humble servant,

GREY.

To His Excellency Sir John Harvey, &c. &c. &c.

COPY.

No. 40.

Government House, Halifax, 21st July, 1848.

MY LORD—

I have the honor to acknowledge the receipt of Your Lordship's Despatch, No. 105, dated 26th June last, and I beg to acquaint Your Lordship that in compliance with the suggestion therein contained, public notice has been given in the Royal Gazette of the 19th instant, of the pleasure of Her Majesty, that the Honorable Sir Rupert D. George, Bart., and the Honorable James W. Johnstone, in consideration of their long services, should retain the honorary distinction they held as Members of Her Executive Council in Nova Scotia.

I feel assured that Your Lordship will concur with me in opinion that the services of Mr. S. B. Robie, late President of the Legislative Council, have rendered him not less deserving of the same mark of Royal favour, and I trust your Lordship will feel yourself at liberty to recommend that he should retain the title so long enjoyed.

I have, &c. &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

No. 114.

Downing Street, 10th August, 1848.

Sir—

I have received your Despatch, No. 40, of the 21st July, reporting that you had

had caused public notice to be given in the Royal Gazette of Nova Scotia, of the Queen's pleasure that Sir Rupert George and Mr. J. W. Johnstone should retain the honorary distinctions which they held whilst Members of the Executive Council, and recommending that the same mark of Royal favor should be granted to Mr. S. B. Robie, is in unison with my own feelings, and I have therefore much pleasure in informing you, that, having submitted this gentleman's name to the Queen for the distinction in question, Her Majesty has been pleased to command me to convey to you Her Authority for conferring upon him the proposed mark of Royal favor.

I have the honor to be,

Sir,

Your Most Obedient
Humble Servant,

GREY

His Excellency Sir John Harvey, &c. &c. &c.

No. 3.

(See page)

The Committee appointed to take measures to have the Debates of the House more effectually and impartially Reported, beg to state :

That the Committee on the same subject appointed at the last Session, after several meetings of its members during the recess, and consultation with the proprietors of the different Newspapers in the city, prepared a set of conditions which are hereto annexed, and which were concluded on the basis of an arrangement which might be tendered for. They also caused the annexed advertisement to be circulated in several of the Newspapers. Your Committee also annex a Memorandum lately submitted by the Editors who have signed the same, and beg to recommend it to the favorable consideration of the House.

All which is respectfully submitted.

JOSEPH HOWE,
GEO. R. YOUNG,
J. W. JOHNSTON.

Halifax, January 22, 1849.

CONDITIONS.

1st. Two competent Reporters shall be employed, one to be present at all times to give a fair and impartial Report of the Speeches of every Member, and of the business going on; giving as far as possible the substance and spirit of every debate, even upon the local business of each County,—motions and resolutions submitted in their order, and an abstract of all Reports of Committees and of Despatches;—and should it be necessary at any time in reporting the longer and more important Debates to exceed the quantity of matter, as above stipulated for, the extra quantity to be paid for at the rate included in the Contract.

2nd. These Reports to be published daily in the tri-weekly morning papers, on two papers at least, one upon each side of politics, each of the morning papers to give the whole of the Reports—that is to say : to devote regularly eight columns of their space for this purpose, each morning paper to publish alternately a Re-
port

port of the proceedings up to the evening previous to their day of publication. The names of the Reporters and the Papers to be submitted in the contract.

The Reporters to be subject to the control of a Committee to be appointed by the House, and the contract to be dissolved at any time on such Committee laying on the table of the House a Report expressive of their disapproval of the way in which the service has been performed.

The Committee to be at liberty to reject any tender, if they disapprove of the parties tendering.

NOTICE.

The Committee appointed by the House of Assembly, to adopt measures during the recess, for providing means by which an impartial and daily Report of the proceedings of the House may be prepared and regularly published, in not less than two of the tri-weekly newspapers published at Halifax, have arranged the outline of a system, and are now prepared to offer the service by tender and contract, to be returned on or before the first day of December next. The terms may be known by application at the office of the Speaker, or Clerk of the House of Assembly.

Halifax, October 9, 1848.

Hx. ps.

MEMORANDUM.

Halifax, January 19, 1849.

The undersigned Reporters and Publishers agree to Report and Publish the Proceedings of the Provincial Assembly, the present Session, for the sum of *Three Hundred Pounds*. The Reports to be published in the Chronicle, Courier, Sun, and Colonist, in proportions of six columns on each morning of publication. The whole arrangement to be broken at the option of the Assembly, if it prove unsatisfactory, at any time. The Reporters to be under the surveillance of a Committee of the House.

J. H. CROSSKILL, } Reporters.
 OTTO WEEKS, }
 RICHARD NUGENT,
 Publisher of the Sun.
 WILLIAM ANNAND,
 Publisher of the Chronicle.
 ALPIN GRANT,
 Publisher of the Colonist.

No. 4.

(See page)

No. 24.

COPY.

Government House, Halifax, April 17, 1848.

My Lord—

I have the honor to transmit herewith, "An Act relating to the Crown Land Department of this Province."]

This Act is a transcript of the one passed in the Session of 1847, a single clause, (that which reduced the salary of the future Commissioner of Crown Lands below the amount assigned to the present officer) having been advisedly omitted.

That Act Your Lordship described in your Despatch No. 38, dated 30th Sept. 1847 as unobjectionable—the single exception taken to it, being the connection of the Crown Lands with the more general question of the Civil List—an objection now removed, by the passage of the Bill already transmitted and explained.

A suspending clause forms part of this Act, but I trust that Your Lordship will be enabled to advise Her Majesty to assent to it.

Before the annexation of Cape Breton to this Province, that Island possessed its own Land Department.

Ever since the annexation this establishment has been maintained, the united province being chargeable with two distinct Land Departments and two sets of Officers, the whole system being needlessly cumbrous and expensive, so much so, in fact, that comparatively little Revenue has been derived from land, the greater portion having been swallowed up in the expense of management.

Another evil experienced under this system was the remote position of the Cape Breton officers, with whom the Head of the Government could only communicate by correspondence, and over whose proceedings it was almost impossible to exercise the proper inspection and controul.

The present Act contemplates the consolidation of the offices under one chief, who will, either immediately or remotely, become a member of the Government, by which greater simplicity and uniformity of management will be ensured, and the whole service be brought under proper check and controul.

The saving of expense will probably be £480 Sterling, and ultimately when the pensions fall in, about £800 Sterling per annum.

Your Lordship will perceive that the redundant officers belonging to that class whose claims to retiring allowances are frankly acknowledged, have been provided for. One, a very aged man, being left in possession of his whole income—and his son, the Cape Breton Commissioner, being provided with a pension, equal to about half the amount which he now receives.

I have, &c. &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

No. 99.

Downing Street, 20th June, 1848.

SIR—

I have received your Despatch No. 24 of the 17th April, 1848, transmitting for the Royal confirmation an Act relating to the Crown Land Department of Nova Scotia,

I collect from your covering Despatch that you anticipate from the arrangements contemplated in this enactment, that there will be an immediate saving of £400 per annum, and an ultimate saving when certain Pensions fall in of about £800 per annum, at the same time that the Land Department will be better regulated.

With

With reference to these considerations I am desirous that this Act should speedily be brought into operation; but as it charges certain payments upon the Casual and Territorial Revenues of the Crown in Nova Scotia, Her Majesty cannot be advised to sanction it until she shall first, by assenting to a Civil List Act, have formally surrendered these Hereditary Revenues to the controul of the Legislature.

It is, however, obviously desirable not to delay the new arrangements, and if, as relating to the management of the Crown Lands, they can be introduced by you whilst acting under the Queen's authority, I am to instruct you that Her Majesty authorises you to give effect provisionally to these arrangements, and that she will allow the Act in Council as soon as the Crown Revenues have been legally surrendered to the Legislature.

I am,

Sir,

Your Most Obedient Servant,

(Signed) GREY.

COPY.

No. 43.

Government House, Halifax, July 21, 1848.

MY LORD—

I have the honor to acknowledge your Lordship's Despatch of the 20th June, (No. 99), and beg to inform Your Lordship, that, acting under the Authority and Instructions therein conveyed, I shall proceed at once to consolidate the Land Departments, to reduce the expense, and while, if possible, assuring to the Province the advantage of greater promptitude and efficiency, shall endeavour also to render this branch of the Public Service an additional source of strength to the Provincial Government.

I have, &c. &c. &c.

(Signed) J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

No. 5.

(See page)

COPY.

No. 26.

Government House, Halifax, April 18, 1848.

MY LORD—

I have the honor to transmit herewith a copy of an Act passed during the last Session of the Provincial Legislature, entitled, "An Act to enable the Governor
in

in Council to make orders and regulations for establishing a uniform rate of Postage throughout British America, which I trust will be found to have been framed in accordance with Your Lordship's views, and the suggestions of His Lordship the Post Master General.

I have, &c. &c. &c.

(Signed) J. HARVEY.

The Right Honorable Earl Grey.

COPY.

Charged with the Commission from the Government to carry into effect the wishes of the Legislature, on the subject of the Postal Arrangements of British America, I repaired to Canada, and on the 8th June instant, waited on His Excellency the Governor General, and subsequently had an interview with the Executive Council of Canada, which resulted in the adoption of the rules contained in the accompanying Letter from the Provincial Secretary on this subject, so important to the People of these Colonies. And I received the most cordial and gratifying attentions from His Excellency Lord Elgin and the Members of His Government, who expressed their readiness to adopt any measures having a tendency to promote the general interests of British America.

Halifax, 30th June, 1848.

(Signed) JAMES B. UNIACKE.

COPY.

Secretary's Office, Montreal, 13th June, 1848.

SIR—

I have it in command from His Excellency the Governor General in Council, to communicate for your information, and that of the Government of the Province of Nova Scotia, the substance of a Minute in Council of this Province, on the subject of the Post Office, which I believe I cannot do more conveniently than by placing in your hands an Official Copy of the Report of the Committee of Council, which was approved by His Excellency in Council on Saturday last.

The Governor General desires me to say that he feels a very great interest in the subject of your Mission to this Province, and that he will, by the earliest opportunity, recommend to Her Majesty's Secretary of State for the Colonies, to pray Her Majesty's Government to carry out without delay, arrangements which seem to be required so much in the North American Colonies, and to have been for a considerable period ardently desired by Her Majesty's Colonial subjects.

His Excellency further commands me to say that he will immediately communicate with the Lieutenant Governor of New Brunswick, for the purpose of facilitating the accomplishment of the contemplated measures, and that he will also advise with the Deputy Post Master General of Canada, for the purpose of procuring from that officer a communication to the Post Master General, of all the information in detail, which may be necessary to enable His Lordship to carry out

out the measure of a cheap and uniform rate of Postage, without delay, should Her Majesty's Government see no objection to adopt the suggestion contained in the Minute of Council of this Province.

His Excellency commands me to express his high approval of the zeal and ability with which you have conducted your mission to this Government, and his gratification in observing the friendly relations, which a community of interests, and of sentiment, seem calculated to produce amongst Her Majesty's subjects of the North American Colonies.

I have the honor to be, &c. &c.

(Signed) R. B. SULLIVAN.

Copy of a Report of a Committee of the Executive Council of Canada, approved by the Governor General in Council, on the 10th June, 1848.

(In Council, 10th June, 1848, approved, signed E. & K.)

MAY IT PLEASE YOUR EXCELLENCY :—

The attention of the Committee of the Executive Council has been called to the important subject of the Provincial Post Office, by the arrival in this Province and at the seat of Government of the Honorable Mr. Uniacke, from the sister Province of Nova Scotia, bringing Letters to Your Excellency from the Lieutenant Governor of that Province, showing him to be authorized to explain the views of the Government there to the authorities in this Colony, with the object of arranging a plan for the united action of the Colonial Governments on this interesting subject.

Mr. Uniacke being thus authorized, submits a Memorandum explanatory of the intentions and opinions of the Government of Nova Scotia: which Memorandum the Committee of Council have taken into their most attentive consideration.

It appears that in anticipation of some Legislative provision by the Imperial Parliament, an Act was passed by the Legislature of Nova Scotia, giving the Executive Government full powers of acting in the premises, should they be placed in a condition so to act by the Imperial authorities.

The Post Master General of England, by his Report to the Right Honorable the Lords Commissioners of Her Majesty's Treasury, on the 18th August, 1843, on behalf of Her Majesty's Government, consented to resign his control over the Post Office of British America, upon certain conditions, which will still retain in effect the advantages of a Central Government. These conditions are as follows:

First, That no Transit Postage shall be charged on Letters between the Provinces, for the cost of conveyance through any Province.

Second. That two-pence, sterling, the half ounce, shall alone be charged on Letters by British Mails, between Great Britain and British America; and that this stipulation shall extend to Countries with which Postal conventions may exist, and that Her Majesty's Government may demand such concession in their favor. If the rate be reduced on Provincial Letters, the benefit of such reduction to extend to the United Kingdom, and those Countries referred to. The rate to be collected according to the British scale.

Thirdly. That pre-payment of postage shall remain optional. Each Province shall keep the amount it collects, so as to avoid the necessity for complicated accounts. That a uniform system throughout British America is desirable, and is also the most equitable.

Lastly. That the Packet Postage belonging to the United Kingdom, and which

in the Lower Provinces has hitherto been applied towards the general expenditure of the Department, be remitted to England; and that the transit postage, which may become due to the United States for the conveyance of the British Mails, should be defrayed in equal proportions by Canada and the United Kingdom.

The Committee of the Executive Council fully concur in the opinion that an uniform rate of cheap Postage in these Colonies should be established. There is no subject upon which public opinion is so united. Under the system which prevails at present, the Post Office is only used when no opportunities occur for evading the regulations.

The rates of Postage forbid the transmission of enclosures unless when it cannot be avoided; and correspondence is limited by consideration of expense, found to be oppressive in all classes of society.

The state of the Post Office in the Colony is found to be the more oppressive, because revenue from that source has not been accustomed to be received, and because the public mind is not disposed to consider any revenue which can be derived from Postage, as of sufficient consequence to be compared with the advantage of cheap correspondence; and moreover, the success of the admirable project of Penny Postage in England, has produced an universal conviction that high rates of Postage are destructive of Revenue, and of the means of self-maintenance to arise from the Department itself.

Entertaining these opinions, and feeling that they are concurred in generally, the first object of enquiry is to fix a rate, which, by its amount, would not be so large as to discourage correspondence, or induce evasions of the use of the Post Office, and which, at the same time, would be sufficiently high to make the Revenues of the Department defray its expenses.

On this question the Committee of Council are of opinion, that the establishment of a Penny Postage, in preference to a rate somewhat higher, would not increase the transmission of Letters by Post, so as to make the Revenue of the Post Office sufficient for its expense. They think that at a considerable higher rate of Postage the correspondence through the Post Office would be nearly equal to any which could be procured by a rate as low as a penny; while the higher rate would secure the Public Revenue from any considerable charge on account of the Post Office.

The Committee are disposed to concur with the Government of Nova Scotia, in fixing the rate of Postage on the half ounce Letter at three-pence currency.

On enquiry of the Deputy Post Master General, the Committee find that the gross number of Letters transmitted through the Post Office in Canada on the last year, is 1,873,386; which, if paid for at the uniform rate of three-pence, supposing all the Letters to be single, or not over the half ounce, would produce 23,417 6s. 6d. It is estimated that one-fifth would be a low proportion to add, on account of Letters over that weight, which addition would produce £4683 9s. 3d. To this remains to be added the Newspaper's Postage, amounting to £7000—giving in all a Revenue of £35,100 5s. 9d. The whole expenditure of the Canadian Post Office is stated by the Deputy Post Master General, deducting the sum paid to the United States Post Office, at £56,522 5s. 6d.; which would make the present expenditure a little more than one half greater than the estimated Revenue to arise from a Three-pence Postage.

The Committee have no doubt but that the increase of correspondence arising from the uniform low rate of Postage, would, in a few years, be fully as large as the whole of the present correspondence, and that not only the expenses of the department would be repaid by Revenue, but that there would be a considerable surplus.

To make the measure advisable, it would only be necessary to avoid loss, and therefore

therefore in recommending the adoption of the rate of three-pence, the Committee feel that they are perfectly safe, and that there can be no danger of a continuing charge upon the Public Revenue, arise from such a measure.

The Committee are glad to find that their opinion as respects this rate, is supported by that of Mr. Stayner, the Deputy Post Master General, who in a letter to the Inspector General uses the following language :

“ I hope you will permit me to add, on the subject of Letter Postage, that I am more and more impressed with the conviction that there should be but one rate, and that it should be three-pence.”

Thus the Committee find that their own reasoning, the opinion of the Government of Nova-Scotia, and that of an Officer of great intelligence and experience in the Department of the Post Office, lead to the same conclusions.

The Committee would be glad to find that Her Majesty's Post Master General saw no objection to place the Inland Postage on Letters from the United Kingdom, and from countries with which there are Postal Conventions at the same rate of three-pence, currency, an amount so little over the proposed rate of two-pence sterling, that it is conceived the former rate cannot give rise to any serious objection.

If there should however be found any reluctance on the part of the Post Master General to assimilate the rate on English Letters to the three-penny rate proposed, the difference would not present any obstacle to an arrangement in the minds of the Committee.

The Committee of Council are prepared to adopt the suggestions submitted by Mr. Uniacke, as follows :

That there be one uniform rate of three-pence—Provincial Currency—throughout British North America.

That no transit Postage between the Provinces be allowed.

That two-pence sterling the half ounce shall remain, as the rate in operation, as regards Letters by British Mails, to be extended to countries having Postal Conventions with Great Britain (unless Her Majesty's Government should see fit to permit this rate to be changed to three-pence currency.)

The pre-payment of postage shall be optional.

That each Province shall retain the amount of Postage it collects.

The Packet Postage to be paid to England. The Provincial rate of two-pence sterling to belong to the Province which collects it, and if pre-paid in England; to be credited to the Province to which the letter is addressed.

No privilege of franking to be allowed.

Postage Stamps for pre-payment to be allowed, and Colonial Stamps to be engraved.

Newspapers, Pamphlets, and Magazine Postage, to be at the present rates, with power to each Legislature to send them free of charge.

The above, as observed by Mr. Uniacke, will leave for future arrangements the rate of remuneration for the transport of the British Mails by express, through the Province of Nova Scotia and New Brunswick to Canada.

There being no Act of the Provincial Parliament of Canada of the same effect as in Nova Scotia, it would be impracticable for the Provincial authorities to assume the management of the Post Office before a meeting of the Legislature.

But the Committee are of opinion that the foregoing provisions should be introduced in a Bill to be laid before Parliament ; and in the meantime, they are induced to hope that, as Her Majesty's Post Master General is believed to have full powers of discretionary action, in matters relating to the Colonial Post Office,

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Her Majesty's Government may be persuaded, upon Your Excellency's recommendation, to adopt the above rates and regulations, without further delay—the Committee pledging the Provincial Administration to make good any excess of expenditure over income, which may possibly arise in carrying out such an arrangement.

The Committee respectfully recommend that if their views on this subject meet with Your Excellency's approval, Mr. Secretary be directed to communicate the substance of this Minute to Mr. Uniacke, for the information of the Government of the Province of Nova Scotia.

Certified.

(Signed)

J. JOSEPH, C. E. C.

Remarks on the subject of Cheap Postage in British America, and the transfer to the control of the Local Governments of the Management of their Posts.

The Post Master General of England, by his report to the Right Honble. the Lords Commissioners of Her Majesty's Treasury dated 18th August 1843, consents to resign his control over the Post Offices in British America upon certain conditions, which will still retain in effect a portion of the advantages of a central Government, which are as follows :

First. That no transit Postage shall be charged on Letters between the Provinces for the cost of conveyance through any Province.

Second. That two-pence the half ounce shall alone be charged on Letters by British Mails, between Great Britain and British America, and shall extend to Countries with which Postal conventions may exist, and Her Majesty's Government may demand such concession in their favor, if the internal rate be reduced on Provincial Letters, the benefit to extend to the United Kingdom, and those Countries referred to, the rate to be collected according to the British scale.

Thirdly. That pre-payment of Postage shall remain optional, each Province shall keep the amount it collects, to avoid complicated accounts, that an uniform system throughout British America is desirable, and an uniform rate the most equitable.

Lastly. That the Packet Postage belonging to the United Kingdom, and which (in the Lower Provinces) has hitherto been applied towards the General Expenditure of the Department should be remitted to the mother Country, and that the *transit* postage due to the United States for the conveyance of British Mails, should be defrayed in equal proportions by Canada and the United Kingdom.

The Legislature of Nova Scotia have met the foregoing propositions by the passage of a Law, authorising the Lieutenant Governor to adopt the necessary measures for conferring on the people of Nova Scotia, and to aid in extending to British America "An uniform rate of cheap Postage which has been found to increase the wealth and prosperity of those countries where it has been introduced and tried." The Legislature of Canada has not passed a Bill, but the Governor General and His Excellency's Executive advisers are willing to concur in such arrangement, and Her Majesty's Post Master General in the Report alluded to observes, that it will be for Her Majesty's Government to determine whether these questions shall be decided at home, and at once, or be left to the decision of the Colonial Governments.

It is unnecessary to urge any reasons for the adoption of Postal Reform in British

British America, the experience of the Mother Country and of Republican America having proved that the principle is sound, that by reduction of price, intercourse is increased, contraband transmission of Letters suppressed, and the Revenue not ultimately diminished. The difficulty is the adaptation of the just rate, and in the United Kingdom the low rate of one penny has been singularly triumphant, and perhaps it would be more judicious to have adopted it here at once. But the Report of the Commissioners appointed by His Excellency the Governor General, and the Lieutenant Governor of Nova Scotia, New Brunswick, and Prince Edward Island, in this subject, and the action of the Legislature of Nova Scotia, appear to have sanctioned the rate of threepence per half-ounce, and from the adoption of that uniform rate now, a low rate will in all probability flow, and it is therefore suggested that there shall be one uniform rate of threepence throughout British America.

That no transit postage between the Provinces be allowed.

That the 2nd Sterling the half ounce should remain in operation as regards Letters by British Mails, to be extended to countries having Postal Conventions with Great Britain.

That pre-payment shall be optional.

That each Province shall retain the amount of Postage it collects; which requires uniformity of action in respect to the pre-payment of Postage.

The Packet Postage is to be paid to England—the 2nd Sterling to belong to the Province where it is collected, and if pre-paid in England, to be passed to the credit of the Province where the Letter is addressed.

The privilege of franking to be abolished.

Postage stamps for pre-payment to be allowed, and Colonial stamps to be engraved.

Newspapers, pamphlets, magazine postage, &c. to be transmitted at present rates, with power to each Legislature to send them within the Province free of charge.

The above will place the Post Office Establishment of British America on a footing of reform, leaving for future arrangement the rate of remuneration for the transport of the British Mails by express to Canada and New Brunswick, this service the Department of Nova Scotia will perform on the most reasonable terms; the proportion of which expense can be regulated between those Provinces.

In submitting to those terms, it becomes matter for consideration, whether the Department in England ought not, in accordance with the Treasury Minute 23d September 1842, allow the Packet Postage to bear the charge of so much of the Establishments in British America at the places of delivery, as may not be required for internal distribution of Letters.

That the Post Office Departments in the several Provinces shall be separate and distinct, subject to the authority and control of, and bound to account to their respective Governments, in which shall be vested the power to appoint the chief and subordinate officers, and to extend or contract the various Postal Routes, Offices, &c. within their own limits: and that each Province shall defray the cost of its own Post Office arrangements, Postal Routes, Couriers, &c.

COPY.

G. P. O., 9th June, 1848.

MY DEAR SIR—

I now beg to hand you the letters to which I alluded yesterday together with returns of the Post Office Revenue and Expenditure for the year ended 5th July, 1847—and a statement of the number of letters and newspapers sent thro' the Post in a year.

As regards the letters you will perceive that one of them (that addressed to Mr. Cayley individually) is marked "*private.*" It was drawn up hurriedly to assist Mr. Cayley with some views which I entertained on certain points of the question—and as I did not at the time it was written intend it as part of my public proceedings, I will be obliged by your considering it in the same light. I hope you will permit me to add, on the subject of letter postage, that I am more and more impressed with the conviction that there should be but one rate, and that it should be 3d.

The Americans are now agitating for an uniform 2 cent rate upon letters, but it will probably be some years before the question is carried, ultimately I have no doubt they will have an uniform 2 cent rate.

Believe me, &c. &c.

(Signed)

T. A. STAYNER.

The Honorable F. Hincks, &c. &c.

COPY.

General Post Office, Montreal, 4th October, 1847.

GENTLEMEN—

After what has passed at our conversation, you will not I think be surprised at my remarking that I addressed myself to the duty of replying to your call upon me with a serious apprehension that what I have to say in immediate relation to your note will not be satisfactory to you, for the more I consider the sentiments and opinions expressed by you at our meetings in regard to a new Constitution for the Provincial Post Office on this Continent, and to the plan of a Constitution as sketched in your reference to me, the more difficult does it seem (not to say impracticable) to devise a scheme which would be likely to accord with the views you have adopted, and wish to see carried out.

Your requisition upon me is as follows—"Assuming that it would be desirable to establish within the Provinces a Central Department as nearly analogous as possible to the position which the Imperial Post Office assumes with reference to the Colonies—but leaving the internal management of each Province as unshakled as the maintenance of harmony and the efficient working of the system between the several Provinces will permit,—what in your opinion would be the character of the duties which would devolve upon the central management and the extent of the control which it would be necessary to assign to it."

In the conversations had with you (to which I have already adverted) I gathered that (*except as to an uniform rate of postage to extend throughout all the Provinces, without regard to territorial limits, or to the point where the postage was collected, upon which you had decided at starting; and agreeing likewise that the present lines of Post connecting the different Provinces, as regards the frequency*

frequency of the trips &c. should continue as at present) your desire was that each Province should possess the entire right of regulating within its territorial limits, its own postal affairs, in all various branches relating to such establishments. If I am correct in supposing the above to be the ground-work of a new Constitution—I cannot discover the necessity for a Central Department or power *within the Colonies* at all! I am compelled therefore to say that I cannot point out *the character of the duties which would devolve upon the central management*, for it seems to me there could be no functions for it to fulfil, that would not render it obnoxious to the “jealousy” alluded to by a number of your commission, as likely to be excited against any Central Provincial authority that could be constituted; but that you may not imagine from this that I am attempting to obstruct the design of reforming the Post Office, or that I consider a great and beneficial reform impracticable, I take the liberty of respectfully offering a few observations on the question, in the hope that they may be found useful, and aid your endeavours to accomplish substantially (although by a somewhat different process than that suggested in your note) all that you have in view.

With this intention I would submit that the Post Master General of the Empire should exercise that amount of control or supreme authority over the whole Post Office Establishment in British North America to which you have alluded *and no more!* His Lordship would be a high and impartial referee, far above all the suspicion of undue bias to which a Provincial Government might be exposed.

This authority, assuming as already stated the general independent action (as regards the Post Office) of each Province within its own limits, need only be appealed to by the Provinces, on extreme occasions, not likely to occur frequently—perhaps only when those Provinces cannot agree amongst themselves upon questions of joint interest.

I would submit that each Province should have its own local head of the Post Office Department, (which it has at present) who would be the organ of communication with the Executive of this Province for carrying out the views of the Government.

The Deputy Post Master General should also (under the sanction of the respective Governments) communicate with each other on matters of common interest, and in cases of disagreement, as already observed,—an appeal should be had (in some form which might easily be defined) to the Post Master General in England, whose decision should be final and conclusive.

I ought perhaps to have observed in an earlier part of this communication, that I cannot believe the Imperial Government will consent to relinquish the control of the Post Office in these Colonies without securing the conditions which it may deem essential to the maintenance of a proper and effective intercourse as well between the Provinces themselves, as between the Provinces and England, nor without securing further the payment by the Provinces of the Packet postage of 1s. per half ounce—and that letters to and from England shall not cost to the receiver or sender more than 1s. 2d. sterling, including inland Provincial Postage.

Lord Clanricarde in his letter to the Lords of the Treasury dated 18th August, 1846, has classed these conditions under heads. Objections have been urged by your Commission to some of those conditions, but I do not doubt those objections might be overcome, and a satisfactory arrangement arrived at, after a patient and deliberate consideration of the several facts and arguments bearing upon questions so new and untried among us, as these certainly are.

A general controlling or central power, as it is termed, as regards the Post Office Department must assuredly exist somewhere, in the present condition of these Provinces, there are perhaps insuperable objections to that power being of

a Colonial character;—such objections cannot apply to a control vested in the Post Master General of England exercised as I have suggested it should be, only in certain defined cases as where the rights of the Imperial Government are directly concerned, or in matters of common interest to the Provinces, when they cannot agree amongst themselves.

I have, &c.,

(Signed)

T. A. STAYNER,

D. P. M. G.

Statement of the number of Letters and Newspapers sent through the Post Office in Canada in the year ending 21st August, 1847—calculated on a three weeks' Account kept in every office in the Country :

Letters	-	-	-	1,873,386
Newspapers	-	-	-	3,359,997

Of the above Letters it is estimated that 210,000 were for distances exceeding 300 miles.

General Post Office, Montreal, 9th June, 1848.

(Signed)

T. A. STAYNER, D. P. M. G.

No. 1.

Gross Receipts of the Post Office Department in the Province of Canada, year ending 5th July, 1847.

Period: Quarter ending:	Gross Receipts, including Packet and United States Postage.	Dead Letters, Missents, and Overcharges.	Gross Receipts, after deducting Dead Letters, Missents, and Overcharges.
	Currency.	Currency.	Currency.
5 October, 1846	20,820 15 11½	1311 2 7	19,509 13 4½
5 January, 1847	21,328 19 1½	1365 15 2	19,963 3 11½
5 April, 1847	21,548 3 7½	1310 8 3	20,237 15 4½
5 July, 1847.	22,530 19 5	1465 7 6½	21,065 11 10½
Year ending 5th July, 1847.	£86,228 18 1½	5452 13 6½	80,776 4 7

(Signed)

E. J. KING, Accountant.

T. A. STAYNER, D. P. M. G.

Copy

No. 2.

Charges of Management of the Post Office Department in the Province of Canada, year ending 5th July, 1847.

	Quarter ending.	Currency.	Currency.
Salaries and Commissions	5th October 1846	£4371 11 5½	£18675 4 3½
	5th January '47	3871 14 9	
	5th April '47	5689 3 10	
	5th July '47	4742 14 3	
Travelling charges to Surveyors and other officers of the Department	5th October 1846	552 5 6½	1781 8 6
	5th January '47	435 16 8½	
	5th April '47	444 5 11	
	5th July '47	353 0 4	
Conveyance of Mails, Mail Bags, and repairing do.	5th October 1846	8067 12 1	31130 0 9
	5th January '47	7812 3 10½	
	5th April '47	6425 5 9	
	5th July '47	8824 19 0½	
Ship Letters gratuities	5th October 1846	0 7 2	8 15 8
	5th January '47	8 7 6	
	5th April '47		
	5th July '47	0 1 0	
Rents and Taxes	5th October 1846	169 8 0	379 8 0
	5th January '47	66 5 0	
	5th April '47	77 10 0	
	5th July '47	66 5 0	
Law Expenses	5th October 1846	4 7 6	16 10 0
	5th January '47		
	5th April '47	11 13 4	
	5th July '47		
Stationery for Post Office and Post Masters, Printing and Advertising	5th October 1846	266 2 5½	1322 15 3½
	5th January '47	296 19 5	
	5th April '47	381 18 5½	
	5th July '47	377 14 11½	
Incidental Expenses, including Tradesmen's Bills, Special allowances, &c.	5th October 1846	843 9 9	3208 12 2½
	5th January '47	802 12 1½	
	5th April '47	777 9 3	
	5th July '47	785 1 1	
Net United States Postage remitted to Washington	5th October 1846	637 1 4	2576 18 1
	5th January '47	653 16 1	
	5th April '47	617 10 7	
	5th July '47	668 10 1	
Charges of management year ending 5th July 1847			£59,099 3 7½

(Signed)

E. J. KING, Accountant.
T. A. STAYNER, D. P. M. G.

No.

No. 3.

Return of the total amount of Postage received by the principal Post Office Department in Canada, for the year ending 5th July 1847, shewing the expenses charged on the same for collection, and the net Revenue for that year.

Period. Quarter ending.	Gross Receipts, after deducting Dead Letters, Missents, and Overcharges.	Charges of Management.	Net Revenue.
	Currency.	Currency.	Currency.
5 October, 1846	19,509 13 4½	14,912 5 3½	4,597 8 1
5 January, 1847	19,963 3 11½	13,947 15 5½	6,015 8 6
5 April, 1847	20,237 15 4½	14,420 17 1½	5,816 18 3
5 July, 1847	21,065 11 10½	15,818 5 9	5,247 6 1½
Year ending 5th July, 1847.	£80,776 4 7	59,099 3 7½	21,677 0 11½

(Signed)

E. J. KING, Accountant.

T. A. STAYNER, D. P. M. G.

COPY.

Government House, Halifax, August 16, 1848.

SIR—

The subject of an uniform low rate of Postage for all the North American Colonies, has, as Your Excellency is perhaps aware, for some time engaged the attention of the Legislatures of the North American Provinces. Formally presented in Lord Grey's despatch of 31st December, 1846, to the notice of the Governor General; His Excellency's co-operation was assumed by the Legislature, at its last Session, and both Houses proceeded to lay the foundation of a general measure, by the passage of Resolutions and a Bill, copies of which are enclosed.

In June last, Mr. Uniacke, the leader of the administration in this Province, went up to Montreal, to ascertain the views of Lord Elgin, and, if possible, to secure uniformity of action, between the governments of the Lower Provinces and that of Canada. I am happy to inform you, that this mission was most successful, and that the basis of an arrangement was sanctioned by the Governor General in Council, which if concurred in by your Excellency may, in the approval of the Imperial Authorities, should it be found that an Act of Parliament is not necessary, be carried into effect, under the authority now vested by Statute, in the Postmaster General.

That

That your Excellency may have this subject before you in due form, I beg to enclose copies of a letter addressed by the Secretary of Canada, by Lord Elgin's command, to Mr. Uniacke, and the report from the Committee of the Executive Council, by which it was accompanied.

I shall be happy to be put in possession of your Excellency's views on this subject, and would suggest that a copy of any communication, which you may send to me, may be forwarded to his Excellency the Governor General.

I have, &c. &c.

(Signed)

J. HARVEY.

His Excellency Sir Edmund Head, Bart., &c. &c. &c.

COPY.

Government House, Fredericton, August 19, 1848.

SIR—

I have the honor to acknowledge your Excellency's communication of the 16th inst., enclosing papers relating to the Post Office. I will take immediate measures for laying those demands before my Executive Council, after which I shall communicate again with your Excellency on the subject.

I have the honor to be,

Sir,

Your obedient Servant,

EDMUND W. HEAD.

His Excellency Sir John Harvey, K. C. B., K. C. H., &c. &c. &c.

COPY.

Government House, Fredericton, Nov. 7, 1848.

SIR—

In the letter which I had the honor to address to your Excellency on the 19th of August last, I promised to communicate again with reference to the views of the Government of this Province in the matter of the postal arrangements.

I can not do this better, than by enclosing a reply of a letter which I have this day addressed to His Excellency the Governor General of Canada.

I am, Sir,

Your Excellency's obedient Servant,

EDMUND W. HEAD.

His Excellency Sir John Harvey, K. C. B., K. C. H., &c. &c.

COPY.

Government House, Fredericton, Nov. 7, 1848.

MY LORD—

I have the honor to acknowledge your Lordship's letter of the 1st Nov., enclosing a copy of a memorandum from the Inspector General of Accounts and a copy of a report of a Committee of the Executive Council of Canada on the subject of postage.

I have the satisfaction to inform your Lordship that the Executive Council of New Brunswick will be quite ready to introduce and support in the Provincial Legislature a measure substantially agreeing with the proposition of the Committee of your Executive Council, that is to say they would adopt a uniform rate of 3d. per half ounce, subject to the conditions laid down by Her Majesty's Postmaster General.

The Executive Council have as yet made no formal minutes of their opinions, and I have not therefore communicated these views to Her Majesty's Secretary of State for the Colonies, but I shall do so after the next meeting of the Council.

I have forwarded a copy of this letter to His Excellency Sir John Harvey, in order that the Government of Nova Scotia may know that we are ready and anxious to co-operate with that Province and Canada in carrying out a measure, which we believe to be of the utmost importance to these Colonies.

I am, My Lord,

Your obedient Servant,

(Signed)

EDMOND HEAD.

His Excellency the Governor General, &c. &c. &c.

No. 6.

(See page)

COPY.

No. 28.

Government House, Halifax, April 18, 1848.

MY LORD—

At the close of my Despatch (No. 2), dated 10th February, I had the honor to write to your Lordship, "I am gratified in being enabled to say, that I have no reason to apprehend that there is any desire, on the part of my advisers, to urge upon me at present the disturbance of the occupants of any other offices, *until the arrangements which are confessedly called for, in the Financial and Territorial Departments of the Public Service in this Province shall have undergone the necessary consideration and revision, after which it will probably become my duty to communicate further with your Lordship on the subject, with a view to obtain your approbation and concurrence in their adoption.*"

This passage was written, not only in reference to the views and plans of the gentlemen then about to assume the responsibility of my Executive advisers, and which were freely explained to me, at the time, but with a clear appreciation of the large discretion given me in that portion of your Lordship's Despatch of 31st March, in which you say, "I should feel no objections to somewhat increasing the number of Political Offices (for instance by appointing a Financial Secretary, and a responsible chief of the Department of Public Lands and Works) should the expense of doing so, without injustice to those now in the public service, be found to be not more than the Colonial Revenue would conveniently bear."

The Act forwarded by this mail for consolidating the Crown Land Departments, provides for the arrangement of one Branch of the public service, which it is evident, engaged at the time that that Despatch was written, a share of your Lordship's attention—the Act which I have now the honor to enclose, remodels the Financial Departments, and provides for a strict Audit and Inspection of public Accounts.

A very few facts and a single extract from a public document of the highest authority, will convince your Lordship of the imperative necessity which existed for some such measure. Your Lordship will hardly believe, that the Treasurer of the Province has been, for nearly half a century, Auditor of Public Accounts, when his own, it will be evident, were the most important Accounts to Audit. Less improbable will it appear that, under this system, extensive irregularities and defalcations existed in this Department, and remained undiscovered for so many years as to form a most instructive commentary upon its liability to fraud.

The Committee of Public Accounts, selected from the business men of both branches of the Legislature, without reference to politics, thus referred in 1844 to the loose and unsatisfactory way in which public Accounts were examined and business conducted in this Province.

“The Committee, in closing their report, have to observe that they find it altogether impracticable, in the limited time allowed for the purpose, to give that close and satisfactory examination to the several accounts and papers submitted to them, that the Public Interest demands; and are fully of opinion that this duty can never be well and properly performed, unless some person of suitable qualification is appointed to Inspect and Audit all Accounts and Papers connected with or coming from, the respective Departments of the Public Service, who could devote his time and attention to a minute and thorough investigation of all these several Accounts and Papers as they come to hand. Such an appointment, the Committee believe, would effect a saving probably far exceeding any expense it might involve—would facilitate the business of the Legislature, when convened, and, it is hoped, would exhibit a much more satisfactory state of the Public Accounts.”

Acting in the spirit of your Lordship's Despatch, and, in one case, adopting the name suggested by your Lordship—the other being borrowed from the Canada Act (in which Province the corresponding officer sits in Parliament, and holds his place in the Cabinet upon public confidence) the Bill transmitted provides for two distinct Departments: that of a *Receiver General*, who is to receive and pay all the Public Funds, submitting his Accounts to an independent officer for inspection, and discharging, in virtue of his office, the duties of Chairman of the Board of Revenue, and other functions analogous to those which the Chancellor of the Exchequer performs at Home: and that of a *Financial Secretary*, to whose office the accounts for every pound of expenditure within the Province are to be forwarded—and who, besides being held responsible for their accuracy to the Government, of which he must be a member, will be useful in the Assembly to give a ready explanation on every question, coming within the purview of his own peculiar department.

Of this Act, I feel after the evidence which has been adduced, I can with confidence anticipate your Lordship's approval—and, in that case, I have to request that should Her Majesty be advised to give to it the Royal assent, I may be early apprized of the fact—that I may bring the new system into full operation with as little delay as possible.

During the passage of this Bill through the Lower House, Mr. Samuel P. Fairbanks, the Provincial Treasurer, presented a petition to that body, accompanied by copies of the correspondence which with a Memorial to your Lordship, at his request, I now enclose.

A Protest against the measure was also entered upon the Journals of the Legislative Council, by the minority, after a vain endeavour to destroy it in that branch.

The questions raised by these documents are twofold: the impropriety of plac-

cing the Receiver General in the Government and in the Legislature, and the injustice to be done to Mr. Fairbanks by the abolition of his office.

A few explanations will enable your Lordship to perceive the true character of both these objections. I have *nine* members in my Executive Council, but *three* of whom yet hold offices of emolument: To conduct the Government efficiently, I should be able to command the services of at least six or seven of these gentlemen, day by day, throughout the year. This can only be done by bestowing upon them such offices as naturally subdivide the business of the Country, and for the maintenance of which the people are willing to tax themselves.

If under one Governor the party having the majority, upon *ex parte* representations, can be permitted to extract pledges by which their friends are to be permanently provided for, and every future Governor permanently obstructed, it follows as a matter of course, that Constitutional Government cannot be carried on.

The Liberal party in Nova-Scotia have ever held that under Lord John Russell's Despatch of 16th October, 1839, the right to have the "Treasurer or Receiver General" in the Cabinet and the Legislature, acting as a responsible Head of a Department, was fully conceded, in a manner so formal, and in such close analogy with British practice, that it became a fundamental part of their Constitution; and when Mr. Fairbanks was appointed in 1845, (his friends having a temporary ascendancy) in open violation of that right, they deeply resented the attempt made to change the tenure of "public confidence" into a tenure for life, and, in the Legislature, the Press, and in every public mode, they declared their determination to restore the office to its legitimate position the moment they attained to power; as little would the people of Nova-Scotia respect, (and your Lordship would not estimate their intelligence very highly if they did) a similar attempt on my part, to fasten permanently one of my present advisers in the office of Secretary or Attorney General, in violation, not only of Lord John Russell's Despatch already referred to, but of that which your Lordship did me the honor to address to me, and through me to the people of this Province, on the 21st March.

The objection urged that the public funds would be endangered by the Receiver General being in the Government and the Legislature, requires us to believe that a man who is liable at any moment to be called on to resign his office, and leave his chest and accounts in the hands of a vigilant political opponent, will be less accurate than he who may hold, undisturbed, his position for half a century. This assumption is negatived by all Colonial experience. The Receiver General of Lower Canada, under the old system, suspected for years, ultimately became a defaulter to a vast amount: he was a permanent Officer,—*not a responsible Head of a Department.*

The Treasurer of this Province, whose irregularities were exposed in 1845, just previous to Mr. Fairbanks appointment—was a permanent Officer, *and not a responsible Head of a Department.*

I shall regret very sincerely, if any disappointment is experienced by Mr. Fairbanks, who is a very respectable man, and a very correct Officer; but I humbly conceive that to impress the Colonists with a belief that those important Despatches (in which they fondly believe their right to Constitutional Government is founded) can be frittered away by any Governor, or by any party, for no National or Provincial object, but to provide for a single individual, would have, at the present moment, a very injurious effect.

I have, &c. &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

TO THE RIGHT HONORABLE EARL GREY, SECRETARY OF STATE FOR THE COLONIES :

The Memorial of Samuel Prescott Fairbanks, Treasurer of the Province of Nova Scotia,

RESPECTFULLY SHEWETH—

That during the recent Session of the Provincial Legislature, an Act has passed for the professed object of creating two Parliamentary Offices—one of them, that of Financial Secretary, is new; but the other, that of Receiver General, has no duties attached to it, that are not now performed by memorialist as Provincial Treasurer. The Act in this respect only changes the name of the office, its effect however is to displace memorialist from his office, and to withdraw his only means of support for a large family, without any retiring allowance.

In your Lordship's despatch of the 31st March, 1847, you declare "that when individuals have engaged in the public service under belief, sanctioned by custom, that they obtained a tenure of their offices during good behaviour, it would be most unjust to change that tenure to one of dependence on a parliamentary majority, without ensuring them a provision that would make up for the loss of official income," but memorialist submits that his case is stronger than those over which your Lordship casts the protection of British precedent and practice.

Before memorialist's appointment was made or thought of, the Imperial Government at the suggestion of the Lieutenant Governor had, after deliberation and on principles of public policy, declared the Treasurer's office to be non-political—the acceptance of it imposing on the incumbent the necessity of retiring from the Legislature. Your Lordship is respectfully referred to the following extract from a despatch of Lord Stanley, dated the 2nd August, 1845. "It may be possible that circumstances may prevent you from making your selection, except from one or other of the two Branches of the Legislature, but in such case your Lordship will require from the proposed incumbent a pledge that on resigning his seat, he should not again enter either House unless with the sanction of Her Majesty's Government." Your Lordship will consider this instruction as conclusive on the subject.

The office was offered to memorialist without solicitation on his behalf and on the condition imposed by Lord Stanley. Standing nearly at the head of the Bar of Nova Scotia, by seniority, after a practice of thirty years, and holding the office of Queen's Counsel and a seat in the Legislature, memorialist naturally looked for preferment in the channel of his profession, and therefore when it pleased Her Majesty's Representative to entertain an opinion, that his services would be useful to the public in another sphere, it became a matter of prudence to enquire as to the tenure on which the office was to be held, as of the first importance in influencing memorialist's determination as to its acceptance.

Your Lordship's attention is particularly requested to the terms of the first communication addressed by Lord Falkland to memorialist with respect to the appointment, also to that of Her Majesty's then Attorney General, at that time the leading member of the Administration, copies of which are transmitted herewith, and both affording unequivocal evidence of the unsolicited tender of the office. These letters with the subsequent correspondence which is also annexed, will satisfy your Lordship, not only of the above fact, but also that the clearest assurance

surance was conveyed that the office was not to be considered political or subject to the fluctuation of political parties.

Your Lordship's attention is further invited to the despatch of Lord Falkland to Lord Stanley dated 18th Nov., 1845, informing him of the appointment of memorialist (provisionally) and enclosing him a copy of all the correspondence, and also to the reply of Lord Stanley's successor the Right Honorable W. E. Gladstone, acknowledging the receipt of this despatch and enclosing Her Majesty's warrant, under Her Royal Sign Manual to perfect the appointment, thus affording the strongest evidence that it was made deliberately and upon full consideration of all the circumstances.

Memorialist has the satisfaction to reflect that the attempt to displace him has not originated in any charge of incapacity or neglect of duty. He has endeavoured faithfully and honorably to acquit himself to the public—and certainly never supposed that whilst he fulfilled the obligations which the confidence of His Sovereign, through her Representative, had imposed upon him, he could be deprived of his office by an Act of the Legislature, without any regard to the sacrifices he had made, or to the injury which must result to his private interests.

But that your Lordship may fully understand the grounds upon which the Members of the Provincial Government rest their justification for thus disposing of the office, and disregarding what must be considered only a measure of justice, Memorialist begs to state, that having accidentally learned that such a Bill had been determined upon at the Council Board, and was about to be brought before the Legislature, he immediately waited upon His Excellency Sir John Harvey, and submitted to him all the documents to which reference has been made, and subsequently, with his knowledge and approbation, addressed both branches of the Legislature, by Petition. That in the discussion which followed, it was urged that in the year 1839 Memorialist held a seat in the Legislature, when the Despatch of Lord John Russell determined the tenure upon which the Treasurer's office was thereafter to be held, and that Memorialist was aware that there existed a party at that time who would carry out the principle of Departmental Government, embracing the offices of Treasurer and Excise, whenever they had the power, and consequently in accepting the office, Memorialist must have known its insecurity. It would be unprofitable, as well as uninteresting to your Lordship, to revert to the past, or to enumerate the variety of undefined opinions which at different periods have prevailed among public men in Nova-Scotia, upon subjects of this nature, or to allude to the various interpretations which were put upon this and other Despatches; but long subsequent to that Despatch the management of the public Treasury having been brought to the notice of Government, the tenure upon which it was to be held was deliberately and advisedly established. To Her Majesty's Principal Secretary of State for the Colonies, and to Her Representative administering the Government in Nova-Scotia, Memorialist apprehends belonged the right of adopting such arrangements as would best promote the public interests; and it was not for Memorialist to question the wisdom of their conclusions, or to doubt that, acting in the name of Her Majesty, they had the authority to make the appointment upon such terms as they pleased. Your Lordship will learn from the Despatch of Lord Falkland, dated 17th May, 1845, the circumstances which led to their decision upon this matter.

Memorialist abstains from offering any observations upon the policy of making the Receiver of the Public Monies a political Officer. It is due, however, to himself to transmit to your Lordship, copies of an amendment proposed by Mr. Johnston, late Attorney General, in the Lower House; and of the Protest of the minority of the Legislative Council—amounting to within one of an equal division

sion—showing the opinions which prevail in both these bodies as regards the provisions and character of the Bill.

It is no small consolation to Memorialist to reflect that, by the suspending clause, the consideration of the subject is withdrawn from the influence of those party feelings which have unhappily disturbed this Colony for so many years, and referred for your Lordship's decision. The spirit which animates your Lordship's Despatches in reference to recent changes, affords the strongest encouragement, that that decision will be directed by impartiality and a sense of justice.

In conclusion, Memorialist trusts he may be excused from adding that he has now attained that period of life at which it is difficult to resume his former business. Memorialist is fifty-three years of age; for ten years during the most valuable portion of his life, he served as the Representative of a large and respectable Constituency, in the Provincial Assembly; their confidence was continued to him until his appointment, and he was required to resign his seat. At that time also, Memorialist enjoyed a good practice in the legal profession; that also was abandoned. Neither position nor practice can be now regained. Your Lordship will thus perceive how deeply important to Memorialist's future welfare is the decision to which your Lordship may arrive.

May it please your Lordship to give the foregoing a favorable consideration, and to advise such a course to Her Majesty as will be in accordance with the equitable principles of Her Government, and manifest a beneficent regard for the situation and claims of one of Her Majesty's faithful subjects, either by requiring an adequate retiring allowance, or that the provisions of the Bill should not apply to the present incumbent.

And Memorialist, as in duty bound, will ever pray.

(Signed) **SAML. PRESCOTT FAIRBANKS.**

Halifax, 18th April, 1848.

Copy of Lord Falkland's Letter to Mr. Fairbanks, tendering him the Office of Treasurer.

Private and Confidential.

Government House, Halifax, October 31st, 1845.

MY DEAR SIR—

You are aware that the office of Provincial Treasurer has been for some time vacant. You are probably also apprized that this appointment is to be held in future by a Gentleman totally unconnected with the Legislature.

Should it comport with your views to resign your seat in the Assembly, and with your interest to abandon your professional prospects in Liverpool, to assume the duties and responsibilities of a Government office in Halifax, it will give me very great gratification to nominate you to the post become vacant by the dismissal of Mr. Wallace.

I am,

My dear Sir,

Your's very faithfully,

FALKLAND.

S. P. Fairbanks, Esq., M. P. P;

Mr. Fairbanks' Reply to Lord Falkland.

Halifax, 13th November, 1845.

MY LORD—

I have the honor to acknowledge with very grateful sentiments, the receipt of your Lordship's kind communication of the 31st ult., tendering to my acceptance the office of Treasurer lately become vacant by the removal of Mr. Wallace.

If I hesitate in giving to your Lordship an immediate and decided answer, I trust your Lordship will ascribe it to a very natural anxiety on my part to ascertain the precise terms upon which I should enter upon the duties of that office, both as regards my future connection with the Legislature and its permanent tenure, since, if I leave my profession and present place of residence, Liverpool, I must expect to place my reliance for the future support of my family, principally upon the emoluments of the office.

May I therefore respectfully enquire of your Lordship, whether I am to consider that part of your Lordship's letter which refers to the office as being hereafter unconnected with politics, as conveying the views of Her Majesty's Government upon that point.

I am fully sensible that this appointment must be held on the same terms upon which Colonial appointments, such as the Judges and other Officers, are made—that is to say, during Her Majesty's pleasure; but the deep importance of the question to me, induces me to ascertain whether I may view the contemplated appointment of Provincial Treasurer as one removed from the chances of political fluctuations and change of parties, and therefore practically depending on good conduct for its permanency.

I have the honor to be,

Your Lordship's,

Faithful and obedient Servant,

SAMUEL P. FAIRBANKS.

To the Right Honorable Viscount Falkland.

Answer of Lord Falkland.

Government House, Halifax, Nov. 14, 1845.

SIR—

In reply to your letter of yesterday's date requesting to be informed whether that part of my letter to you of the 31st ult., in which I refer to the office of Treasurer as being one, "the holder of which must be hereafter unconnected with politics, is to be considered as conveying the views of Her Majesty's Government on the subject"—and likewise, "whether should you sacrifice your professional prospects and remove your family, to Halifax, in order to accept the appointment, you may regard it, as one removed from the chance of political fluctuations and change of parties, and therefore practically dependant on good conduct for its permanency."

I have to acquaint you that I have received express instructions from Lord Stanley, to make the secession from political life of any gentleman whom I may appoint as Treasurer, an indispensable stipulation to his taking the office, and I therefore consider that the appointment will be from henceforward as it has been heretofore, totally independant of political fluctuations, and that although you will

hold

hold it by the same tenure as that by which all other Colonial offices are held, viz:—Her Majesty's pleasure,—it is not to be supposed that after the sacrifices you will have made for the purpose of devoting yourself to its duties, any cause short of what would occasion the dismissal of any other individual holding an office, *not looked on as political*, can operate to your removal.

I am Sir,

Your obedient Servant,
FALKLAND.

S. P. Fairbanks, Esq.

Mr. Fairbanks' Letter to Sir Rupert D. George, Provincial Secretary, accepting the appointment.

Halifax, 14th November, 1845.

SIR—

His Excellency the Lieutenant Governor having very kindly afforded me such explanations with reference to the tenure of the office of Provincial Treasurer, as have entirely removed from my mind every degree of uncertainty on that point, I now beg leave to state, for His Excellency's information, that I accept the office, and shall endeavour, by a faithful discharge of its duties, to merit the confidence which the Government have been pleased to repose in me.

I have the honor, &c.

S. P. FAIRBANKS.

Sir Rupert D. George, Bart.

Despatch of Lord Falkland communicating the appointment of Mr. Fairbanks.
No. 352.

Government House, Halifax, 15th Nov., 1845.

MY LORD—

I am happy to have it in my power to acquaint you that after having exercised the most careful discrimination in the selection of a successor to Mr. Charles Wentworth Wallace, I have appointed (provisionally) to that office, Mr. Samuel P. Fairbanks, at present one of the Representatives of Queen's County in the Provincial Parliament, and a practising Barrister of reputation at the Bar of Nova Scotia, on whom I had lately conferred the office of Queen's Counsel.

In obedience to your Lordship's instructions, contained in your Despatch No. 242, dated 2nd August, Mr. Fairbanks relinquishes his seat in Parliament, and, as a matter of course, quits the legal profession; and I herewith transmit a copy of the correspondence which took place on my offering him the post of Treasurer.

Should Her Majesty think proper to confirm Mr. Fairbanks' appointment, I would request that the Warrant under the Sign Manual, requiring that a Commission to Mr. Fairbanks, as Treasurer, may be issued under the Great Seal of the Province, may be sent as soon as possible, and I shall consider myself peculiarly fortunate in having secured the services of that gentleman to the public, as

he

he is in every way qualified, both by business habits and a thorough knowledge of accounts, to discharge the duties of the office; and his high character for unimpeachable integrity will insure the confidence of the community.

I have, &c.

FALKLAND.

Lord Stanley.

Answer to the foregoing Despatch.

Downing Street, 31st Decr. 1845.

MY LORD—

I have received your Lordship's Despatch, No. 352, of the 15th ultimo, reporting the arrangements you have made for filling up the office of Treasurer of the Province of Nova Scotia.

I have to acquaint you in answer that I have submitted the name of Mr. Samuel P. Fairbanks to the Queen, and that Her Majesty has been graciously pleased to approve his appointment to the above mentioned situation.

I accordingly enclose herewith a Warrant under the Royal Sign Manual authorizing your Lordship to carry this appointment into effect, and I have to instruct you to obtain from Mr. Fairbanks, and remit to Mr. Smith, the Chief Clerk of my office, the sum of £11 5s. 6d. being the amount of fees and stamp duty chargeable on instruments of this nature.

I have, &c. &c.

W. E. GLADSTONE.

The Right Honorable Viscount Falkland.

Copy of Letter from Her Majesty's Attorney General accompanying the Letter of Lord Falkland.

Halifax, 31st October 1845.

MY DEAR FAIRBANKS—

Lord Falkland writes you by this mail to say that your acceptance of the Treasury in Halifax, vacant on Mr. Wallace's removal, and held temporarily by Mr. Fraser, will afford him pleasure.

I know there are few things of this nature that would afford his Lordship more pleasure than he feels in making you this offer.

He requests me to say to you that he considers the appointment, under the Despatch of Lord Stanley and the circumstances of the case as in effect, an appointment for life, or good behaviour, which is the same thing, and not in the least exposed to political fluctuations. He would have mentioned this in his own note, but forgot it. I need not say to you that every member at the Council Board rejoices at anything that offers you gratification or advantage—a feeling in which I deeply participate, much as I shall regret your absence from the Assembly, should you deem it for your interest to accept the office.

Believe me, &c. &c.

J. W. JOHNSTON.

Whereas

Whereas the policy of introducing into the Executive Council and Legislature, the Treasurer of the Province or any other officer, whose duties impose upon him the constant and personal receipt and payment of the Provincial Revenue, is unsound and injurious to the public interest. That so long as the Receivers of the Revenue are non-political officers, they are subject to the strictest supervision by the Provincial Government and Legislature, without any inducement on the part of either to screen them from enquiry on any suspicion of neglect or malversation; while on the contrary, if converted into parliamentary officers, adding their weight to the continuance in power of their party, they become possessors of an influence at the Council Board and in the Legislature, unfavorable to a faithful and vigilant scrutiny into their official conduct, and thus this bill, while it affects to add securities for the faithful administration of the Revenue, does necessarily defeat its proposed object, by making the officer therein called Receiver General a parliamentary officer.

And whereas, it is unsound policy to place the Revenues of the Country, in the hands of an officer whose continuance in office and the subsistence of his family depend on the result of elections every four years at least, with little or no supervision, than that of colleagues embarked in the same cause, having the same political interests and dependent on the same political contingencies and fluctuations.

And whereas, such policy is unnecessary for carrying out the administration of affairs by heads of departments, because already the Provincial Secretary and the Attorney and Solicitor Generals hold their offices on a political tenure, and the intention of the Government is announced to add thereto a Financial Secretary and Commissioner of Crown Lands, and the undue increase of this official power in the Government (by the introduction also of the Receiver General into the Council), has a tendency injurious to the just independence of the Legislature and the welfare of the Country.

And whereas, the Secretary of State for the Colonies commanded the late Lieut. Governor in filling the late vacancy in the Treasurer's office, to impose as a condition of office that the incumbent should withdraw from the Legislature; and the present Treasurer having been appointed under that despatch, and having in obedience to its command, conveyed to him by the Lieutenant Governor, withdrawn from political life, as the condition of his appointment—his non-political tenure of office was established, under the authority of the Crown, in the constitutional manner, that is to say, through the Secretary for the Colonies and the Lieutenant Governor of the Province.

And whereas, the Receiver General under this Bill, is but a new name for the Treasurer, the functions of the officer regarding the receipt and payment of the Provincial Revenues being unchanged.

Resolved therefore, that this Bill be amended, by striking out the whole thereof, that applies to the abolishing of the office of Treasurer and the appointment of a Receiver General, with such alterations in the bill as may be necessary to carry out this amendment.

Copy of Protest against the passing of a Bill entitled "An Act to provide for a more accurate Audit and Inspection of Public Accounts in this Province, and for the appointment of certain officers therein;" extracted from the Journals of the Legislative Council of 7th April 1848.

DISSENTIENT—

First. Because the officer who is to receive and pay the public money, and be responsible

responsible to the Legislature, whether he be called Treasurer or Receiver General, ought not to be a member of that Legislature, or in the possession of a political office.

Second. Because the present Treasurer will receive great injustice and injury from the effect of this Bill; he was, as appears from despatches and other documents submitted to this House, selected for the office on account of his eminent qualifications for it, and the offer of it was made to him without solicitation on his part, and fearing that questions might be raised as to the propriety of making the office political, he respectfully enquired, previously to accepting it, whether the office was to be permanent, and was told, upon authority from the Secretary of State for the Colonies, that it was to be so considered. Upon this authority he separated himself from a respectable constituency, whom he had represented for ten years; he abandoned a profitable legal practice, which has passed into other hands; he sold his property, at much loss, that he might remove to Halifax with his large family; and now, without any fault or deficiency, he is to be cast upon the world, because he confided in the faith of the Representative of His Majesty, supported by Her Majesty's Secretary of State for the Colonies.

(Signed)

JOHN NOVA SCOTIA,
JOHN MORTON,
A. KEITH,
M. B. ALMON,
W. A. BLACK,
H. G. PINEO,
JAMES D. HARRIS,
JOHN E. FAIRBANKS,
DAVID CRICHTON.

A True Extract.

(Signed)
Halifax, N. S. 15th April, 1848.

JOHN C. HALIBURTON, C. L. C.

COPY.

No. 101.

Downing Street, 23d June, 1848.

SIR—

I have received your Despatch, No. 28, of the 18th April last, transmitting for the Queen's confirmation, an Act to provide for the more accurate Audit and Inspection of the Public Accounts in Nova Scotia, and for the appointment of certain public officers. The present Financial System, under which the Treasurer of the Province has to audit his own accounts, is obviously defective, and may have facilitated the extreme irregularities and defalcations to which you have alluded. You do not, however state, neither do I understand you to wish it to be implied, that any irregularities have occurred since the appointment of Mr. Fairbanks, the present Treasurer—I am glad to perceive, on the contrary, that you describe him to be "a respectable man and a very correct officer," and the more so, because your favorable opinion of Mr. Fairbanks confirms an impression to the same effect, which the records of this office would justify me in entertaining, and prevents the anxiety which I might otherwise experience at any delay in putting an end to the present Financial System.

2. Anxious as I am to assist in carrying into effect that altered system of financial administration,

administration, which your responsible advisers and the majority supporting them in the Legislature, may consider to be most conducive to the public interests, it is my duty, when I see Legislation taking a course which, as I conceive will prove extremely prejudicial to the public interests of the Province, to point out, with a view to a further and more deliberate consideration of the subject, the objections to which the measure now submitted to me for Her Majesty's decision, appears to be justly liable.

3. The Act, if allowed, would create two distinct departments—one, that of a Receiver General, who is to receive and pay all the public funds, submitting his accounts to an independent officer for inspection; and the other, that of a Financial Secretary, to whose office all accounts for every item of expenditure are to be forwarded, and who is to be responsible for their accuracy to the Executive Council and to the Assembly, of which bodies both these officers are to be members.

4. You quote a passage from a Despatch of mine, dated 31st March 1847, for the purpose of shewing, as I understand, that I authorized such an arrangement as is above described. But if you closely examine the passage, you will perceive that I did not contemplate having in the Executive Council and Assembly more than one officer of Finance, and I entertain a very decided opinion that the two officers in whose hands the present Act leaves the very important duties of controlling the expenditure of the Province, should not both hold their places by a political tenure.

5. In this country the Comptroller of the Exchequer, who in fact is chiefly responsible for the due application of the public money to the purposes sanctioned by the Legislature, is not merely exempt by practice from removal by the occurrence of changes of Administration, but is made by Law to hold his office during good behaviour, and he can only be displaced, like a Judge, on a joint Address from both Houses of Parliament. Without thinking it necessary to go so far as to secure, by a similar Law, the independence of the analagous office of Receiver General in Nova-Scotia, it appears to me that the footing on which it ought to be placed, is that of giving to the holder that practical security for its permanence, which, under the recent arrangements, will be enjoyed by those of the public servants in the Province who are not to be Members of the Executive Council.

6. The arrangement would then be, that the Financial Secretary would direct all payments to be made for the public service, and would be the organ of the Administration in all matters of finance, performing duties analogous to those which in this Country devolve upon the Board of Treasury, and the Chancellor of the Exchequer, as a Member of that Board; while the Receiver General will be a Ministerial Officer, holding his office, practically during good behaviour, with duties answering to those which are imposed upon the Comptroller of the Exchequer; I should hope that upon further consideration the Legislature will concur with me in thinking that, to this extent, the precedent afforded by the arrangements in force in this Country should be thus followed.

7.—Another circumstance to which I think it right to draw your attention, has also had some influence in leading me to the conclusion that it would not be proper to advise Her Majesty to confirm the present Act. I allude to the hardship that would be inflicted upon Mr. Fairbanks, if he were deprived of his office of Provincial Treasurer without adequate compensation or provision. In the same despatch of 31st March, 1847, which you have quoted as an authority for sanctioning the proposed arrangement, I stated my opinion that “where individuals have engaged in the public service, under a belief sanctioned by custom, that they obtained

obtained a tenure of their offices during good behaviour, it would be most unjust to change that tenure to one of dependance on a Parliamentary majority, without securing them a provision that would make up for the loss of official income." I also added, — "I think it would be proper to recognize as an invariable rule, that no person should without such a provision be deprived of an office (except upon the ground of unfitness or misconduct), unless he had accepted it on the distinct understanding that it was to be held virtually as well as nominally during pleasure. I entertain a strong conviction that the adoption of such a rule will be found conducive, not only to the interests of the holders of the offices, but also to those of the public, and to a true economy of the public money."

8. Now it is not alledged that there is any reason for removing Mr. Fairbanks on the ground of his unfitness or misconduct, and the sole reason, that I can discover for his exclusion from office, would be that he is not a member of your own Government, or of the House of Assembly. With reference therefore to the general views already communicated to you, I consider this reason to be unsatisfactory, and to be founded upon an erroneous conception of the best course to be adopted, to ensure fidelity and efficiency on the part of officers taking any part in the management of public finances.

9. You are doubtless familiar with the circumstances connected with Mr. Fairbanks' acceptance of the Provincial Treasurership, but nevertheless it is due to him to repeat them. The office of Treasurer being vacant, Lord Falkland offered it to Mr. Fairbanks, and in making the offer by letter, his Lordship gave the following explanation respecting the terms on which the office would be held. "You are probably also apprized that this appointment is to be held in future by a gentleman totally unconnected with the Legislature," Mr. Fairbanks was then a member of the Legislature. Aware in all probability of the correspondence with the Home Government about changing the form of Government, he was not satisfied with this explanation, and hesitated to accept the office. But in answer to Mr. Fairbanks, enquiry of Lord Falkland, whether his Lordship conveyed the views of Her Majesty's Government as well as his own, it was expressly stated to Mr. Fairbanks that the office would be unconnected with politics, that Lord Stanley had instructed Lord Falkland to make the cession from political life of any officer, whom he might appoint Treasurer, an indispensable stipulation to his taking office, and that Mr. Fairbanks might consider that he would hold it totally independent of political fluctuations.

10. Under these circumstances Mr. Fairbanks resigned his seat, and accepted the office; I consider that he has now a strong claim to be maintained in his present position. I have therefore to regard that you will invite the attention of the Assembly to the passages above quoted from my former despatch, and that you will impress upon the members of your own Government, as well as on the Assembly, the necessity of adequately providing for Mr. Fairbanks, either with another office, if the present one be abolished, or by granting him compensation.

I have, &c.,

(Signed) GREY.

Lieut. Governor Lieut. General Sir John Harvey, K. C. B., &c. &c. &c.

COPY.

No. 42.

Government House, Halifax, July 21, 1848.

MY LORD—

I have the honor to acknowledge the receipt of your Lordship's Despatch of the

the 23rd of June, (No. 101). This Despatch having been laid before the Members of the Executive Council, has appeared to them to call for some explanatory statements, which are embodied in the document herewith enclosed. Should your Lordship adopt the suggestions thrown out in this paper, and desire personal explanations on any points not sufficiently illustrated, you will please notify me at as early a moment as may suit your Lordship's convenience.

I have, &c. &c.

(Signed)

J. HARVEY.

To the Right Honorable Earl Grey, &c. &c. &c.

COPY.

MAY IT PLEASE YOUR EXCELLENCY,—

1. The unexpected rejection by the Colonial Secretary, of the Departmental Bill, places us in a position of so much embarrassment, and leads us to anticipate so many serious difficulties, in discharging with satisfaction to your Excellency, and credit to ourselves, the functions we have assumed, that we regard it as our first duty to remind your Excellency of the terms upon which we accepted office, and of the obligations which we conceive ourselves to be under to the majority in the Legislature, whose confidence we enjoy.

2. The inherent vice of old Colonial Governments, was the absence of adequate control, by the majority of the Constituency, over the Departments by which the whole Executive machinery was moved. A minority, sustained by the Imperial authorities, ruled the Province, often in spite of vainly struggling and discontented majorities: still more frequently without that harmonious mutual co-operation, wanting which, there can neither be vigor in the Government, nor widely diffused contentment among the body of the people. Lord Durham's Report exposed this fatal defect in our old modes of administration; and from the period of its publication, whatever crude opinions might have been previously entertained, opposing parties rallied to secure or to resist the introduction of improvements by which the anomalies of the old system would be swept away, and self-government, by the constitutional modes recognised by all parties in England, would be established in their stead.

3. For ten years the people of Nova-Scotia—variously tried, and often disappointed—have laboured to place the Executive Departments of their Country in the hands of those who, from time to time, possessed, in their judgment, the requisite qualifications to successfully conduct the administration of public affairs. Their right to exercise these powers, clearly indicated in Lord Durham's Report, was expanded in Lord John Russell's Despatch of October, 1839, since the publication of which, in these Provinces, the fair claims of Officers appointed previous to its promulgation, have formed the only acknowledged barrier to the full enjoyment of the high privileges, which, formally conceded by that Despatch, could never afterwards, but for some gross forfeiture of confidence or allegiance, be constitutionally withdrawn.

4. The rights of every officer appointed previous to that period have been honorably respected, but no officer appointed since, except to Judicial situations, has been regarded as holding his place by any other tenure than that proclaimed in the Despatch; and any attempt, by a Nova Scotian, for his own personal advantage, to narrow the common rights of his countrymen, and to withdraw any of these offices from the constitutional control of the Assembly, has been warmly disapproved, and the attempt itself regarded as establishing anything but a claim

to reimbursement out of the public funds. In this position Mr. Fairbanks deliberately placed himself in 1845, and, after years spent as a public man in vain resistance to the introduction of the new system as a whole, he set the example of shewing how easily it might be violated, by any party having a temporary ascendancy, giving pledges to those they appointed to office that the tenure should be for life.

5. If the office of Treasurer can be withdrawn, what security have the people for permanent control over any other! Should Mr. Fairbanks succeed and reap the reward of an attempt upon our Constitution, which his countrymen deeply resent, others may find it convenient to imitate his example, and there may not be wanting, in the fluctuations and changes of parties, persons high in authority to aid them.

6. Giving to Earl Grey's comparison of the duties of a Colonial Treasurer, with those discharged by the Controller of the Exchequer in England all the weight to which any suggestion from his Lordship is so eminently entitled, we cannot but regard it as unfortunate that the analogy was not perceived in 1840, and that the Receiver General in Canada, whose duties are precisely the same as those discharged by Mr. Fairbanks, has been ever since, and is now, a Responsible Head of a Department, liable there to removal with every change of Administration.

7. Having thus explained with clearness and precision, the general views entertained upon this subject, we now proceed to consider its bearing upon our own positions, claims and obligations. When Mr. Uniacke was called upon by your Excellency to aid in forming an Administration, which would be supported by a majority in the Legislature, he expressly stipulated for the vacation of the two Crown officers, the Secretaryship, the chief offices in the Treasury, Revenue and Land Departments, and the office of Queen's printer, in all but seven, but all alike essential to the framework of that new system of Executive Responsibility which we had been authorized to introduce. Yielding to your Excellency's desire an administration was finally arranged, including but three of these offices, it being perfectly understood, that the others were to be assumed by persons enjoying the confidence of a majority of the Assembly, so soon as measures necessary to secure consolidation, and accountability could be carried through the two Houses. As these were matters purely of internal regulation, touching our own officers, and our own funds, we could not conceive, after all that had passed in North America, with the example of Canada, under four Governors General before us, and with Lord Durham's Report and the despatches of Lord John Russell and Earl Grey, in our hands, that we were to be further embarrassed with the vested rights of individuals, whose only claim to consideration, arose out of opposition to the views of those distinguished statesmen, and to the very system we assumed office to establish.

8. So little did we apprehend difficulty in adjusting these details, so perfect was the mutual understanding in reference to them, that no secret was made of the policy to be pursued, and a suspending clause was only attached to the Departmental Bill, at your Excellency's request, on its final reading in the Upper House. In the full assurance only of the entire command of the departments deemed essential, could we have made the declaration, or justified it when made, that we should resist any desire for "sweeping changes of subordinate functionaries." Your Excellency knows, with how little satisfaction that declaration was received by many, who were accustomed to see all the higher offices in the Government and Household change occupants on a change of administration in England, and who, in the neighboring Republic observe thousands retiring into private life unpensioned, and unheeded, every four years.

9. We may over-estimate the moderation displayed by a party, having established a complete political ascendancy, after a contest of ten years, but if Earl Grey was aware of the sacrifices we have made, to guard from inconveniences and loss, all whose removal was not indispensable to the security of the administration, and the efficiency of the public service, he would scarcely desire that, after thus resisting the pressure of our friends, for the protection of our opponents, we should be left for the remainder of the year with no effectual controul over the Land, Finance and Revenue departments, wanting which, by any party, there can be no efficient or satisfactory administration of affairs.

10. His Lordship will scarcely believe, that when in conformity to law, and the practice of the Mother Country, members of the Government, who had accepted office, ascended the hustings in March last, they had to encounter the active or concealed hostility of many persons holding official employment, and that at least one Head of a Department actually voted against the return of the Attorney General and Provincial Secretary. This sort of internal conflict Earl Grey will at once perceive is incompatible with the improved principles of Colonial Government, and must render any administration that permits it very weak and inefficient. His Lordship will find in the Blue Book, the names of 161 officers employed in the Civil Service of this Province. After conducting the administration for months, but four removals have been pressed, but two or three others are required. We have asked for no office, that is not, or has not been made by the peculiar circumstances which have occurred here, political. We desire none, that we are not prepared to surrender to our opponents, whenever we cease to enjoy the confidence of your Excellency, and the support of Parliament.

11. The best proofs that we have limited our claims to the smallest number of offices, by the aid of which, it could ever have been supposed, that Responsible Government could be carried on, are to be found in the facts that, at this moment, the Secretary is the only officer friendly to the Administration in the Province Building—within which the chief business of the country is daily transacted; and that that officer, rather than displace gentlemen having families to support, has retained, in his own department, where the strictest confidence would seem to be essential, all the persons he found there, in the hope that they may be provided for, before your Excellency is asked to sanction other appointments.

12. This state of things cannot continue. We do not believe that Earl Grey, who with these explanations will clearly comprehend it, will for a moment desire that it should. If such should be his determination—if no Civil List Bill be acceptable but one which no party in the Colony can carry, if the Land Bill is to be again deferred, and the organization of our Revenue and Financial Departments, and the inspection of our Accounts, to be postponed, till Pensions are provided which the Legislature dare not vote, we do not disguise from your Excellency that we see before Nova Scotia all the perplexities and difficulties of the past, aggravated by intense disappointment.

13. Knowing the activity which those who have ever resisted the introduction of Constitutional Government into this Province have displayed, to create erroneous impressions at the Colonial Office, and by no means undervaluing their resources or the skill of the agents they employ, our first and obvious duty to his Lordship the Secretary of State, to your Excellency, and to the Legislature, is to vindicate, as we trust we have done, in the Minutes to be transmitted by this mail, the moderation of our views and the general policy and justice of the measures passed in the recent Session.

Should Earl Grey desire further information, we are content that one or two Members of Council should proceed to England, to furnish his Lordship with any

any explanation that may be required, and to adjust details which cannot perhaps be so easily arranged by correspondence. It is our duty to make every rational effort to bring into practical operation the views, which we believe, on both sides of the Atlantic, are entertained in sincerity and good faith; to do this we will make any sacrifice, and exhaust every honorable resource. Having done so, if the Country is thrown again into confusion, or left with an Administration powerless for good, the fault will not be ours.

(Signed),

JAMES B. UNIACKE.
MICHL. TOBIN,
HUGH BELL,
JAMES McNAB,
GEO. R. YOUNG,
JOSEPH HOWE.

Mr. Huntington and
Mr. DesBarres, absent; }
Mr. Doyle, sick.

Halifax, July 21, 1848.

COPY.

No. 50.

Government House, Halifax, 18th August, 1848.

MY LORD—

I have the honor to acknowledge the receipt of your Lordship's Despatch of the 4th of August (No. 113), in which your Lordship leaves to me a discretionary power in reference to the proposed Delegation. I have since the receipt of this Despatch, naturally considered the policy and propriety of this measure, and have, by the advice of my Council, determined to postpone for the present, availing myself of the privileges accorded. In the very confident hope that the explanations and arguments already forwarded, and the receipt of which is acknowledged by your Lordship, may remove the difficulties and smooth the way to a final adjustment of the important questions involved, I shall patiently wait for your Lordship's judgment on the points presented in these papers, respectfully suggesting that should a Delegation appear to be desirable, after I am honored with further communications from your Lordship, it may still be resorted to at any time prior to the meeting of the next Session of the Legislature.

I have, &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

No. 53.

Government House, Halifax, Nov. 2, 1848.

MY LORD—

Though participating for various reasons, in the deep interest felt by members of my Council, in the final decision of your Lordship on the important Bills for arranging the Civil List and Public Departments of this Province, I have not deemed

deemed it proper, since my despatch of the 18th August was forwarded, to press the topics they include upon your Lordship, knowing how various and important are the claims upon your attention.

The enclosed letter addressed to your Lordship by the Provincial Treasurer, it of course, becomes my duty to submit, and in doing so, I may be permitted to hope, that, in considering the prayer of it your Lordship will also carefully weigh the views and arguments presented in the minute of Council transmitted with my despatch of the 21st July, No. 42.

I have, &c, &c.

(Signed) J. HARVEY.

The Right Honorable Earl Grey.

COPY.

Treasurer's Office, 2nd November, 1848.

MAY IT PLEASE YOUR EXCELLENCY :

The enclosed letter addressed to the Right Honorable the Secretary of State for the Colonies, which is open for your Excellency's perusal, is the result of that continued state of anxiety, which is imposed upon me by the uncertainty of my present official position, and which I was greatly in hopes it would have been in your Excellency's power to remove, without a direct appeal to the Colonial Office.

Your Excellency gave me some encouragement to hope that this would be the case, but as many weeks have elapsed since the probable period named by your Excellency for that purpose, I have concluded that your Excellency is not yet in that position which would justify a communication to me of what has passed in correspondence with Earl Grey—or his decision, if any has been arrived at, on the subject of my memorial.

Your Excellency will notice the reasons which I have considered a justification of the course I have taken, and I have respectfully to request that your Excellency will be pleased to forward my letter.

I have, &c.

(Signed) SAMUEL P. FAIRBANKS.

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

COPY.

Halifax, Nova Scotia, 2nd Nov., 1848.

MY LORD—

I had the honor to address your Lordship by Memorial, in April last, respecting a measure which had passed the Legislature of Nova Scotia, affecting the office of Provincial Treasurer, of which I am the present incumbent.

It is with extreme reluctance I venture again to trouble your Lordship on the subject.

I do not doubt that the final decision of Her Majesty's Government will evince a favorable consideration of the merits of my Memorial; and yet I cannot conceal from your Lordship, that whilst I remain uninformed of this decision, I am

suffering a degree of painful anxiety and suspense, which adds to the weight of responsibility and care incident to the peculiar duties of my office.

I did hope that His Excellency Sir John Harvey would have felt himself at liberty to relieve my mind from this perplexity, and with this view, I waited upon him on the 12th August last; His Excellency then informed me that a correspondence was still open on the subject, but that he hoped in a few weeks to make known to me the conclusion to which your Lordship should arrive. I presume, from not having since heard from His Excellency, that he is not yet in possession of the requisite information.

I should regret very much if, in making this direct appeal to your Lordship, I am in any respect departing from official propriety, or manifesting unreasonable impatience. The issue is one of very deep importance to me. Whether I am to continue in office, or labor for the support of a large family in any other sphere, are questions which both my time of life, as well as the uncertainty of success, press upon me with painful interest.

Your Lordship will discover in these feelings, the motives which have constrained me to prefer this application.

I have, &c. &c.

(Signed)

SAML. P. FAIRBANKS.

The Right Honble. Earl Grey, &c. &c. &c.

COPY.

No. 130.

Downing Street, 15th November, 1848.

SIR—

I have the honor to acknowledge the receipt of your Despatch, No. 42, of the 21st July, in which you enclose a Minute of your Executive Council (signed by six members of that body) in explanation of their views respecting the Act recently passed by the Legislature of Nova Scotia, for remodelling the Financial Departments of the Government of that Province.

2. To this exposition of the views of the Members of your Government I have given the most attentive consideration in my power, but I find nothing in their observations which tends to diminish the force of the objections which I entertain to a part of this measure, as explained in my Despatch, No. 101, of the 23rd of last June.

3. I freely acknowledge, on behalf of Her Majesty's Government, that the question involved in this Act exclusively affects the internal interest of Nova Scotia, and that in accordance with those views as to the principles on which the Government of the British North American Provinces should be administered (and which I have more than once had occasion to explain) the opinion of the inhabitants of Nova Scotia in favor of this Law (as expressed through their representatives in the Assembly) ought properly to prevail, even though Her Majesty's Ministers may not concur in thinking that it is framed in the manner best calculated to promote the real interests of the Province. As, therefore, the honor of the Crown is not pledged in this case, and there is a great distinction between the claims of Mr. Fairbanks to Her Majesty's protection and that of the Judges, I will not refuse to submit this Act, in its present shape, to the Queen for confirmation, if, after a full consideration of all that has been advanced on the subject, the

the Provincial Legislature shall, by an Address to the Crown, signify their wish that it should be so confirmed.

In such case I shall at once be prepared to advise Her Majesty to comply with their wishes. It will, however, be necessary in bringing this subject again under the notice of the Legislature, that the whole correspondence, including my Despatch of the 23rd June last—your Despatch, No. 42, enclosing the Minutes of your Council, and the present Despatch—should be submitted to their deliberation.

4. It is I trust superfluous for me to observe that Her Majesty's Government can have no object in view, but to promote the real interest of the inhabitants of Nova Scotia, and that we are far from wishing to oppose the adoption of such measures, either on this or any other occasion as are considered necessary by the Responsible Advisers of the Queen's Representative, for giving to them that proper authority and controul over the Local Administration which they ought to possess. I should hope therefore that it will be distinctly understood, that I entertain no doubt whatever that the Financial affairs of the Province will be best conducted by being placed under the immediate superintendance of one of the Responsible Advisers of the Local Government, and that my objection is not against the general principle of the present measure, but to the creation of *two* political offices in the Finance Department.

5. With regard to Mr. Fairbanks' claims to compensation in the event of the abolition of the office of Provincial Treasurer, I still entertain the opinion that a great hardship would be inflicted upon this Gentlemen, if an adequate provision is not made for him by the Legislature, but for the reasons already stated it must rest with the Legislature of Nova Scotia to act in this matter as to them may seem right. I must however avow my conviction, that the true and permanent interests of the inhabitants of the Province will not be promoted by persevering in passing the Act under consideration, in its present shape. Such a determination on the part of your Council and their supporters would necessarily be regarded by me as a departure from those principles which in my despatch No. 25, of the 31st March, 1847, I endeavoured to establish with regard to the class of officers from which the holder ought to be considered removable on other grounds than those of misconduct, and to which principle, I understood the members of your Council on their first appointment to have declared their unreserved adherence.

The opinion which I formed of their moderation and public spirit on that occasion, leads me to hope that they will not depart so widely from the line of conduct which I believed they had determined to adopt, as to effect the removal of Mr. Fairbanks from the public service of the Colony, without that just and reasonable compensation to which he is fairly entitled.

6. With respect to the complaint urged by the Executive Council, that the existing administration has to encounter the active or concealed hostility of many persons holding official employments, and that one Head of a Department at least voted against the return of the Attorney General and Provincial Secretary to the Assembly, I have to observe that I am aware of no remedy against what is termed "the concealed hostility" of persons holding permanent offices to an administration opposed to that to which they may have been indebted for their appointments. It is impossible but that such persons should, like all others, have their personal political feelings, and it is not unnatural that they should desire the advancement of the party to power, to whom they are thus indebted, but these persons must be aware that the condition upon which they will be suffered to enjoy exemption from dismissal for any other cause but that of positive misconduct

duct, will be that they should abstain from taking any active part in political contests. Such indeed is the well understood rule which prevails in this country, and I am of opinion that a similar rule should be enforced in Nova Scotia. In the smaller society of a Colony, it is not unreasonable to expect that party disputes should run higher than in the larger and more settled society of this Country; and it becomes the more necessary, therefore, that in the Colonies neutrality in party contests should be observed on the part of holders of office not regarded as political. I should think it by no means unreasonable to make it known to such persons, that they would be expected to abstain from the exercise of their right of voting at Elections against any Member of the existing Administration for the time being, inasmuch as they could not give such vote without forfeiting that neutral position in politics which is the condition of their permanent tenure of their respective offices. Perhaps it might not be unattended with advantage to enforce this rule by legislation, and to impose upon the holders of subordinate situations in the public service in Nova Scotia, the same disqualification from taking any part in Elections to which all persons employed in the collection of the Revenue are subjected by the law of this Country. It must, of course, be also required from them, that they should honestly and faithfully discharge the duties of their offices, and afford all the assistance in their power to the actual existing Administration, and without reference to any possible difference from their political opinions.

I have, &c.

(Signed)

GREY.

Lieut.-Governor Sir John Harvey, K. C. B., &c. &c. &c.

COPY.

No. 62.

Government House, Halifax, December 8, 1848.

MY LORD—

I have the honor to acknowledge the receipt of your Lordship's Despatch of the 15th November, No. 130, communicating the decision of Her Majesty's Government in reference to the Act for remodelling the Financial Departments of this Province.

I shall, in obedience to your Lordship's instructions, submit the correspondence, of which that Despatch forms a part, to the Legislature at the approaching Session.

Whatever may be the ultimate decision as respects Mr. Fairbanks, it is due to my Council to observe, that, towards that gentleman they have no personal feelings to gratify, that they stipulated for the control of the Treasury and Revenue departments before assuming office—that this policy was avowed and clearly understood by the Country prior to the elections—and that, but for the necessity that existed for remodelling the Departments, those who held them would have been required to have retired at the formation of the present Government.

I have, &c. &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

No. 7.

(See page)

COPY.

No. 31.

Government House, Halifax, April 19, 1848.

MY LORD—

I have the honor to enclose the Act passed in the late Session for rendering the Judges of the Supreme Court and the Master of the Rolls independent of the Crown, and providing for their removal, which was introduced by the Members of the local Administration, with my approval, and is an exact transcript of the Act passed by the Canadian Legislature in the year 1843, without a division in either House, and subsequently confirmed by Her Majesty. This latter Act applies to Canada East, a similar Statute having been passed some years before in the Upper Province; and both Laws deriving their origin from the legislation of the Mother Country, with which your Lordship is familiar.

In this Province the tenure of office of the Chief Justice and Judges of the Supreme Court, and the Master of the Rolls, has been hitherto at variance with British usage—all of them holding their commissions during pleasure; and in the case of the Puisne Judges, an Act which has been in force since 1789, providing that they *shall* (not *may*) be removed at the pleasure of the Crown, or upon the joint Address of the Council and Assembly to the Governor or Commander-in-Chief for the time being.

In the approved administration of Colonial affairs, it seems to my responsible advisers and myself, that it had become indispensable to give to the Bench a firmer and more independant position, while the Judges should become more amenable to the influence of public opinion,—always disposed in this Country, as at Home, to treat them with the utmost respect,—as well as to the supervision of the Local Legislature.

These are the only checks that it seems possible to apply in a new Country to the very large discretion with which a Judge is necessarily invested. He administers the Law in distant Counties alone and uncontrolled. In the Capital there is neither so numerous and independant a Bar as in older communities, nor are the decisions of the Courts regularly reported.

Your Lordship will readily apprehend, under these circumstances, the necessity of some wholesome and efficient control, the very existence of which will have a tendency to improve the relative position both of the Judges and of the suitors in their Courts.

The present Bill, thus recommended by British and Colonial precedent, and by considerations of local policy, passed in the Lower House by a large majority, and, in imitation of the Canadian Act, without the addition of a suspending clause; when, ascertaining that it was distasteful to the Chief Justice and Master of the Rolls, I thought it an act of courtesy to those high Officers to call their attention to the Bill, and to afford them an opportunity of stating their objections, before it should be discussed in Council.

All the objections that have been urged will be apparent to your Lordship in the documents now enclosed, and enumerated in the margin.

These I conceive unnecessary to review in detail. The late venerable President, and nine other Members of the Legislative Council forming the opposition in that Body, and who have steadily voted against the measures of my Administration

Observations by the
Chief Justice—
24th March.
Letter from the Mar-
ter of the Rolls—
same date.
Protest in Council—
31st March.
Mr. Robie's Letter—
3d April, 1848.
2d Letter from Ma-
ter of the Rolls.

tration, sympathised, as was to be expected, with the Chief Justice and Master of the Rolls, and concurred in the accompanying Protest. But I cannot help thinking that the dangers they appear to apprehend from the operation of this Bill are much exaggerated, if not altogether chimerical.

I would not be understood as at all questioning their sincerity, or undervaluing the weight that is justly due to their representations; but a very brief examination of the Bill will serve, in my opinion, to dissipate their fears.

Like some of the English Judges previous to the Act of Settlement, and in circumstances not dissimilar, the Chief Justice and Master of the Rolls would prefer the present tenure, during the pleasure of the Crown, although the latter, in a document recently transmitted to your Lordship, declared himself warmly in favor of the tenure during good behaviour, which, on every constitutional ground, is undoubtedly to be preferred.

Under this Bill, as in England, a Judge is not to be removed on the joint Address of the two Houses, unless the Crown or its Representative concur.

This is tantamount to an Act of the Legislature, and the Judge is protected by the independent action and responsibility of the Governor in the first instance, and by a subsequent appeal to Her Majesty in Council.

To require the two Houses to set forth specific charges in their Address, and to be prepared with evidence to sustain them, would be to set up a new practice, and to defeat the measure. But I am convinced that there is not the slightest cause for apprehending, that a Judge would ever be assailed without ample and sufficient grounds; still less, that any attempt would ever be made to remove a Judge on Political or Party considerations. A Judge is equally safe or quite as independent under this Bill as under the old tenure, unless he shall become so incompetent, or render himself so justly obnoxious to the great majority of the People, or the Legislature, that his removal would be a public benefit.

It might perhaps be preferable, if a Tribunal could be found within the Colony or the adjoining Provinces, before whom a Judge could be tried. But there is no reasonable prospect of creating such a Tribunal for many years, and I presume that your Lordship would not willingly undertake the responsibility and labour of such enquiries.

My own judgment, then, and the experience of Colonial Government entirely concurs with the view that has been taken of this Bill by the members of the Executive Council and the majority of the Assembly; and indeed the expediency and justice of some such measure appears to me so plain that I would not have thought it necessary to submit these considerations to your Lordship; did I not conceive them proper to accompany the Protest and other documents, which I have been requested to transmit.

In deference to the objections so strenuously and unexpectedly urged, and to the parties from whom they proceeded, I took measures to have a suspending clause attached to the Bill, in which both Houses acquiesced, and will be gratified if your Lordship shall see fit to advise its confirmation by Her Majesty.

I have, &c. &c. &c.

(Signed) J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

No. 104.

Downing Street, 24th June, 1848.

SIR—

I have considered the provisions of the Act of Council, 11th Vic., No. 21, and under all the circumstances of the case I shall advise Her Majesty to confirm it. The enactment is, in substance, the same with one of Canadian Legislature, which has already received Her sanction. I should have had great difficulty in following this course had I thought that the Act in reality encroached to any extent, on the independence of the Judges, or rendered them improperly liable to dismissal under the expression of the temporary will of a popular Assembly. But I think it will make no substantial difference in their tenure of office, while it will define the nature of that tenure by positive enactment, instead of leading it as at present to depend mainly upon usage. The Lieutenant Governor will be enabled to remove a Judge upon a joint address from the two Houses, but he is not required to do so; and if he thinks there is sufficient ground for a Judge's removal, he possesses already the power of suspending him until the Queen's pleasure is known, and may exercise this power either upon an address from the Legislature, or otherwise—the present enactment is virtually a restriction, not an extension of his power as seems to have been apprehended by the Judges. It is true that an amendment for which much apparent reasons was advanced was negatived, but I do not regard its rejection as implying that any Judge ought to be removed without distinct charges having been preferred against him and duly established. If I had so understood this decision of the Legislature I could not have advised Her Majesty to confirm this Act, as I think it would establish a principle fatal to the independence of the Judicial Bench, and therefore most injurious to the public good, to admit that a Judge could properly be removed upon any vague grounds of having ceased to enjoy the confidence of the Legislature or any other reason than proved misconduct. But while this great constitutional maxim is fully recognized, it seems to me a sufficient objection to the introduction of the suggested provision, that it might have given rise to difficulties and discussions, which it is well to avoid as to the technical sufficiency of the necessary statement of charges. In this country the law, does not, as you are aware define what are to be the grounds on which the two House of Parliament may address the Crown for the removal of a Judge, yet such a step is never proposed except upon distinct allegations of misconduct. I cannot doubt that the Legislature of Nova Scotia will be guided by the same rule, and, in the highly improbable case of its failing to do so, by the appeal to the Queen in Council, which is provided, the same protection is substantially given to the Judges, as if the proposed amendment had been made in the Act without the attendant inconvenience. For these reasons I apprehend no disadvantage to the administration of Justice from the confirmation of this enactment and Her Majesty will, therefore be advised to confirm it.

I have the honor to be,

Sir,

Your most obedient,

Humble Servant,

GREY.

Lieutenant Governor Major General Sir John Harvey, &c. &c. &c.

COPY.

No. 117.

Downing Street, 18th August, 1848.

SIR—

The Act passed by the Legislature of Nova Scotia in the month of April last, entitled, No. 2815, "An Act to render the Judges of the Supreme Court and the Master of the Rolls independent of the Crown and to provide for their removal," having been referred by the Queen in Council to the Lords of the Committee of Privy Council for Trade, that committee have reported to Her Majesty their opinion that the said Act should receive Her Majesty's special confirmation.

I transmit to you herewith an order of Her Majesty in Council dated the 11th August, approving that Report.

I have the honor to be,

&c. &c. &c.

(Signed)

GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c.

(L.S.)

At the Court at Osborne House, Isle of Wight, the 11th day of August, 1848.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

HIS ROYAL HIGHNESS PRINCE ALBERT,

Lord President,
Duke of Norfolk,
Marquis of Clanricarde,
Lord Stewart,
Lord Chamberlain.

Earl of Auckland,
Viscount Palmerston,
Lord Campbell,
Sir George Grey, Bart.,

WHEREAS, the Lieutenant Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Island, did, in the month of April, 1848, pass an Act which has been transmitted entitled as following, viz.:

No. 2815. An Act to render the Judges of the Supreme Court, and the Master of the Rolls, independent of the Crown, and to provide for their removal.

And Whereas, the said Act has been referred to the Committee of the Lords of Her Majesty's most Honorable Privy Council, appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported as their opinion to Her Majesty that the said Act should receive Her Majesty's special confirmation. Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to declare Her special confirmation of the said Act, and the same is hereby specially confirmed, ratified and finally enacted accordingly. Whereof, the Governor, Lieutenant Governor, or Commander-in-Chief, for the time being, of Her Majesty's Province of Nova Scotia, and all other persons who it may concern, are to take notice and govern themselves accordingly.

(Signed)

WM. L. BATHURST.

No. 8.

(See Page .)

COPY.

No. 26.

Government House, Halifax, April 18, 1848.

MY LORD—

I have the honor to enclose the copy of an Address passed by the House of Assembly, praying for an extension of the number of Free Ports in Nova Scotia, which I have to request may be laid at the foot of the Throne, with your Lordship's favorable consideration.

I have, &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

No. 129.

Downing Street, 14th November, 1848.

SIR—

With reference to your Despatch, No. 27, of the 18th April last, on the subject of extending the privileges of Free Warehousing Ports to certain Ports in the Colony under your Government; and also with reference to my Despatch, No. 67, of the 24th of February last, relative to the Customs Establishment to be in future maintained in that Province, I transmit for your information, the accompanying copy of a Letter from the Secretary to the Lords Commissioners of the Treasury, from which you will learn the reasons which have hitherto induced their Lordships to postpone giving any directions on the subject, and the measures which have now been adopted for ascertaining the number of additional officers for whom it will be necessary to provide in the event of the several applications for the extension of Free Warehousing privileges to which I have adverted being acceded to by Her Majesty's Government.

I have, &c.

(Signed)

GREY.

Lieut. Governor Sir John Harvey, K. C. B., &c. &c., Nova Scotia.

COPY.

Treasury Chambers, 17th October, 1848.

SIR—

With reference to the several communications from the Colonial Office as detailed in the margin, on the subject of the extension of free port privileges to various ports in the North American Colonies, and likewise to your letter of 13th May last, and accompanying address from the House of Assembly at Nova Scotia, I am commanded by the Lords Commissioners of Her Majesty's Treasury to request you will state to Earl Grey that as the adoption by Parliament during the last Session, of measures for the revision of the Laws relating to Trade and Navigation

10th June 1847
3rd July 1848
18th July "
5th Aug. "
14th Sept. "
30th " "

vigation would probably have rendered any special proceeding with respect to the extension of Free Port privileges, unnecessary, my Lords deferred giving any directions on the subject of the applications forwarded to them in these letters from his Lordship's Department.

But I am further to state that my Lords, adverting to the intention signified in the Minute of their Board of 24th December last, relating to Customs Establishments in the Colonies, which was communicated to Lord Grey in the letter from this department of 4th January last, in regard to the mode of providing for the expenses of officers under the Board of Customs at any additional Free, or Free Warehousing Ports, have now called upon the Commissioners of Customs to report what additional officers, a compliance with the several applications in question will render it necessary to employ, and that upon receiving this Report, my Lords will communicate further with Lord Grey on this subject.

I am, &c.

(Signed)

C. E. TREVELYAN.

Herman Merivale, Esq. &c.

No. 9.

(See Page .)

COPY.

Government House, Halifax, Nov. 15, 1845.

SIR—

The Barque "Lulan," George McKenzie, Master, arrived at Pictou, on the 18th September, having on board 186 souls, of whom 121 were Highland Immigrants on their way to Prince Edward's Island and Cape Breton. The Small Pox having broken out on their voyage, the vessel was placed in Quarantine, but the people were subsequently landed, put into Hospital and supplied with Medical attendance and all the necessaries required for their sustenance or restoration to health. Twenty four died, four or five still linger in Hospital, but 97 of the Immigrants are reported as free from disease and ready to proceed to their destinations.

Seventy two of these poor people are on their way to Prince Edward's Island, where their relations and friends are settled. Though the expenses already incurred under my instructions, for their relief, has far exceeded the Head Money paid in Nova Scotia, I had directed the Board of Health at Pictou to hire a vessel and transport them to Prince Edward's Island, when I was made aware, that, by the law of that Province, 25s. sterling, Head Money would be demanded on their landing.

Under these circumstances, I am induced to bring the case to the notice of your Excellency, and to ask your interference to obtain a remission of a tax which those Immigrants are utterly unable to pay, and which it would seem unfair should fall on the Treasury of Nova Scotia, in addition to the expense already incurred.

If your Excellency takes the same views of the case, you will perhaps permit the Immigrants to land without payment of Head Money, from the vessel in which, I shall direct them to be conveyed over, leaving the question of liability open till the accounts can be finally made up. Should your Excellency not feel at liberty

liberty to do this, I shall direct your draft on the Treasury of Nova Scotia, to be paid, and rely upon your disposition, and that of the Island Legislature, to refund the amount should it appear, on a view of all the facts unreasonable to exact it.

I have, &c.,

(Signed)

J. HARVEY.

His Excellency Sir Donald Campbell, &c. &c. &c.

COPY.

Government House, Prince Edward's Island, Nov. 17th, 1848.

SIR—

I have the honor to acknowledge the receipt of your Excellency's communication of the 15th November, instant, detailing the circumstances under which your Excellency had directed seventy-two Immigrants landed at Pictou, from the barque "Lulan" in the month of September last, to be conveyed to this Island, and requesting me to permit these Immigrants to land without payment of the head money to which they are liable under an Act of the Legislature of this Colony, I regret to say, that the Law of this Island, relating to Immigrants, a copy of which I enclose for your Excellency's information, gives no discretionary power to the Executive Government, to remit the head money, to which all Emigrants are subjected before they can be permitted to land here, cases have occurred during the present season, in which Immigrants destined for this Island, upon merely landing at Pictou and remaining there a few hours, have had to pay a tax under the provincial statute of Nova Scotia, and have again been compelled to pay a similar tax upon their arrival here—yet I was restrained from affording them any relief. In the present instance, I shall be under the necessity of availing myself of the alternative proposed by your Excellency, of drawing upon the Provincial Treasury of Nova Scotia for such an amount as shall be equal to 25s. sterling per head upon the number of Immigrants, who may be landed in this Island from the vessel in which your Excellency has directed them to be conveyed from Pictou.

At the same time, it will afford me much satisfaction to bring the case of these poor Immigrants under the consideration of the Legislature in the next Session, and I have the fullest confidence that upon a review of the facts connected with it, every disposition will be evinced to act equitably towards the Province of Nova Scotia.

I have, &c. &c. &c.

(Signed)

DONALD CAMPBELL, Lt. Gov.

His Excellency Lieut. General Sir J. Harvey, K. C. B. &c.

COPY.

Government House, Halifax, Nov. 30, 1848.

SIR—

I have the honor to acknowledge your Excellency's despatch of the 17th inst., and to acquaint you that your draft was promptly paid. I need not, I trust, assure your Excellency, that I have the most entire reliance upon the equitable disposition

disposition of the Legislature of Prince Edward's Island, should it appear on a view of the facts connected with the case of the Lulan, that this Province has a fair claim to be reimbursed the sum now advanced.

I have, &c. &c.

(Signed) J. HARVEY.

His Excellency the Lieutenant Governor of Prince Edward's Island.

No. 10.

(See Page .)

COPY.

No. 23.

Government House, Halifax, April 15, 1848.

MY LORD—

- Enclosures—
 1. The Act.
 2. Protest of the
 Leg. Council.
 3. Letter from Mr.
 Robie.
 4. Letter from Chief
 Justice.
 5. Do. from Judge
 Hill.
 (Judge Bliss absent.)

I have the honor to transmit herewith an Act to commute the Crown Revenues of Nova Scotia, and to provide for the Civil List thereof, to which, subject to Her Majesty's approval, I have deemed it to consist with my duty to give my assent, and should your Lordship, on a review of all the circumstances under which I have been called upon to deal with this question, feel that, in departing from the strict letter of my instructions, I have acted in conformity with their spirit and with that conciliatory policy which appeared to be demanded by the state in which I found society here, I shall not regret the responsibility which I have ventured to assume, but on the contrary regard your Lordship's decision as having effected the final removal from this Colony, of a source of contention which has perplexed its Councils and embarrassed its public men for more than fifteen years.

It was to be expected that this Act, which is essentially a measure of compromise, could not be acceptable to those who regard their personal interest as paramount to all other considerations, and who, unconscious or regardless of the higher responsibilities which rest upon those charged with the tranquilization of this Province, and the introduction of a new and improved system of administration, do not pause to reflect that a fair trial of an experiment so full of promise, almost implies, as a necessary condition, the clearing away of obstructions, and the removal of the more prominent causes of existing irritation.

For the Gentlemen whose observations and protests are referred to in the margin, and herewith transmitted, I entertain all due respect. Their arguments presented to my mind in various modes, during a residence of eighteen months in the Colony, have had, in the consideration of the subject, all the weight to which they appeared to me to be fairly entitled; and if my judgment has been conducted to conclusions different from theirs, it appears to me that the reason may perhaps be discovered on the more enlarged view, which I am compelled to take of the responsibility resting in the Crown in relation to the whole people, and which, in cases like this, must far transcend that private and personal obligation upon which these Gentlemen mainly rely, and which, in its widest acceptance can, constitutionally, only mean this—that a public necessity shall arise before an individual shall be deprived of any portion of his income, derivable from the public funds.

Assuming then, all these gentlemen affirm, the question must be asked, "has
 this

this public necessity arisen?" In my judgment *it has*, for the following, among many other reasons:

1. Because for 15 years the Province has been agitated, and successive Governors embarrassed, by this vexed question—no Administration, within that period, having been strong enough to carry the whole amounts claimed by the officers, and each, in succession, having been compelled either to interpose the Governor's influence or the Secretary of State's Despatches, thereby placing the former in an unenviable if not false position within the Colony, or keeping up the appearance of perpetual conflict between the Imperial Authorities and the Colonial Legislature.

2. Because the tendency of this dispute, in which the Crown and its servants are necessarily regarded as seeking to exact from the Colony what public opinion condemns, must be in some measure to check and impair those feelings of confidence and attachment which I firmly believe are spontaneous and natural in Nova Scotia, while it has diminished the moral influence which those entrusted with the higher positions and the business of Government ought to exercise, and without which there can be no progressive and vigorous administration of affairs.

3. Because much valuable time has been wasted in these disputes—the attention of the people being continually drawn off from the consideration of measures of general policy or internal improvement, to discussions and disputes respecting Salaries; and, as the lower sums are always the most popular, it has sometimes happened that men the least suited for public life, have been elected upon some pledge of impracticable economy, while the promises and calculations put forth by conflicting Parties have lessened the tone of legislative independence in Committee of Supply, and generated a grudging spirit, which has not unfrequently hampered the Government in the attempts to make necessary changes, or to authorize expenditure, called for by the pressure of business in other departments, not directly touched by the Civil List Bill.

4. Because neither the Imperial nor the Provincial Government has possessed the power to *force* a settlement of this question. They could not prevent discussion, even if they withheld the Revenues and ceased to negotiate—nor could they depend upon the permanence of the Revenue itself, which, as appears by the Chief Justice's letter, was subject to frequent fluctuations, occasioned by various causes. A year of depression might reduce the sales of lands, the discovery of a mine on the American seaboard, or a revival of the Import duty on Coal in the United States, might almost annihilate the fund out of which the principal officers of Government are paid, and again place it in the humiliating position which it occupied in 1844—the same men who had rejected fair and even generous propositions, when the revenues were ample, being compelled to go down, almost in *forma pauperis*, to take any salaries they could get,—having to sacrifice the present and future Lieutenant Governor and abandon the whole arrears, in order to appease those who under other circumstances they had defied, and obtain any provision for carrying on the Public Service.

5. Because the Bill which my advisers were willing to sustain, if it did not accomplish *all* I had desired, was made more perfect in its provisions, than that passed in 1844. That Bill reduced the then Lieutenant Governor's salary, £500, below the amount pledged to him when he came out, it reduced the salary of the future Lieutenant Governor to £2500, and it left the whole of the arrears unpaid. The Bill now transmitted provides for the officer actually administering the government the salary assigned to him by your Lordship, and gives to his successor £500 more than the Bill of 1844. It pays all the arrears actually due up to that year, and secures permanently from that period, and in time to come, to all the

other officers the salaries sanctioned by the three branches of the Legislature in 1844, and which Her Majesty would have been advised to accept had any provision been made for the arrears.

If, my Lord, these and other considerations which will suggest themselves to your Lordship, influenced my determination to submit and if possible to carry this measure, what occurred during its passage through the House would seem to furnish evidence that I had not acted unwisely. The present opposition includes all the parliamentary friends of the gentlemen, whose protests are noted in the margin—not one of whom ventured to suggest a single salary higher than those included in the Bill, while one of them, the colleague of the late leader of the Administration, introduced a Bill himself, the object of which was clearly to embarrass the Government, the Lieutenant Governor's salary being fixed at £2,500. A motion made by a friend of the Chief Justice's for the payment of the full amount claimed by him, was negatived by a very large majority, most of the members of the Opposition voting against the motion, and several of them suggested and voted for lower salaries than those which were deemed adequate and reasonable by the members of the Government.

Under the circumstances which I have described it has been my endeavour to discharge myself (with what discretion your Lordship will judge) of difficult and delicate duties of a mixed character, involving the honor of the Crown—the interests of the province confided to my superintendance—the fair claims of the officers, and the pledges of influential public men, without whose aid no measure could pass. It only remains for me to add that should your Lordship, on mature consideration of the whole subject, feel yourself at liberty to advise Her Majesty to give her sanction to this Bill, the concession will, I am assured, be as acceptable to her subjects here, as it will be gratifying to her representative.

I have, &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey.

COPY.

No. 29.

Government House, Halifax, April 18, 1848.

MY LORD—

I have the honor to transmit a Memorial to the Queen, which has this day been placed in my hands by the Chief Justice, on behalf of himself and other public Officers whose interests are affected by the Civil List Bill, with their request that it may be laid at the foot of the Throne.

The principles upon which this Bill was constructed, and the policy which led me to attempt a final settlement of a question pregnant with sources of perpetual irritation, have been already fully explained to your Lordship in my Despatch of 15th instant, (No. 23.)

With reference to the expressions to which the Memorialists object, in the speech with which I closed the Legislative Session, that "I regarded the passage of the Civil List Bill as a measure honorable to the General Assembly," it can only be necessary for me to remind your Lordship, that free as that Body necessarily was from the restrictions imposed by Despatches upon Her Majesty's Representative

tative, the fact of their having passed a measure of a far more liberal character than that which had been adopted by their predecessors in 1844, (led and influenced, be it remembered, by one of the very Memorialists) appeared to me, as I trust it will appear to your Lordship, to warrant the application to them of the term employed.

I have, &c, &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c.

TO THE QUEEN'S MOST EXCELLENT MAJESTY :

We, Your Majesty's most dutiful and loyal subjects, who have had the honor of serving your Majesty in your Province of Nova-Scotia as Chief Justice and Judges of your Supreme Court, Provincial Secretary, and Attorney General, most humbly beg leave to approach the Throne, to solicit your Majesty's protection against the deprivation of what we conceive to be justly due to us for the services which we have had the honor to perform for your Majesty to the best of our ability.

Your Petitioners severally represent to your Majesty, that the annual salary allowed by your Majesty to your Petitioners, was—

To your Chief Justice, sterling,	- - - - -	£1000
“ Justices Hill and Bliss, (in addition to their Provincial allowance), each	- - - - -	170
“ Late Provincial Secretary	- - - - -	1000
“ Late Attorney General	- - - - -	600

Which salaries your Majesty was graciously pleased to direct should be paid out of your Crown Revenue in your Province of Nova-Scotia; and which were accordingly paid to your Memorialists out of that Revenue.

That the said Revenue, from various causes, became for a time less productive than it had been, and proved inadequate to defray the whole amount of the sum charged upon it; the consequence of which was that your Petitioners for some time received only a dividend upon their respective salaries, and large arrears became due to them.

But your Petitioners endeavoured faithfully to discharge their several duties, knowing full well that whenever the said Revenue revived, and became once more sufficient to meet the sums which were charged upon it, they would receive the full compensation which was due to them for their services.

That in the year 1844 the Local Legislature of your Province of Nova-Scotia passed a Bill, subject to your Majesty's assent, the object of which was to obtain from your Majesty a transfer of your Casual Revenue, upon payment to your Petitioners and other Officers, of certain salaries of less amount than your Majesty had allowed to them, and without making provision for the payment of the arrears then due.

This Provisional Act, in consequence of your Majesty's assent being withheld, never became a Law; and your Majesty was pleased to direct your Principal Secretary of State for the Colonies, the Right Honorable Lord Stanley, to inform your Majesty's Representative in Nova Scotia that a due regard to the plighted faith and honor of the Crown rendered it impossible for your Majesty to accept and confirm it.

And

And His Lordship, in a Despatch dated 15th November, 1845, communicated this decision to Lord Viscount Falkland; then Lieutenant Governor of Nova Scotia, and directed him to inform the Legislative Council and House of Assembly that he was strictly enjoined to enter on no new negotiations for the surrender of the Crown Revenues, of which the payment of all the existing arrears of salaries to your Majesty's Officers in the Province did not form the basis.

In the year 1846 the House of Assembly of Nova Scotia addressed your Majesty and prayed that the Public Officers of Nova Scotia should, for the future, be paid according to the scale of salaries contained in the Bill of 1844 (to which your Majesty had not assented) and that no further addition of arrears should be allowed to accumulate, and in the same Session passed a Resolution requesting your Majesty's Representative to stipulate with persons who might thereafter accept office to receive their salaries at the rates proposed by that Bill; in reply to which Address and Resolutions your Majesty was pleased to direct your then principal Secretary of State, the Right Honorable W. E. Gladstone, to desire the Lieutenant Governor of Nova Scotia, to inform the House of Assembly that your Majesty disclaimed any wish to fetter the discretion of that House respecting the amount of salaries which it may be proper to provide for the various servants of the Crown in Nova Scotia, subject only to the strict maintainance of the faith of the Crown as lawfully pledged to any person actually serving your Majesty.

Whereupon the Right Honorable W. E. Gladstone, in a Despatch dated 29th April 1846, communicated your Majesty's answer to this Address to Viscount Falkland, the Lieutenant Governor, and informed him that no Civil List Bill would ever be accepted by the Crown which did not make provision for the payment of all the arrears due to all your Majesty's Officers in Nova Scotia or which involved the reduction of the salaries of any of the Judges at present holding office in this Province. That your Majesty had invariably maintained the position, and still maintained that it would be a violation of public faith, and therefore wholly inadmissible, that the Funds on which the existing Civil List establishment had been formed should be surrendered until provision had been made for the liquidation of every present debt, and of every existing liability, with the payment of which those funds have been lawfully charged.

Since your Majesty has entrusted the administration of the affairs of the Empire to your present confidential advisers, your Majesty's principal Secretary of State for the Colonies the Right Honorable Earl Grey in a despatch dated 17th November, 1846, informed Lieutenant General Sir John Harvey, the present Lieutenant Governor of Nova Scotia, that your Majesty had no desire to retain the control over your Crown Revenue in Nova Scotia, but would transfer to the Local Legislature the right to appropriate it to the public service upon certain conditions which must be attached to that surrender, without which it could not be made except at the expense of neglecting the highest obligations. Of those conditions his Lordship stated the first and most indispensable to be that every debt for which the property to be surrendered is responsible should be fully satisfied before the transfer is made, and of those debts he considered the arrears of the salaries of the Public Officers of the Province to constitute the most urgent, and adds—"To give up the only means of satisfying them without at the same time stipulating for their previous payment, would be to commit a breach of the pledged faith, and violation of the honor of the Crown to which no imaginable considerations of convenience or of interest could ever reconcile the Queen or Her Majesty's confidential advisers. This, therefore, you will understand as being the essential and indispensable preliminary to any such arrangement."

arrangement." His Lordship proceeds—"If of lower degree yet of the same general nature is the *claim* of all existing incumbents of Public Offices appointed by the Queen to continue during the incumbencies in the receipt of the same salary as they at present enjoy. I have no reason to suppose that by acting on this principle any serious burden will be thrown on the finances of the Province, but I cannot advise the Queen to abandon the means of fulfilling the reasonable expectations and just hopes of her servants in Nova Scotia, unless at the same moment some effectual security shall be taken for the fulfilment of those expectations and hopes from other and sufficient sources."

Grateful for the kind care which your Majesty manifested for the preservation of the just rights of your humble but faithful servants in Nova Scotia, confident that the honorable sentiments and just views which your Majesty's successive confidential advisers have entertained and expressed must ever prevail, your Petitioners patiently submitted to the inconvenience resulting from the deficiency of the Crown Revenue to which they looked for the payment of their just claims, assured that as the fund again increased and should become adequate to defray the sums charged upon it, the arrears due to them for their past services would without fail be fully paid.

But your Petitioners learnt with astonishment that notwithstanding the repeated decisions of your Majesty, that no transfer of your Crown Revenues in Nova Scotia can be made without providing for the payment of the arrears due, and of the present salaries of the incumbents of office—a Bill was introduced into the Provincial Legislature at its recent Session by the advisers of your Majesty's Representative which has received the assent of the three branches, subject before it can go into operation to your Majesty's confirmation, for the transfer of that Revenue without making any such provision, but which on the contrary reduces the salaries of the Chief Justice, and Judges Hill, and Bliss, leaves the arrears due to many of your Petitioners totally unprovided for, and diminishes to a great extent, the just demands of others, and this attempt is made to deprive your Petitioners of their just rights, at a time when Your Majesty's Crown Revenue in Nova is increasing so rapidly, that within the last two years the arrears of salaries to your Petitioners have been greatly reduced, and your Petitioners have little doubt that it will soon suffice to discharge the remainder of those arrears and all the demands upon it without any increase of the public burden.

The surprise with which your Petitioners saw a Bill to effect what your Majesty had so repeatedly declared would be a violation of the honor of the Crown, introduced and supported by the Members of your Executive Council in this Province, has been greatly increased by the Speech with which your Majesty's Representative closed the Session of the General Assembly in which that measure has been pronounced honorable to the Legislature, and His Excellency has declared that he will use all his legitimate influence to obtain for it your Majesty's sanction.

But your Petitioners will not permit themselves for one moment to suppose that any considerations of expediency could induce your Majesty, or those in whom you have reposed the Royal confidence, to adopt any other line of conduct than that which the desire to preserve that pledged faith and honor dictates.

Your Petitioners therefore humbly pray that your Majesty will be generously pleased to withhold from the said Provisional Act of Assembly your Royal assent

and confirmation, until your Majesty's directions relative to the just claims of your Petitioners be complied with.

And your Petitioners, as in duty bound, will ever pray.

(Signed)

BRENTON HALIBURTON,
Chief Justice.

WILLIAM HILL,
J. W. JOHNSTON,
Late Attorney General.

RUPERT D. GEORGE,
Late Provincial Secretary.

Halifax, 17th April, 1848.

MY LORD—

An Act for transferring from the control of the Queen, the Crown Revenues of Nova-Scotia has passed the Provincial Legislature, subject to the confirmation of Her Majesty.

Of the sum of £5495 4s. 2d., due for arrears of salaries of Public Officers, charged on these Revenues, the Act makes provision only for the payment of £1587 17s. 11d., leaving unsecured the large sum of £3907 6s. 3d., currency.

It was explained on the part of the Provincial Government, that this result had been produced by calculating the salaries since 1st January, 1844, at a reduced rate, according to a scale contained in an Act that passed the Colonial Legislature in that year, for the transfer of the Crown Revenue, and by charging against the Officers the monies paid them since that day. By this mode of computation, the arrears due on Lord Falkland's salary are reduced from £2375 to £750, and on the Chief Justice's, from £927 1s. 8d. to £328.

But the effect upon other parties is still more repugnant to the understood pre-existing relations and rights: From creditors they find themselves changed into debtors. By the statement and calculations exhibited by the Government, the Judges, to whom the sum of £157 12s. are severally due, are brought in debt £292 8s. each; Sir Rupert George, to whom £468 15s. (and probably a much larger sum) is owing, is found to be indebted in no less an amount than £1500; and in my own case, instead of £556 5s. to which I have never doubted being entitled, the sum of £443 15s. is represented as due from me.

This computation rests on the assumption that since the 1st January, 1844, the principal Officers of the Provincial Government, including the head of the Government for the time being, in receiving from the Crown Revenues payments estimated on salaries of a larger amount than contemplated by the Act of 1844, did what was unauthorized, and received public monies to which they were not entitled; and this assumption and inference have for their foundation the *Act of 1844*. But that Act was passed provisionally, to go into operation only in the event of Her Majesty's confirmation being given to it; Her Majesty's confirmation was formally withheld, and the Act never, even for a moment, had the efficiency of Law.

Again,—The Act of the recent Session now offered for Her Majesty's assent, recites as a reason for its enactment, that the Civil List Act of 1844 was not disallowed by the Queen on account of the insufficiency of salaries provided by it for incumbents; and the Despatches of Lord Stanley of 16th November, 1844, and 3d January, 1845, have been cited in support of this assumption.

In

In these, and His Lordship's Despatch of 15th November, 1845, his opinion is exhibited with sufficient significancy to preclude mistake; and if he felt strongly pressed by the inconvenience sustained by Public Officers in consequence of the extreme depression in the Crown Revenue from 1842 to 1844, inclusive, yet it would be a bold construction that would impute to His Lordship, when he spoke of the necessity of paying the "*arrears actually due*," the idea of their computation on salaries of less amount than the Officers were then entitled to under the Queen's authority.

On the 29th January, 1846, the House of Assembly, after having considered Lord Stanley's Despatch of 15th November, 1845, came to the resolution that no decision to which this House can come on the question proposed for its consideration in the Despatch of Lord Stanley, No. 255, dated 15th November, 1845, respecting the transfer of the Casual and Territorial Revenues, can be conclusive and satisfactory, so long as the litigation touching the annexation of Cape Breton shall remain undecided.

On the 20th March, 1846, in the same Session, an Address was passed to the Queen, in which, assuming that the Civil List Bill of 1844 was still under consideration, and that the assent of the Queen had been expressed to the scale of salaries adopted in it, the suggestion is made to Her Majesty, "That the question of arrears now pending may not be complicated with any further additions,—that the Public Officers of this Province should, *for the future*, be paid according to the scale of salaries contained in that Act." And, *the same day*, a Resolution passed for requesting the Lieutenant Governor—"until the negotiations pending between the Imperial and Provincial Governments on the subject of a Civil List be brought to a close—to stipulate with persons accepting any of the offices included in the Bill passed by the three branches of the Legislature in 1844, to receive their salaries at the rates adjusted by that Bill." The *prospective* relief sought by this Address in 1846, is inconsistent with the *retrospective* calculations now assumed, and by which the reduced salaries are carried back to 1st January, 1844. The Address, in itself, is a conclusive admission by the Assembly that, whatever may have been the intentions of Lord Stanley, the Act of 1844 had not vigor in itself to reduce the salaries; and that, until that or some other Act became Law, the Queen only could effect the object and prevent the question of arrears from being complicated with further additions."

The Queen did not accede to the suggestion made in the address. The answer Her Majesty was advised to give is contained in Mr. Gladstone's Despatch of 29th April, 1846. It required "the strictest maintainance of the faith of the Crown, as lawfully pledged to any person actually serving Her Majesty," and "the liquidation of every present debt and of every existing liability with the payment of which the Crown Revenues have been lawfully charged." In your Lordship's Despatch of 17th November, 1846, the same views are announced; and the necessity that the arrears should be provided for before the transfer of the Crown Revenues, would be assented to; and the strong claim of all the existing incumbents of public offices appointed by the Queen, to continue during their incumbencies in the receipt of the same salaries as "they then enjoyed," are stated in the most expressive terms.

I shall only add to this review, that the accounts of the Treasurer of the Crown Revenues were laid before the Legislature every year; detailed statements of the arrears due were also furnished; and when payments were made in reduction of the arrears, accounts shewing the mode and amounts of these payments have also been presented. All of which appear on the appendices to the Journals; and I beg your Lordship's notice of the schedule marked A—as shewing

shewing what information regarding the arrears was before the House when the address last mentioned was passed.

If the reduction of the salaries on the foundation of the Bill of 1844 be unsupported by facts or by Law, as I think must be apparent, so would it be inequitable. Had the Act of 1844 immediately passed into Law, the officers would have had at least the benefit of a certain fund—a fixed amount, and quarterly payments, at a time when the Crown Revenue remained inadequate for the amount of the charges on it. The Assembly in its Addresses and Resolutions, never offered to pledge the Provincial Revenue to make good the diminished salaries, (should the Crown Revenues fail to do so) in case the Queen would consent to reduce her officers to those salaries previously to a Law going into operation, to place them on the Provincial Revenue. These were to be reduced to the scale of 1844, and yet left subject to the fluctuations, delays and uncertainties, incident to the Crown Revenues; and it cannot add to the grace or the fairness of the proposal now made to the Queen, to approve this retrospective reduction of the salaries of her servants, that it comes at a time when the Crown Revenue is an improving fund, having yielded a surplus in the last two years sufficient to pay off £2368 2s. 6d. of the arrears.

There is, my Lord, another consideration of a different character, but one I think entitled to great weight. The Provincial Government and the Legislature ask the Queen to sanction a measure towards her servants thus novel and harsh on the authority of the Act of 1844, and yet they themselves utterly continue its authority. The Act of 1844 while it reduces the salaries of the then incumbents, also regulated the salaries of future officers. It gave the future Lieutenant Governor £2500, and in a specific section enacted—That if the office of Lieutenant Governor or Chief Justice should become vacant before the assent of Her Majesty to that Act, and another Lieutenant Governor or Chief Justice be appointed in the meantime, such other Lieutenant Governor or Chief Justice should receive the salary thereby provided for any future Lieutenant Governor or Chief Justice and no more.

The Appropriation Act of 1844, (an Act that did become law) also declared that no allowance for contingencies, or a private Secretary, should be allowed after the incumbency of Lord Falkland should cease. But the Provincial Government asked, and the Legislature gave, at the recent Session, to the present Lieutenant Governor for salary, contingencies, and Private Secretary, £3950 sterling; being, in the case of a single officer, a departure from the provisions of the Acts of 1844, to the extent of £1450 sterling, per annum. If it be said that the present Lieutenant Governor was no party to the Act of 1844, the same may be affirmed of the Judges. By such a suggestion, the argument derived from the authority and respect due to the Act of the three branches of the Legislature is abandoned, and in the comparison I am making it cannot be forgotten that the Imperial Government have ever acknowledged a more unfettered discretion in the Legislature, with respect to the salaries of future officers than of incumbents. This view of the subject is capable of a still more effective application.

His Excellency the Lieutenant Governor, in his speech on proroguing the Legislature, stated that a regard for the quiet of the country, and the strong opinions of the constituencies, so recently expressed, would constrain him to use his legitimate influence to obtain Her Majesty's sanction to this Act.

In view of an antagonism so powerful, those who are interested in the claims that the Act seems to destroy, might be satisfied with recollecting the high authority on which it has been declared "that no imaginary considerations of inconvenience or of interest would ever reconcile the Queen or Her Majesty's confidential

tial advisers" to abandon those claims, which the control of the Crown Revenues has given Her Majesty the constitutional power to protect.

But, in proportion to their gratitude for the gracious protection thus pledged, is it their duty to relieve the Imperial Government from the pressure of such considerations as his Excellency has suggested, when it can be done with truth.

Under this obligation I very respectfully, but very decidedly, pledge my assurance that his Excellency has been misinformed when he was led to believe that, to have granted the arrears would have endangered the quiet of the country.

It is not necessary that I should ask your Lordship to attach any value to my testimony on this point. I support its accuracy by the testimony practically afforded by the advisers of His Excellency.

No person acquainted with the history of Nova Scotia will deny that, for the last four years, the granting and continuing of high salaries, and among them the Lieutenant Governor's, has been a source of agitation and excitement, at least as great as the payment of the arrears. I would be justified in using much stronger comparative terms.

If, then, the members of the Government, supported by majorities in the Legislature, have shewn, by passing the present Act, their belief that the granting to the Lieutenant Governor of a salary and allowances exceeding £4,900 currency, is not likely to disturb the quiet of the country, or greatly to offend "the strongly expressed opinions of the constituencies," it seems obvious that they cannot, with any consistency or hope of success, urge such an apprehension on the Queen as an excuse for seeking from Her Majesty the violation of solemnly pledged principles, in a case of less interest in the Country.

The inconsistencies that have marked the Bill that lately passed the Legislature, present the measure in no favourable light.

Your Lordship's Despatch imposed, as conditions on the transfer, the payment of the arrears, the maintainance of incumbents salaries, and the permanent provision of an appropriate salary and allowances for the Lieutenant Governor. Of these, the grant of £3,500 for the Lieutenant Governor's salary, has alone been observed—450 sterling, for his contingencies and Private Secretary, being left to an annual grant in the Appropriation Bill, the greater part of the arrears being unprovided for, and the incumbents salaries reduced. On the other hand, it has been shewn that the Bill of 1844 could be disregarded when found necessary, much as its authority is urged on other occasions; and it is to be regretted on the highest public considerations that the sacrifices made have been of the interests of the subordinate officers, while the interests of the superior have been sustained to their highest degree.

It has been said, and the objection may be renewed, that I and other of the officers affected by the Bill, having been in the Legislature or Executive Council, must be held to have assented to its provisions.

That this is not the principle on which the retrospective reduction of salaries is now attempted, is plain from the fact already alluded to, that the Judges are involved in the reduction while they are not within the reason; and indeed it seems entirely inconsistent with law, precedent, or justice, for officers holding situations under the Crown at established salaries to change on their own authority, the amount of these salaries, in virtue of an Act dependent for Legislative power on the assent of the Crown—either while that assent was in suspense or after it had been refused, and therefore when the Act could confer no authority, nor convey the benefit of its provisions. An arrangement of this nature I have shewn was suggested in 1836 for the first time, and then only prospectively, and the Queen's assent to the suggestion being withheld, no room is left for the ob-

jection now, had there been any ground for it before. To conclude:—My Lord, much has been said here lately of the Crown and the objections due from the Sovereign to the nation, and to individuals who have been placed in opposition; but I know not how the former can be advanced by the violation of the latter; and I am assured there exists no tie more strong in the connexion between the Parent state and the Colonist,—when republican institutions are presented to his consideration than a belief in the superior elevation of national sentiment and the higher tone of moral feeling that sprung from the observance towards the meanest subject, of that “Honor of the Crown” which the integrity of the English character has raised from a personal sentiment, to a constitutional principle.

As a subject I approach your Lordship, the constitutional organ of communication between the Colony and the Sovereign, to seek the application of that principle. Under Her Majesty’s warrant I was honored with the office of Attorney General, at the salary my predecessor enjoyed, payable out of the Crown Revenue. That salary the Queen never reduced, but, on the contrary, although requested by the Assembly declined to do so; and when the fund for a season proved deficient, the Sovereign through her constitutional organ repeatedly pledged it for the full payment of all the deficiencies. The legal power of the Queen thus to control these Revenues and establish and maintain the salaries of the officers, is beyond question; the Assembly of Nova Scotia by innumerable acts of negotiation, addresses, resolutions and provisional acts have recognized and affirmed it.

Under these circumstances I have served Her Majesty—feebly it may be, but with my best zeal and ability. That service being concluded, the Queen is now requested to violate the pledge that secures its ultimate full remuneration: a request which is made on an assumption of fact unwarranted in truth, or in a principle unwarranted by law or justice. Either must it be asserted that the amount of the salary since January 1844 was less than in truth it was, or a right must be claimed now retrospectively to reduce that amount.

The amount of the salary, however, is matter of evinence; it is attested by the Official Accounts yearly laid on the table of both branches of the Legislature, and regularly transmitted to the Secretary of State’s office, it is liable to no doubt, and has never been questioned, unless it be questioned now. The right, after a service has been performed at a stipulated rate of remuneration, to reduce that rate by the arbitrary retrospective declaration of one party without the consent of the other, has no existence where Law and Justice are recognized.

The case of one officer is the case of all. The amount of their salaries, as granted by the Queen, and the amount of the arrears of those salaries remaining unpaid, being shown, we present the Despatches of three successive Secretaries of State, solemnly engaging, in the name or on behalf of the Queen, that the Crown Revenues of Nova Scotia shall not be transferred until those arrears be paid or secured; and we rely with confidence that the promise will be fulfilled.

Had we, my Lord, instead of bestowing our labor and such talents as we possess, advanced our money for the public services, on the warrant of the Queen, and the pledged security of the Crown Revenues, the case would have remained unchanged in its legal and its equitable character.

We cannot indeed seek the judgment of the high tribunals of Law or Equity at Westminster Hall on this measure of the Provincial Government; yet could the facts and principles involved in it be brought under the scrutiny, and tried by the rules acknowledged there, it requires but little experience to imagine the result. But, my Lord, it is our pride to believe that the honor of the Crown, as expounded by a British statesman and applied to the rights of the subject, is but the same justice

justice that governs in Her Majesty's Courts, separated from technichabilities, and administered free from constraint, that while submitting itself to the rules of Law and Equity for its guide, it may still be presented with the aspect of bene-
 faction.

While I beg your Lordship to excuse me if I had inadvertantly exercised too great freedom in my remarks, I will offer no apology for the length to which they have extended.

The interest I have at stake entitles me to claim consideration for every thing I deem calculated either to elucidate the subject or to anticipate the arguments that may be urged in opposition, and which, having no power to know I can only imagine; and I believe your Lordship will be always ready to accept any sug-
 gession that may promise to be useful when called to exercise judicial powers over the personal rights and pecuniary interests of Her Majesty's subjects. I do not affect to treat with any degree of inconsideration—I cannot afford to do so—the sum of money which I believe to be honestly due to me, and which I know to have been severly earned in the public service. But I cannot be indifferent to the moral influences upon this country that are to follow the decision of a contro-
 versy in which the Provincial Government on the one hand, and the Judges and other individuals recently holding offices on the other, are at issue on the essen-
 tial principles of the justice and the honor, and on which the Sovereign, as the final arbiter, is to determine. I have the honor to be, my Lord,

Your Lordship's most obedient servant,
 (Signed) J. W. JOHNSTON.

To the Right Honorable Earl Grey, Her Majesty's }
 principal Secretary of State for the Colonies. }

Schedule A referred to within, is a copy of the Tabular Statement of Arrears entered on the Journals of the House of Assembly for 1846—Appendix No. 14, page 43.

Statement of Arrears of Salaries, in Currency, borne on the Crown Revenues in Nova Scotia, and of the portions provided for by the Act of 1848.

To whom due:	Total amount due.	Granted by Bill of 1848.	Unprovided for.
Lord Falkland, or the Lords of } the Treasury,	£2375 0 0	£750 0 0	£1625 0 0
Chief Justice,	927 1 8	328 0 0	599 1 8
Late Judge Wilkins,	157 12 1	nil.	157 12 1
Judge Hill,	157 12 1	nil.	157 12 1
Judge Bliss,	157 12 1	nil.	157 12 1
Late Master of the Rolls,	157 12 1	nil.	157 12 1
Do. Contingencies,	27 16 3	nil.	27 16 3
Late Attorney General Johnston,	556 5 0	nil.	556 5 0
J. B. Uniacke,	92 14 2	92 14 2	
Clerk of the Crown,	92 14 2	92 14 2	
R. D. George, late Provincial Se- cretary,	468 15 0	nil.	468 15 0
Surveyor General, N. S.	139 1 3	139 1 3	
Do. do. C. B.	92 14 2	92 14 2	
Supt. Mines, C. B.	92 14 2	92 14 2	
	£5495 4 2	£1587 17 11	£3907 6 3

COPY.

No. 32.

*Government House, Halifax, April 20, 1848.***MY LORD—**

After my Despatches Nos. 23 and 29 were closed, the letter which I have now the honor to transmit, addressed by Mr. James W. Johnstone to your Lordship, was sent to me. This letter appearing to the members of my Council to require some observations, these have been embodied in the address by which it is accompanied.

The mass of papers accumulated upon your Lordship's hands by the industry of a party whose last hope is in being able to obstruct the steady progress of public affairs here, is founded upon the possible interference of your Lordship, and the rejection at home of measures, which in their passage through the Legislature, they have been unable to destroy, will not I trust appear to your Lordship as necessary results of the system you are desirous to establish.

Bye and bye the just principles of Colonial Government will come to be more generally understood, and persons who fail to convince their own countrymen that injustice has been done to them, will scarcely regard it as worth their while to involve the Colonial Secretary in discussions, which, should he agree, with the local authorities, are unnecessary, and if he does not, unless the question be one of much importance, sometimes throws upon him the onus of interposing the prerogative in an ungracious manner.

I have deemed it but fair to withhold the expression of this opinion, from parties now complaining, because, I was most anxious that every opportunity should be afforded to those who felt themselves aggrieved to submit to their objections. I need not say that the support, which your Lordship has at all times given me in the discharge of my official duties, emboldens me to ask, that your Lordship will leave no doubt on the public mind in Nova Scotia, by the mode in which the measures submitted by this mail are dealt with, that I am discharging the delicate duties consigned to me, in the full confidence of Her Majesty's Government.

I have, &c.

&c. &c. &c.

(Signed)

J. HARVEY.**The Right Honorable Earl Grey, &c. &c. &c.**

COPY.

MAY IT PLEASE YOUR EXCELLENCY—

Your Excellency having frankly explained to the Right Honorable the Secretary of State for the Colonies the general principles and provisions of the Civil List Bill, and having transmitted a Petition to the Queen, signed by Mr. Johnstone and all the other officers whose interests are supposed to be affected by that measure—together with letters from the Judges, and the Protest signed by the minority in the Legislative Council, we had supposed that materials sufficiently voluminous had been accumulated to enable his Lordship to view the subject in all its bearings.

The letter addressed, to-day, by Mr. Johnstone to Earl Grey, conveying, as it appears to do, personal reflections upon your Excellency, we think might have been

been spared ; or, if sent at all, should not have been withheld until the day before the closing of the Mail, be which so little time is afforded for a deliberate review.

Short as the time is, however, we have too much respect for his Lordship to advise the transmission of such a document without examining the writer's claims to accuracy, and to that degree of political consistency which should warrant his pretension to be alone conservative of the honor of the Crown.

Mr. Johnston states that, by the Bill just passed, the Judges are brought in debt £292 Ss. each ; Sir Rupert George, £1500 ; and himself £443 15s. ; and the obvious inference intended to be drawn is that himself and his friends are to be called upon to pay these amounts.

But, in common fairness, how should this matter be viewed ?

£1587 17s. 11d. was due, for arrears, at the close of the year previous to the passage of the Civil List Bill of 1844.

Had this amount been provided for, (and Mr. Johnston, leading a majority, either weakly or designedly neglected to provide for it,) the Bill would have been settled, and the Officers would have got just that amount, and, for the future, the salaries as fixed in the Bill of 1844. In this Bill, passed in both branches where-in Mr. Johnston's friends controlled the majorities, and to which, as a Member of the Executive Council, he advised the Lieutenant Governor to assent, he surely could not have perceived anything injurious to "the moral influences" of the Country—repugnant to the "rules acknowledged in Westminster Hall"—calculated to "tarnish the honor of the Crown," or suggestive of unfavorable contrasts with "Republican Institutions."

He advised the Governor to lay his Bill at the foot of the Throne, which provided the same salaries as that which he denounces—which not only made no provision for the arrears, but violated the very pledge upon which the Queen's Representative accepted the Government of the Country.

Now suppose this Bill had passed what would the officers have got ?

Just the salaries they are to receive now, and nothing more. By Mr. Johnston's own measure they would not have obtained a pound of the sums which he says are charged upon them as a debt, nor any portion of those now granted in payment of arrears.—Assuming his own figures to be correct :

3 Judges have received since 1844, £292 8s. each, or	£877	4	0
Sir Rupert George, - - - - -	1500	0	0
Mr. Johnston - - - - -	443	15	0
	<hr/>		
	£2820	19	0

Nobody knows better than this gentleman for the Bill surcharges no officer—claims or contemplates no debt—that the recipients of this money, which would have been lost entirely to them, had his Bill passed in 1844, are left by the Bill of 1848, in peaceful possession of it, and, what is more, are to be divided among them. £1587 7s. 11d. for which he made no provision, and which he did not even ask the House to pay in 1844.

With this simple contrast before him, Earl Grey will, we apprehend, do justice to those whose conduct Mr. Johnston has thought proper to impugn ; but, at the risk of being tedious, we must trouble your Excellency with one or two further observations.

If this question had become complicated and perplexing, others, and not your Excellency or your present advisers, are to blame. In 1840 Mr. Uniacke, then leading the Government Party in the Lower House, and Mr. Howe, who led the opposition, mutually weary of the protracted contest about the casual Revenues

which had, even at that time, extended over several years, united their mutual friends in a Select Committee and provided for every charge upon those Revenues, with a liberality which most favorably contrasts with the measure of 1844. Mr. Johnston a member of the Executive Council, then leading a majority in the Legislative Council, with the aid of his friends, threw out the Bill, and thereby occasioned all the embarrassments and discussions which have extended over the last eight years, and bid fair to be perpetuated, if this gentleman can induce Her Majesty, to do for him what he has lost the power to do for himself, keep this question open as a theme for fruitless debate and endless irritation.

Mr. Johnston knows that, at the last election, his economical Civil List Bill of 1844, his refusal to provide for the arrears, his denunciation of pensions, were presented by his friends on every Hastings and in every Electoral District.

Keeping in view our own principles, and a rational settlement of this question as one of the highest obligations which would rest upon us if called to assume our present positions, we resisted successfully the clamour and misrepresentation upon these points, and secured a majority ready to support our views.

Having carried with us the public opinion of our own Country—having fairly earned, as we cherish the hope we have, your Excellency's confidence—having no higher aim than to labour honestly, under the guidance of the Secretary of State, to make the Queen's name a tower of strength on this Continent, we cannot consent to have the one whose public action here has rendered this question so difficult to deal with, assume the right to rebuke your Excellency in England or charge us with violations of justice and honor.

That Mr. Johnston should claim any arrears we confess does strike us with some surprise. We humbly conceive that the strict rule of "honor" which he would apply to others, should apply to himself—that "pledges" given to a deliberative Assembly, and to a whole community, by an individual whose power to fulfil them depends solely on his own volition, ought to be held as sacred, as pledges made by Secretaries of State and Governors, who, in virtue of the very positions they occupy, are compelled to act on enlarged views of general policy, and yield to the force of public sentiment, modifying and varying opinions previously expressed, as new circumstances arise, and fresh discussions furnish additional information.

Mr. Johnston in 1844 acknowledged that his own salary was too high by one third; he came voluntarily forward in the Assembly and proposed to reduce it.—He vaunted himself upon the sacrifice on all occasions when his regard for economy could be favorably contrasted with the extravagant views of his political opponents, prior to the last General Election. Having made so much political capital out of a "pledge" which in substance could easily have been redeemed by acting upon what he had declared to be just to the whole community, even though in point of form the Bill did not transfer to the Statute Book the "Law in his mind," we certainly neither expected, nor did the people of Nova Scotia expect, that he would have drawn the £443 15s. already received, much less that he should claim, and by such an appeal as the present, £556 5s., as money "severely earned in the public service," but all of which, in 1844, he acknowledged to be unnecessary and redundant.

The allusions to your Excellency's own salary and emoluments made it incumbent upon us to observe that the view we have ever taken of this branch of the subject—the view which the people of Nova Scotia take is simple, and easily understood: Over their own officers they claim to have constitutional control—of the amounts they should receive they believe themselves the best able to judge; but they regard the Lieutenant Governor as the Queen's Representative, as the only

only Imperial officer, as the golden link between the Colony and the Crown, and if we would not consent (knowing the generous and proper feelings of our countrymen) to imitate the example set by Mr. Johnston in 1844, and do violence to this feeling, it was not because your Excellency would not have cheerfully submitted to the sacrifice, but because we deemed it more decorous to our Sovereign to permit her to name the sum which her Representative was to receive.

In conclusion permit us to say that the attempts evidently making by certain parties to transfer, by endless references and prolix arguments, business which should be despatched in Nova Scotia, to the Colonial Office, will, we trust, be perceived and appreciated by his Lordship the Secretary of State.

(Signed)

JAMES B. UNIACKE,
MICHAEL TOBIN,
JAMES McNAB,
HUGH BELL,
JOSEPH HOWE,
GEORGE R. YOUNG.

Mr. DesBarres, Mr. Huntington, }
Mr. Doyle—absent. }

20th April, 1848.

Extract from Despatch No. 98, from Earl Grey to Sir John Harvey, dated 19th June, 1848.

I have received your Despatch No. 23, of the 15th, No. 29 and No. 33 of the 18th and No. 32 of the 20th of April last, relating to the Act to commute the Crown Revenues of Nova-Scotia, and to provide for the Civil List of that Colony, which you have transmitted for the Queen's confirmation and also containing remonstrances against this enactment from public officers affected by its provisions, together with some remarks of your Executive Council. Knowing the importance attached to this measure by the members of your Government and of both Houses of the Legislature, and being also aware of the general interest it has excited throughout the Colony, I have given a very full and deliberate consideration to the subject of your Despatches, notwithstanding that they reached me at a season, when Parliamentary and other business, admitting of no delay, necessarily occupy so much of my time.

In my Despatch of the 17th November, 1846, I informed you of the advice, which upon the question of the Civil List, I had submitted to the Queen, and which Her Majesty had been pleased to approve. On that occasion, I sought to explain with the utmost precision in my power, the views of Her Majesty's Government upon a subject of so much local importance, and, I then stated, that my instructions, written for your guidance in communicating with the Legislative Council and Assembly, of Nova Scotia, were framed in a spirit of frank confidence in those bodies, and in a belief that they would be received in a similar spirit. In this expectation I have not been disappointed. It is with much satisfaction that I recognise in the proceedings of the Legislature a desire to settle this question, and also that I perceive in the Act before me, provision made for giving effect to material conditions, stipulated for by Her Majesty before surrendering Her Hereditary Revenue in Nova Scotia. I am thus warranted in believing that the Legislative proceedings of this Province will continue to be conducted in harmony with the views of the Imperial Government, and will be marked by a just recognition of the claims of the Sovereign, whenever the rights of the Crown are concerned. On this account, and being satisfied that the members of the Legislature will desire to give effect to the views of Her Majesty's Government, I do not

not hesitate to point out to you some objections to the present Act, which preclude my advising Her Majesty to bring it into operation by her confirmation, but, which will, I feel confident, only require to be properly explained to the Legislature to ensure the necessary amendments, and a speedy as well as satisfactory settlement of the Civil List question.

Without recurring at length to the instructions conveyed to you in my Despatch of the 17th November, 1846, you will probably remember, that I addressed you in consequence of an application contained in your Despatch of the 15th October, 1846, for a decision on the four following points :

1st. The Arrears.

2nd. The Salaries of the present holders of office.

3rd. The Governor's Salary.

4th and lastly, future Salaries.

I need not advert to the last, because by my Instructions I entrusted the Legislature to fix, at their discretion, the salaries for certain Judicial and other officers, which I enumerated, and I find that the present Act makes the necessary provision for these officers.

With respect to the arrears, and to the salaries of the present holders of offices, it is, however, necessary that I should recur more in detail to my Instructions. On these points, when referring to the terms on which I stated that the Queen had authorized a surrender of the Crown Revenues, I addressed you as follows :

“Of these conditions the first and most indispensable is, that every debt for which the property to be surrendered is responsible, should be fully satisfied before the transfer is made. Of these debts, the arrears of the salaries of the public officers of the Province, constitute the most urgent. To give up the only means of satisfying them, without, at the same time, stipulating for their previous payment, would be to commit a breach of the pledged faith, and violation of the honor of the Crown, to which no imaginable consideration of convenience or of interest could ever reconcile the Queen or Her Majesty's confidential advisers. This, therefore, you will understand, as being the essential and indispensable preliminary to any such arrangement.

“If of lower degree, yet of the same general nature, is the claim of all the existing incumbents of public offices, appointed by the Queen, to continue during their incumbencies in the receipt of the same rate of salary as they at present enjoy. I have no reason to suppose, that by acting on this principle any serious burden will be thrown on the finances of the Province. But I cannot advise the Queen to abandon the means of fulfilling the reasonable expectations and just hopes of her servants in Nova Scotia, unless at the same moment some effectual security shall be taken for the fulfilment of those expectations and hopes from other and sufficient sources.”

In the discussions upon the Civil List, which have taken place in the Colony, since these instructions were addressed to you, no attempt that I am aware of has been made to controvert the justice of the views so expressed by Her Majesty's Government, neither have I been able to find in your own Despatches, or in the papers transmitted with them any sufficient grounds for departing from the principles which the above instructions recognize. It therefore becomes necessary to see that the present Act is consistent with those principles, and, I will proceed to indicate the points, in which it appears not strictly to be so, and the instances in which it fails to provide for discharging debts, for the payment of which the property of the Crown is liable, and the faith of the Crown is pledged; I find three cases only, being those of the Chief Justice and his colleagues, Mr. Justice Hill and Mr. Justice Bliss, in which any interference on the part of Her Majesty's

Majesty's Government to preserve existing rights of this description, appears to me to be necessary.

The salary of the Chief Justice, appointed in 1833, was at first £850 sterling, exclusive of fees; and in 1837, when the fees were abolished, at the suggestion of the Secretary of State, it was fixed permanently at £1000 per annum. The present Act reduces it to £880, and leaves unprovided for nearly £600 due to the Chief Justice for arrears. With respect to the cases of his two colleagues, both appointed before the 20th March, 1846, I find that their fees were in like manner commuted in 1837, when their salaries were fixed at £650 per annum. The present Act reduces their salaries to £560 per annum. Both these functionaries have also claims to the amount of £150 each, on account of arrears, for which the Act makes no provision. The claims of these public officers, to be maintained during their incumbencies in their present salaries, and also to be supported in recovering their arrears, I feel to be irresistible, and although the sums left unprovided in each case are comparatively small, still in these cases a principle is involved, and I cannot advise Her Majesty to sanction any departure from the stipulated conditions.

Turning from these cases to those of other public officers, who have remonstrated against the measure, I have arrived at the conclusion that their representations afford no reasons sufficient to call for any interference with the confirmation of such an enactment as the present. I will notice each case separately commencing with that of the Master of the Rolls, alluded to in your Despatch No. 33 of the 18th April. Mr. Stewart has complained that his salary will be reduced from £650 to £560 and that he will in compliance with the Assembly's Resolution on Mr. Creelman's motion, be compelled to refund the difference which he has received since his appointment. Upon this case, the question arises, whether Mr. Stewart, having been appointed to his present office, since the 20th March, 1846, holds it subject to the Assembly's Resolution of that date. Your Council, I observe, in their memorandum, of the 14th March last, record their opinion against Mr. Stewart and defend the proceeding of the Assembly. It is unnecessary that I should advert to all the circumstances of this case, although I have considered them, and it will be sufficient that I should instruct you to refer Mr. Stewart to Lord Falkland's Despatches of the 2nd April, 1846, in which you will observe that his Lordship states that he had made Mr. Stewart, before accepting office, acquainted with the resolution of the Assembly, and also to Lord Stanley's Despatch of the 29th April, 1846, in which his Lordship remarked, that for the present, all persons entering public offices should have assigned to them such salaries only as the Bill of 1844 contemplated. I consider therefore that Mr. Stewart holds his office upon these terms, notwithstanding that hitherto he has received the higher salary; and I am of opinion that the rate assigned by the Bill of 1844 is the proper standard for the Civil List Act. With regard to his refunding the difference, I should be unwilling to enforce that measure, especially as the late Governor expressly authorized Mr. Stewart's receiving the higher rate of salary, which perhaps may not unfairly be viewed as a compensation for the inferior security of regular payments, which he has hitherto enjoyed, while the salary has been charged upon the Crown Revenue, instead of being secured, as it will in future be, by law, upon the general Revenue of the Province. I also observe that Mr. Stewart had an unsatisfied claim for arrears; and assuming this sum not to have been paid, I think that it may also fairly be taken in part as a set off against the non-payment on account of salary.

The next case which I have to notice is, that of Mr. Johnston, the late Attorney

ney General, alluded to in your Despatch of the 20th April, and in Address of your Council of the same date. Mr. Johnston's claim for arrears amounts to upwards of £500. Assuming the statement of the Council to be correct, that Mr. Johnston when Attorney General, publicly admitted that his own salary was too high, and voluntarily submitted to its reduction, taking credit afterwards publicly for the sacrifice which he had made, it seems to me that by abstaining from insisting upon the payment of his arrears, I am not doing violence to any principle for which I have thought it right to contend.

Neither do I think it necessary to interfere with reference to the arrears apparently due Sir R. George, if the Legislature continue to vote him a retiring pension. He has not remonstrated against the Act, and in the event of its being amended, any such interference might possibly endanger his pension, which is provided for in the present Act.

Turning from these cases, I will next notice the provision which the Act makes, for the salary of the Governor, the third point on which you sought a decision, and which I communicated to you in the following terms :

“ You will not scruple to use the legitimate influence of your official and personal character to induce the members of the Legislature to concur in the grant for this purpose, of £3500 sterling annually, I am anxious this large sum should be granted, because I am persuaded that it is of the greatest importance to the welfare of the Province, that the important post of Lieutenant Governor should be filled by persons of the highest character and ability. But the difficulty of obtaining the services of gentlemen thus qualified (always considerable) must be greatly increased—and it must necessarily narrow the range of choice in selecting the Lieutenant Governor of the Province, if the salary is so low, as to render that office not an advantage, but a burden on the resources of any gentleman of moderate fortune, however otherwise qualified he might be for the discharge of its duties.”

This decision was communicated to you in my Despatch of the 19th November, 1846. Subsequently in answer to an enquiry contained in your Despatch of the 2nd April, 1847, forwarding a minute of your Council, whom you had consulted as to the proper interpretation of my former Despatch, I informed you that you had rightly construed my instructions as authorizing the receipt by you pending the Civil List question, of a salary of £3500, or £500 more than was provided, by the Bill of 1844 and than you had previously received.

My reasons for authorizing the higher rate of salary are explained in my Instructions. They were of a description by no means confined to the case of the present or any individual holder of the office, but were grounded on the importance and the requirements of the office itself. I cannot, therefore, admit that there is any sufficient reason for the distinction made in the present Act between your case and that of your successor, and of all the other public officers of whom the Act makes mention.

With reference to the sum which you were instructed to secure for contingencies, I have now to inform you that it is not intended to stipulate for any such provision.

Such are the general views entertained by myself and Her Majesty's confidential advisers, on the subject of the Civil List of Nova Scotia, and until the Act be amended in conformity with these views, I cannot recommend the Queen to allow it ; at the same time I much regret that there should be any occasion for again troubling the Legislature with the consideration of this question, which I think might have been avoided ; if, before announcing your Bill, you had communicated with me upon the subject, for which ample time was afforded.

It appears to me, however, that the additional temporary charges, which would thus be placed upon the Civil List, on the one hand, would so nearly balance the reduction made on the other, that no increased demand of any moment would be made upon the people of Nova Scotia, beyond that to which the Legislature has already consented, by the amendments in the Act, which I have mentioned as being necessary, with a view to its confirmation. I do not anticipate, therefore, any disinclination on the part of the members of the Assembly to adopt the arrangement which Her Majesty's Government consider necessary for the maintenance of the honor of the Crown. If the Assembly consent to take this course I shall be prepared to recommend the Lords Commissioners of Her Majesty's Treasury to forego their claims for the repayment of the sum due to this country on account of advances made to Lord Falkland, and I trust that this will be considered an additional proof that it is only with a view to the permanent and real interest of the people of Nova Scotia that Her Majesty's servants have been induced to advise the Queen not to surrender her Casual and Territorial Revenues, unless upon the terms indicated in substance in this Despatch, to effect which only a few slight modifications of the Act before me will be required. It is my anxious wish that no difficulty may occur in speedily making the necessary amendments, in order to put an end to differences, the continuance of which, we agree with you, in regarding, as greatly to be deplored.

(EXTRACT.)

MAY IT PLEASE YOUR EXCELLENCY—

1. The undersigned, being all the Members of the Executive Council whom it has been possible to consult on Earl Grey's Despatch, No. 98, deem it of such importance, both to the public interest and to your Excellency, as to call for some observations, which we trust may be transmitted through your Excellency to the Right Honorable the Colonial Secretary. It is of the utmost consequence that public documents enunciating general principles, and dealing with individual interests, should proceed upon a thorough knowledge of the facts, that the decision of the Imperial authorities, when communicated to the Assembly, may be received with implicit respect, and induce a cheerful and prompt obedience.

We are persuaded, therefore, that Earl Grey will not be indisposed to give their due weight to some explanations necessarily drawn forth by this Despatch, and will appreciate the motives that lead us respectfully to solicit a reconsideration of one or two points which it comprehends.

2. In urging the claims of some of the Judges to the payment of all the arrears demanded, and of higher rates of salary than assigned in the Civil List Bill, we fear that Earl Grey has not sufficiently adverted to facts in the knowledge of the Legislature, and which in 1848, as they did in 1844, have conducted large majorities after mature deliberation to the decision that those gentlemen can plead no equities that ought to embarrass the Government in dealing with a question, involving so intimately as this does, the harmonious co-operation of the Imperial and Colonial authorities.

3. The highest talent at the Provincial Bar, can be readily commanded for the salaries now paid Mr. Justice Halliburton and Mr. Justice Dodd. The question arises, why should Judges Hill and Bliss receive more? If it is urged because they formerly collected fees, in commutation of which certain sums were charged upon the Casual Revenue, the answer of the Legislature has ever been—but to those fees neither of those gentlemen had any legal or equitable claim. The fees belonged

belonged to the Chief Justice if they belonged to any body; and the people of Nova Scotia have ever resisted the payment from the Casual Revenue of the sums demanded by these Judges, in commutation of claims having no better foundation, in their opinion, than an illegal order and the exercise of Judicial authority. Earl Grey may have viewed this as a mere pecuniary question; but it has not been in this Country, and is not at this moment, so regarded. A few hundred, or a few thousand pounds, can be spared by the Legislature of Nova Scotia for any object involving the honor of the Crown, or the improvement of their Country; but they resist these gentlemen, in claiming money for the loss of fees, to which in their judgment they had no title, from a prevalence of sentiment kindred to those which prompt Englishmen, however generous in their public expenditure, to question the slightest exaction to which the assent of Parliament has never been obtained.

4. The House of Assembly, which, in 1839, pledged the whole Revenues of the Province for its defence, refused to pay the demand put forward by these gentlemen, and it would be wrong for us to conceal from your Excellency our impression that, whatever view may be taken of the claims of the Chief Justice, which stand upon a footing somewhat different, we fear that no influence which your Excellency or ourselves can legitimately exercise, will prevail upon a majority of the present House to regard with more favor than any Assembly has done in Nova Scotia for many years, pretensions never asserted without injury to the character of the Bench, and which are resisted from far higher considerations than the trifling saving which the question appears to involve.

5. The claims of the Chief Justice stand upon a different footing, although never having been recognized in the various discussions upon the subject as including a legal and unexceptionable title. At best, they have been regarded as doubtful sources of income, which could not have been enforced had the country possessed a Court of Appeal. But those fees attached to the office of Chief Justice only, if they attached at all, and your Excellency will perceive in the distinctions between a present and future Chief Justice, that in consideration of any rights which the present officer may be supposed to have had, he is to receive by the present Bill £240 sterling more than his successor. The difference may be regarded as a commutation for rights; which, if he possessed them, have been fairly considered, but which, whether he did or not, certainly gave no claim to the Pusine Judges to demand higher rates of salary than the future Chief Justice, who may sit beside them on the Bench, is to enjoy.

6. We are sensible that it would have been infinitely more convenient to have settled these details in a correspondence with the Colonial Secretary before they had been passed upon by the Assembly—and your Excellency will do us the justice to remember that, although we did not question the abstract right of the late Government to retain their places till after the meeting of the Assembly, when they knew that they had lost their Parliamentary majority, one of the main evils we apprehended from their availing themselves of this right was the impossibility of concerting our measures, and obtaining, as we earnestly desired, the preliminary sanction of the Colonial Secretary.

Any collision or difference of opinion between the Imperial and the Local Governments is of all things to be deprecated; and we felt most humbly the responsibility which attached to your Excellency, and to your advisers, in being forced by our position, and by the natural and perhaps too just expectations of our friends to introduce, without having had the advantage of his Lordship's experience and advice, some measures, of which he might possibly disapprove.

7. On the Civil List Bill in particular, so desirous were we of having this advantage

vantage, that we had determined, as your Excellency knows, to ascertain the views of our party and open a correspondence during the recess with his Lordship, postponing the discussion on the question until next session.

So well understood was our policy, and desire, on this subject, in the Assembly, that Mr. Whitman, a colleague of Mr. Johnston's, adopted the very unusual course of introducing a Civil List Bill, being, in fact, a transcript of the Act of 1844, and in defiance of his Lordship's wishes, providing for the office of Lieutenant Governor no more than £2500 a year. A discussion therefore became inevitable, and we had no alternative but to frame the best and only Bill we could carry, which was brought in accordingly towards the close of the Session on the day of March, shortly after the elections of the Crown Officers and of the Provincial Secretary.

8. These facts, we presume, are unknown to his Lordship and will be sufficient, we trust, to convince him that there really was no time to communicate our Bill to the Home Government, and that the apparent omission did not originate in want of care, still less in want of respect.

9. Regarding mutual confidence between the Colonial Secretary and the Queen's Representative, and the general belief among Her Majesty's subjects within the Province, that such exists as an essential element of successful Colonial Government.

We hasten to avow that if there has been error, it originated in the advice which we, conscientiously gave your Excellency.

We proposed the higher salary, and urged our friends in the Assembly to assent to it, under, it would now appear, an entire misapprehension of his Lordship's views, and from a sincere belief that, so far from being objectionable, it would probably be with him an indispensable condition.

The Act of 1844 gave to Lord Falkland, the then incumbent, £500 a year more than to any future Lieutenant Governor. No objection had been raised to it on that ground.

On the contrary, although his Excellency had given his own assent to a Bill reducing his salary, so clear did his right appear, that the amount abandoned was advanced from the Imperial Treasury.

The Assembly granted £3500 a year to your Excellency, not as an act of personal liberality, but because the new House found your Excellency in the actual possession of that income; and because the Minute of our Predecessors in Council and his Lordship's Despatch had authorized your receipt of it during the pendency of the Civil List question.

This Minute and Despatch were repeatedly quoted in debate, in justification of the additional allowance of £500 a year.

The House might have refused this sum on the ground that the Civil List was about to be settled, but the reduction seemed to be ungracious, and therefore was not proposed to your Excellency.

It was thought to be in violation of an arrangement which the Colonial Secretary had deliberately sanctioned, and the party which supports the Government and Assembly, were willing on that account to confirm it.

10. With these explanations we cannot but express a hope that Earl Grey may be induced to reconsider this subject, and permit the Bill to pass, as we ap-

prehend but little public advantage will result from a renewed discussion of questions surrounded by difficulties, and which having done our utmost to adjust, we leave with all deference and respect in his Lordship's hands.

(Signed)

JAMES B. UNIACKE,
MICHAEL TOBIN,
JAMES McNAB,
GEORGE R. YOUNG.
HUGH BELL,
JOSEPH HOWE,

Mr. Huntington, and
Mr. DesBarres, absent; }
Mr. Doyle—sick.

Halifax, July 20, 1848.

Extract of a Despatch from the Right Honorable Earl Grey to Sir John Harvey, dated 15th November, 1848.

"In my Despatch, No. 98, of 19th June last, I stated that I much regretted that you should have proposed, without previously communicating with me, the Civil List Bill which was submitted to the Legislature, and which, in some points, materially differed from the one to which you had authority to assent. I am still of opinion that your having sanctioned the introduction of such a Bill, without previous communication with me, was unfortunate;—but it affords me much pleasure to be able, so far to qualify my former expression as to inform you that, while upon some points the explanation which you have afforded may be open to remark; still, upon the whole, making due allowance for the difficulties of your position, and adverting to the original intention of your advisers not to have brought forward during the last Session, Legislative measures on this subject; I regard the reasons which you have assigned for having taken the step as sufficient to relieve you from blame on this score; and, as the Bill contained a suspending clause, I can also exonerate you from any censure for having given your assent to it, notwithstanding its differing so materially from that which you had been informed that I should be prepared to submit for Her Majesty's confirmation.

"My objections to some parts of the Civil List Act, No. 2817, are in no degree diminished by your explanations.

"I trust that the people of Nova-Scotia will not fail to comprehend that it is a regard for their true and permanent interest, not from that of the individuals more immediately concerned, who are personally unknown both to my colleagues and myself, which has induced us to advise Her Majesty to withhold her confirmation from the Act which has been submitted to Her, until it shall have received the amendments I have pointed out to you as being required, and I therefore indulge the hope, that although this decision may in the first instance excite some feelings of disappointment, it will ultimately tend to increase the attachment of the people of Nova Scotia to the Government of this Country, by inspiring them with a respect for the justice of its decisions, and to promote kindly feelings and mutual forbearance, which, when duly encouraged and properly directed, will facilitate the good government of the Colony."

No. 11.

(See Page .)

COPY.

No. 22.

Government House, Halifax, 15th April, 1848.

MY LORD—

In transmitting an "Act to provide for the collection of the Revenue" it becomes my duty from the nature of the Act itself, and in consequence of a Protest, handed to me by one of the Collectors liable to be effected by the policy on which the measure is based, to trouble your Lordship with a few explanations.

By reference to my Despatch, No. 23, dated 2nd of April, 1847, it will appear that the House of Assembly, in which, at that time, my late advisers influenced the majority—by an union of all parties on that question—were shaping their legislation to meet the new policy of the Imperial Parliament, by which differential duties were abolished and the Colonies authorized to repeal the duties of Customs.

The Revenue Act, and the Act to repeal the duties of Customs, were transmitted with that Despatch.

These Acts having been assented to by Her Majesty, the Collection of Revenue, by the officers of Customs in Nova Scotia, ceased on the 31st March last, and those officers are now closing their accounts, and preparing to hand over the Warehouses—temporary arrangements having been made for the efficiency of the service, and the payment of the expense out of the funds of the Colony in the meantime.

Your Lordship is probably aware that this Province has long been burthened with two cumbrous and expensive Revenue departments: that of the Customs, and another, consisting of County Excise Offices, but which collected no Excise duties, except a small tax on distilled spirits, and were in fact Colonial Custom Houses collecting Provincial Impost Duties. Of these, there are, perhaps, thirty in the whole, the officers being paid by a commission on the amount they received.

It appearing by the Treasury Minute of the 19th February, transmitted with your Lordship's Despatch (No. 67) of the 24th February, that their Lordship's contemplated keeping up officers in all our ports for the enforcement of the Navigation, Registry, and Passenger Laws, for whom accommodation was required in the offices heretofore used for these and revenue purposes, the Legislature became desirous that these officers, if a satisfactory arrangement could be entered into with the Lords of the Treasury, should also be entrusted with the enforcement of the Provincial Laws and the collection of Provincial duties, so as to consolidate the whole service under one Department—save expense and relieve the Trade from the intolerable burthen of double entries.

The advantages to be gained are consolidation, simplicity, some saving of money, and a great saving of time. There would also be this additional advantage, that the officers employed, receiving a per centage, or salary from the Province, in addition to their allowance from the Treasury, would be better paid.

The evils to be feared are the want of local information and sympathy with the Colonial service, if the officers all came from home, and owe their appointments to the Treasury, irrespective of the Lieutenant Governor, who would thus be divested of patronage in an extensive branch of the public service. Under any view

of the case it would be better if the Lieutenant Governor could be authorized, in completing the new arrangement, to suggest, out of the officers now employed in the Customs, those who are best qualified to conduct the combined Departments. As your Lordship will perceive by the Treasury Minute several of them will become redundant. In view of these advantages and evils presented by the position of affairs during the recent Session, joined to the uncertainty as to who were to be the officers employed here by the Treasury, it is evident that nothing could be done but to pass the Act enclosed, which, reciting the Imperial enactments in its preamble, merely arms me with powers to employ the Controllers of Customs, and consolidate the Departments, if it shall appear advisable so to do, after conducting the necessary negotiations and correspondence with Her Majesty's Government.

With what propriety Mr. Dewolfe, or any other Collector, pending such negotiations, can press his personal claims against the adoption of a measure so general, and apparently so advantageous, I must leave your Lordship to judge.—Should he be ultimately affected by the measure, which is more than probable, I presume he can appeal to the Legislature; in the meantime, I must solicit your Lordship's attention to a few points, upon which it is of much consequence that I should be, as early as possible, informed.

1st. Will the Lords of the Treasury sanction the employment of their officers, provided such an addition is made to their emoluments out of the Provincial funds as will make it an object for them to collect the Colonial duties.

2nd. Will their Lordship's enter into any arrangements, by which, reserving to themselves the patronage of the higher offices, as is done by his Lordship the Postmaster General in his department, a certain proportion of the subordinate offices shall be in the gift of the Lieutenant Governor.

Whatever view Her Majesty's Government may take of this matter, it is of the utmost consequence that instructions should be transmitted to me with as little delay as possible, as all our arrangements are of a temporary character, and will continue so till the powers sought are conferred or formally withheld.

It is essential to the security of the Revenue, and the efficiency of the Government, that they should be rendered permanent.

I have, &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c.

COPY.

TO THE RIGHT HONORABLE EARL GREY, HER MAJESTY'S SECRETARY OF STATE FOR THE COLONIES, &c. &c. &c.

The Petition of Thomas Andrew Strange Dewolf, Collector of Impost and Excise Duties, for the District of Halifax, in the Province of Nova Scotia.

MOST HUMBLY AND RESPECTFULLY SHEWETH—

That for nine years previous to his appointment to the office of Collector of Impost and Excise, as hereinafter mentioned, your petitioner was one of the Representatives for the County of Kings, in the General Assembly, and upwards of five years he held a seat in the Executive Council, under the Government of the late Sir Colin Campbell, and his Excellency Lord Falkland.

And your petitioner further states that the said office at Halifax is an ancient office,

office, having existed more than sixty years, that the income thereof, for more than twenty years past, has been Seven Hundred Pounds currency, a year. That on the 30th April, 1844, your petitioner then being a Member of the House of Assembly, was appointed to it by Lord Falkland, under the conditions set forth in the accompanying correspondence, and his appointment was approved and confirmed by Lord Stanley, in a Despatch dated 20th June, 1844, No. 173, copy of which is annexed hereto; and your petitioner further states, that the question referred to in the letter of Sir Rupert D. George, then Provincial Secretary, dated 21st April, 1844, was afterwards decided in the negative by the Legislature; by an Act passed in the year 1846, and approved by Her Majesty on the 19th May in that year, which Act is still in force—and your petitioner as such Collector of Impost and Excise Duties, was thereby made ineligible to be elected a Representative in the House of Assembly, and disabled from holding a seat in the Legislature and Executive Councils of the Province. That previous to the passing of the said Act, Lord Stanley in his Despatch to Lord Falkland, dated 18th June, 1845, No. 230, had recommended the enactment of a Law, excluding from the House of Assembly and Executive Council, all persons engaged in the *direct collection* of the Public Money, and Lord Falkland signified to your petitioner that his future tenure of the said office would be like other non-political offices, dependant on good behaviour—and as such your petitioner has since held the said office having abstained from offering at the last General Election, and abandoned all further interference in Legislative and political matters, devoting himself wholly to the duties of his office, and confidently relying on the protection of the Government, while he faithfully discharged the duties thereof. That after the decision of the Legislature and the assurance of the Queen's Representative, your petitioner felt himself secure in his said office—and was confirmed in the belief, by the published declaration of His Excellency Sir John Harvey, that, "as Her Majesty's Representative he would be no party to depriving any of Her Majesty's servants of any office they held, otherwise than by giving his assent to any voluntary surrender of them, should they think fit to make it for the attainment of a great public object." And your petitioner as well as other Provincial officers was exceedingly gratified with the instructions and observations contained in your Lordship's Despatch to His Excellency Sir John Harvey of the 31st March, 1847, No. 25, with reference to the protection against political changes.

And your petitioner further shews previous to his appointment to his office, he had for many years resided and carried on business at Horton in the County of King's, being about sixty miles distant from Halifax, and after being assured, that his tenure of office would depend on his good behaviour, your petitioner broke up his establishment at Horton, abandoned his business there, and removed his family to Halifax, where he has, since his appointment, resided.

That your petitioner has devoted his whole time to the performance of the duties of his office, which he has faithfully discharged to the satisfaction of the Government and the public.

And your petitioner further shews to your Lordship, that on Friday the 31st March last, having accidentally heard that the Local Government intended to legislate him out of his office, he immediately waited upon his Excellency Sir John Harvey, when his Excellency stated that he was not aware of any such intention and assured your petitioner that he would not give his assent to any Bill, affecting the private interests of any individual, unless such Bill contained a suspending clause, and that he had given a similar assurance to Mr. Fairbanks, the Treasurer, who had also applied to him respecting his office. That after leaving his Excellency with this assurance, your petitioner to his great astonishment,

learned that an Act, the object of which is to deprive him of his office, had been assented to by his Excellency, on the previous day—which Act has not a suspending clause, and on enquiring, your petitioner learned that the said Act had been hurriedly passed through the Council by a majority of one (three of the members voting for such Bill in the Council, being nominees of the said Local Government, and during the present Session, appointed provisionally to that Body) and immediately afterwards on the same day assented to by his Excellency.

And your petitioner solemnly assures your Lordship, that until after the said Act had been assented to, he was not aware that such a Bill was before the Legislature, and therefore had no opportunity of remonstrating against the injustice of the measure. That immediately after ascertaining the facts your petitioner again waited upon his Excellency, and informed him thereof, and that the Act had been passed without a suspending clause—that his Excellency told your petitioner he was not aware any Act having that tendency had passed, or that it was at all contemplated to affect the office held by your petitioner; but his Excellency stated, he would make enquiry into the matter and inform your petitioner, and he at the same time recommended your petitioner to send a memorial to your Lordship setting forth in the strongest manner the circumstances and hardships of your petitioner's case—and that he would forward the same, with his favourable recommendation. And your petitioner begs further to state that in about an hour after, he was called upon by the Hon. Joseph Howe, the Provincial Secretary, one of the members of the Local Government, who stated that his Excellency requested him to make explanation to your petitioner with reference to the recent conversation with his Excellency before mentioned—that on that occasion, Mr. Howe also stated that your petitioner would be superseded, in his said office, although the Local Government did not contemplate his instant removal—that he could not tell at what time such would take place, but that he would give your petitioner the earliest information thereof. But your petitioner relies with confidence, that while this Province remains a part of the British Empire, every subject of Her Majesty can appeal against injustice, in whatever shape it appears, and that such an appeal in the present case to Her Majesty's Secretary of State will not be in vain.

Your Lordship will at once perceive that by the general and comprehensive nature of the enactment, a copy of which accompanies this memorial, not only will your petitioner be deprived of his office, but every other person throughout the Province holding offices as Collectors of Excise, with income varying from £20 to £300 a year, will, likewise, be liable to be, and probably will be, deprived of their offices without remuneration.

That your petitioner is now at an advanced period of his life, and having abandoned his former business, to devote his whole time to the duties of the office, his removal without compensation would be cruel, as well as most unjust; and he trusts that the Local Government will not be permitted to effect his removal by Legislation, or in other words, to do indirectly that which your Lordship has prohibited being done directly.

Your petitioner therefore, humbly prays your Lordship, to take his case into consideration, and prevent the contemplated injustice, by recommending Her Majesty to disallow such Act.

(Signed) THOMAS A. S. DEWOLF.

No. 121.

COPY.

Downing-Street, 8th September, 1848.

SIR—

I have to acknowledge the receipt of your Despatch No. 22, of the 15th of April last, transmitting an Act (No. 2811) intituled, "An Act to provide for the Collection of the Revenue."

This Act having been referred by the Queen in Council, to the Lords of the Committee of Privy Council for Trade and Foreign Plantations, that Committee have reported to Her Majesty in Council their opinion, that this Act shall be left to its operation. Her Majesty's assent therefore to this Law, will be signified in the usual manner at the next opportunity.

I enclose herewith for your information and guidance, an Extract from a Minute from the Lords Commissioners of the Treasury with reference to this Enactment.

I have, &c. &c.

(Signed.)

GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

No. 123.

COPY.

Downing-Street, 12th September, 1848.

SIR—

With reference to my Despatch No. 121, of the 8th instant, I have the honor to transmit to you herewith, an order made by Her Majesty in Council, leaving to its operation the Act, No. 2811, passed by the Legislature of Nova Scotia, in the month of March last, and intituled, "An Act to provide for the Collection of the Revenue."

I have, &c. &c.

(Signed)

GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

(L.S.)

At the Court at Buckingham Palace, the 4th day of September, 1848.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

HIS ROYAL HIGHNESS PRINCE ALBERT,

Lord Chancellor,
Lord President,
Lord Privy Seal,
Duke of Norfolk,
Marquis of Breadalbane,
Marquis of Clanricarde,
Lord Steward,
Lord Chamberlain,

Earl Grey,
Earl of Auckland,
Viscount Palmerston,
Viscount Morpeth,
Lord Campbell,
Mr. Labouchere,
Sir Geo. Grey, Bart.,
The Chancellor of the Exchequer.

Whereas,

Whereas, the Lieutenant Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did, in the month of March, 1848, pass an Act which has been transmitted, entitled as follows, viz. :

No. 2811—An Act to provide for the Collection of the Revenue.

And whereas, the said Act has been referred to the Committee of the Lords of Her Majesty's Most Honorable Privy Council appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported, as their opinion, to Her Majesty, that the said Act should be left to its operation. Her Majesty was thereupon, this day pleased, by and with the advice of Her Privy Council, to approve the said Report, whereof, the Governor, Lieutenant Governor, or Commander-in-Chief for the time being of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice, and govern themselves accordingly.

(Signed) C. GREVILLE.

Extract of a Letter from J. Parker, Esq., to Sir Dennis Le Marchant, dated: Treasury Chambers, 24th August, 1848.

“With reference to the Act, No. 2811, and to the observations in the Despatch from the Lieutenant Governor of Nova Scotia, relating thereto, my Lords direct me to request that you will acquaint the Lords Committee, that they will not object to the officers that are still to be retained in the Province, under the direction of the Board of Customs, affording assistance, so far as may be consistent with due attention to the objects for which they are so retained in the collection of the Provincial Customs Duties, or the enforcement of the Provincial regulations relating to trade, with the understanding that they are to be reasonably remunerated at the expense of the Provincial Government for their extra trouble and responsibility, and my Lords will be ready to consider any proposition, to the above effect, that may be submitted on the part of the Nova Scotia Government, and in the mean time there does not appear to them any objection to the Act in question being left to its operation.

But my Lords, at the same time, desire me to request that you will state to the Lords of the Committee, that they consider it indispensably necessary that the Controllers and other officers, who are to be maintained in the Colonies with a view to ensure a due observance of the Imperial Laws, relating to Trade and Navigation, should be selected by, and entirely amenable to the Board of Customs, and should receive their appointments through that Board, in the same manner as heretofore, notwithstanding they are no longer charged with the collection of Impost Duties under an Imperial Act.

“And that you will move the Lords of the Committee, in reply to Earl Grey's reference on the subject of the Nova Scotia Act in question, to cause his Lordship to be so apprized.”

No. 12.

(See Page 226.)

DR. THE PROVINCE OF NOVA-SCOTIA.

For Payment made by the Treasurer between the 1st January and 31st December, 1848, inclusive.

To paid sundry Warrants, in full, for the Salary of the Lieutenant Governor,	£2500	0	0	
Sundry Warrants to Collector of H. M. Customs, in aid of support of that Department,	5458	10	1½	
Sundry Warrants for Salaries to the Officers of Government, per Abstract,	5621	14	7	
	<u>£13580</u>	4	8½	
Sundry Warrants for Legislative Expenses, including pay of Members, as per Abstract,		4404	0	5
Sundry Warrants for support of Colleges, Academies, and Common Schools, as per Abstract,		13824	4	7½
Orders on Account of Warrant for encouragement of Agriculture, as per Abstract,		965	0	0
Sundry Warrants for allowance to Excise Waiters, Revenue Boats, and other Expenses in aid of the Revenue, as per Abstract,		2707	11	6
Sundry Warrants for Drawbacks, per Abstract,		440	7	2
Sundry Warrants for Bounty on Wolves,		20	0	0
Sundry Warrants to Commissioners of Poor, Halifax,		1500	0	0
Sundry Warrants to Commissioners of Penitentiary, as per Abstract,		1550	15	10
Sundry Warrants for compensation to Proprietors of Lands, taken for Road alterations, as per Abstract.		1440	17	8
Sundry Warrants for Advances from the Casualty Vote, per Abstract,		1049	1	3
Sundry Warrants for Improvements of Roads and Bridges, per Abstract, viz. :				
County of Digby,	£1282	0	0	
County of Halifax,	£1990	0	0	
Township Do.,	551	6	9	
County of Annapolis,	1138	1	9	
County of Cape Breton,	1766	6	2	
County of Cumberland,	1406	11	6	
County of King's,	1462	16	2	
County of Lunenburg,	1663	2	0	

County of Colchester,	£1540	0	7	
County of Guysborough,	1087	11	7	
County of Pictou,	1774	8	0	
County of Yarmouth,	1291	19	9	
County of Queen's,	1289	5	0	
County of Richmond,	1170	15	0	
County of Inverness,	1333	10	10	
County of Hants,	1796	6	9	
County of Sydney,	1366	0	11	
County of Shelburne,	1298	10	0	
				25208 12 9
Sundry Warrants for Expenditures on Roads and Bridges, granted in former years and undrawn, per Abstract,				1678 8 0
Sundry Warrants for support of Light Houses, per Abstract,				5829 10 2
Sundry Warrants to Commissioners of Sable Island, as per Abstract,				1033 9 5
Sundry Warrants for expenses in clean- ing Militia Arms, per Abstract,				151 7 9
Sundry Warrants for holding Coroners Inquests, as per Abstract,				292 10 0
Sundry Warrants for Rations to Troops en Route, as per Abstract,				102 18 0
Sundry Warrants for cost of Criminal Prosecutions, viz. :				
Henry A. Grantham,	2	16	4	
W. F. DesBarres,	72	7	4	
John C. Hall,	4	8	4	
Hon. W. Young,	29	12	6	
John Creighton,	7	0	0	
James Stewart,	38	0	5	
Charles J. Harrington,	7	9	4	
John Creighton,	22	10	0	
Lewis M. Wilkins,	38	7	3	
John T. Hill,	4	9	0	
Hon. W. F. DesBarres,	13	18	6	
Henry A. Grantham,	5	11	6	
James Stewart,	11	13	0	
John Whidden,	7	2	6	
W. E. Smith,	15	0	0	
James McKeagney,	7	10	0	
John Creighton,	7	10	0	
Charles Twining,	19	13	6	
William A. Henry,	13	11	0	
Lewis M. Wilkins,	21	3	4	
				349 13 10
Sundry Warrants in aid of Packets, Steamboats, and Ferries, per Ab- stract,				2250 0 0
Sundry Warrants in aid of Piers and Breakwaters, per Abstract,				74 16 0

To paid Sundry Warrants for Travelling Expenses of Judges, per Abstract,	£436	10	0
Sundry Warrants on account of Grant in aid of Indians, per Abstract,	333	6	7
Sundry Warrants and Orders for Postages and extension of Mail Routes, per Abstract.	1706	13	11
Sundry Warrants for Interest on Funded Debt, per Abstract,	2101	13	10
Sundry orders for advances to Savings Bank,	2000	0	0
Sundry Warrants for Public Printing, per Abstract,	477	17	0
Sundry Warrants to Adjutants of Militia, as per Abstract,	300	0	0
Sundry Warrants to Commissioners of Public Buildings,	1349	11	6
Sundry Warrants and Orders on account of the Passenger Fund,	1513	8	3
Sundry Warrants for Miscellaneous services, as per Abstract,	4257	0	6
Sundry Warrants for encouragement of Oat Mills,	355	0	0
Sundry Warrants on Account of Fines and Forfeitures,	4	12	6
To Cash paid Bank of Nova Scotia repayment of advances to the Savings Bank,	200	0	0
To paid sundry advances made by command of Lieutenant Governor, per Abstract,	7420	9	11
Advances made by order of Lieutenant-Governor for relief of William McGuire, and expense of Prosecution,	238	7	11
	<u>£101130</u>	<u>1</u>	<u>0</u>
Balance,	3376	3	10
	<u>£104506</u>	<u>4</u>	<u>10</u>

IN ACCOUNT CURRENT WITH SAMUEL P. FAIRBANKS, TREASURER. CR.

By Balance in hand 31st December, 1847,	£10923	18	17
Cash from Collector of Excise, Halifax :			
March Quarter,	£9080	0	0
June Quarter,	22800	0	0
September Quarter,	19200	0	0
December Quarter,	18500	0	0
	<u>69580</u>	<u>0</u>	<u>0</u>
By Cash from the Collectors of Impost and Excise at the Out-Ports, viz :			
Lunenburg,	348	18	0
Amherst,	228	0	0
Pugwash,	141	18	6
Guysborough,	Nil		
Yarmouth,	1422	0	1

Pictou,

Pictou,	£2585	12	10
Digby,	559	1	3
Annapolis,	355	13	6
Windsor,	132	7	1
Maitland,	51	5	0
Westport,	24	16	6
Weymouth,	43	19	7
Cornwallis,	190	12	5
Liverpool,	635	2	10
Shelburne,	198	7	8
Port Hood,	179	11	0
Londonderry,	131	10	0
Parrsborough,	26	14	7
Cape Breton,	266	6	4
Antigonishe,	Nil		
Givan's Wharf, King's Co.,	32	9	1
Gut of Canso,	45	0	0
Arichat,	241	6	8
Argyle,	100	3	2
Barrington,	52	7	3
Truro,	35	7	1
Wilmot,	204	9	9
Tatamagouche	53	9	8
		£8296	9 10

By Cash from Collectors of Light Duty, viz. :

Halifax,	£1010	6	10
New Edinburg,	37	14	11
Annapolis,	61	16	5
Digby,	90	13	6
Canso,	281	7	5
Liverpool,	129	0	10
Guysborough,	16	1	8
Barrington,	62	13	4
Westport,	15	0	0
Argyle,	63	12	2
Sydney, Cape Breton,	383	6	4
Cumberland,	19	0	0
Pictou,	759	6	1
Wallace,	182	9	11
Shelburne,	43	15	0
Yarmouth,	238	15	1
Arichat,	138	15	1
Lunenburg,	36	2	11
Londonderry,	Nil		
Windsor,	149	6	6
Maitland,	37	2	0
Cornwallis,	12	14	1
Antigonish,	Nil		
Wilmot,	14	12	3
Parrsborough,	12	0	0
Givan's Wharf,	3	6	6
		£799	18 10
			Amount

Amount received on account of Imperial Duties collected at the Customs,		£8218 16 9
Amount from Province of Canada towards support of Saint Paul's and Scatterie Light Houses,	601 4 10	
Ditto from Prince Edward Island,	36 1 6	
	<hr/>	637 6 4
Bank of Nova Scotia, received on account of Savings' Bank,		199 0 0
Received on account of Fines and Forfeitures, viz: Clerk of the Crown, Halifax, Board of Revenue,	12 17 6 400 0 0	
	<hr/>	413 17 6
Advances to Destitute of Magdalen Islands, repaid by Province of Canada,		249 9 0
Drafts on Lords of Treasury in payment of Advances made in the case of McGuire,	280 17 11	
Proceeds of sundry Agricultural Implements,	0 10 0	
Repaid by Board of Health, Halifax,	40 5 0	
	<hr/>	321 12 11
Received from the Savings' Bank,		1300 0 0
Received from Passenger Fund,		49 10 8
Proceeds of Bill of Exchange on Lords of Treasury, in aid of Sable Island charges,		502 4 5
Amount received from Collector of Barrington, proceeds of Coal,		14 0 0
		<hr/>
		£104,506 4 10

[Errors Fxcepted.]

SAMUEL P. FAIRBANKS, Treasurer.

Treasurer's Office, Halifax, 31st December, 1848.

No. 13.

(See Page 226.)

Government House, Montreal, 20th May, 1848.

SIR—

I have the honor to transmit for the consideration of your Excellency and your Executive Council, the enclosed copy of a Memorandum, presented to me by the Inspector General of Accounts, on the subject of the inter-Colonial Trade between Canada and the sister Provinces of Nova Scotia and New Brunswick, and I shall be obliged by your favoring me with your views on the points which are raised in it.

I have the honor to be, Sir,
Your Excellency's,
Most obedient humble Servant,
(Signed) ELGIN & KINCARDINE,

His Excellency Sir John Harvey, K. C. B. & K. C. H., &c. &c. &c.

COPY.

The Inspector General of Public Accounts, humbly submits to the Governor General, the following observations on the subject of the inter-Colonial Trade between Canada and the sister Provinces of Nova Scotia and New Brunswick.

The Inspector General has had communication of a proclamation issued by the Lieutenant Governor of Nova Scotia, in which the Act of the Canadian Legislature, 10 & 11 Victoria, cap. 31, is recited as an Act whereby the native Produce and Manufactures of Canada free of duty, shall be entitled to exemption of duty under said Act, with the exception of Spirituous Liquors.

The Proclamation further recites—"And, whereas, the said Act is now in full force and effect," and in pursuance of the authority vested in the Lieutenant Governor of Nova Scotia, with the advice of the Executive Council, His Excellency the Lieutenant Governor by the Proclamation, appoints the first day of May next, upon, from, and after which day, all articles, the growth, produce or manufacture of the Province of Canada, (excepting Spirituous Liquors), shall be admitted into Nova Scotia free of duty.

The Inspector General is of opinion, that the Government of Nova Scotia has been premature in issuing the Proclamation, and in considering the provisions of the Canada Customs Act, to bear the meaning given to it as quoted in that document, and also in declaring the Canadian Act as being in full force to the effect recited.

The 3rd Section of the Canadian Act, 10 & 11 Vict., cap. 31, contains the following proviso :

Provided also, That if in any British North American Colony, all articles (except Spirits or strong waters) being the growth, produce or manufacture of this Province, shall be exempt from duty on importation into that Colony, then *the Governor in Council may exempt from duty on importation into this Province, all articles (except Spirits or strong waters), being the growth, produce, or manufactures of such Colony, and imported directly therefrom.*

At the end of the Table of Exemptions appended to the Act, the following paragraph or note, between brackets is to be found—"The native produce and manufactures of all, or any such, of the other British North American Colonies, as shall admit the native produce and manufactures of Canada free of duty, shall be entitled to exemption from duties under this Act, with the exception of Spirituous Liquors."

After much consideration, and after taking the best advice within his reach, the Inspector General is of opinion, that the Act must be construed as giving a discretionary power to the Governor of this Province, in Council, to exempt from duty, all articles the growth, produce, or manufacture of any of the British Colonies of North America, which shall give a reciprocal freedom to duty of all articles the growth, produce, or manufacture of Canada.

It is well known that many articles not the growth or produce of a Country, may, by a slight process of change in the way of manufacture, become the manufacture of that Country under the meaning given to the expression "manufactures of," in Acts relating to the Customs.

For example, in the article of Sugar large duties are imposed by the Canadian Act in question, and a large portion of the Revenue of the Province is derived from this very onerous impost. Should the Governor in Council exempt the article of refined Sugar from duty, the consequence would seem to follow, that Sugar imported in the raw state into Nova Scotia, and refined there, would be entitled to be imported into Canada free of duty—a process which would have
the

the effect of surrendering the most important branch of the Canadian Revenue to Nova Scotia, supposing duties on the Sugar to be levied there, or if the raw Sugar were imported into that Province in bond or free of duty, or levying an Impost more than equal in value to the whole cost of the article, for the protection of an unimportant branch of manufacture in Nova Scotia, while the same article manufactured in Canada, would still leave the burden of the whole duty on raw Sugar.

The effect of such an exemption would, it is believed, cause the whole of the import of Sugar into this Province to come from Nova Scotia and the other North American Colonies in a manufactured state. This Province would then lose the whole duty, and the Customs Law would only operate to render the manufacture by Refined Sugar in Canada, except at a vast loss, impossible,

A very considerable duty is imposed by the Canada Customs Act on Tobacco; under the Law, unmanufactured Tobacco can only be introduced on payment of 1*½*d. per lb. According to the proposed system of Free Trade in Manufactures, manufactured Tobacco would be introduced duty free from the Colonies; the consequence must be the loss of the Revenue of this Province arising from Tobacco, and the destruction of the Tobacco manufacture of the Province.

The same observation would apply to the article of Leather, a very considerable quantity of which is now imported, paying duty; and there is a heavy impost upon Boots and Shoes, intended probably as a protective of home manufactures; but were Boots and Shoes manufactured in Nova Scotia, imported here free of duty, the consequence must be loss of Revenue on Leather, and the existence of a duty, protecting, not the manufacture of Canada, but that of Nova Scotia, for while the price of Leather used by our Shoemakers is kept up by an impost duty, it may come through Nova Scotia free of duty in the shape of Boots and Shoes—a state of trade which the Mechanics of this Province would look upon as intolerable.

In short, as regards all articles subject to duty in a raw state on importation into this Province, should Free Trade in manufactured articles be carried on between the Colonies, the duties imposed would cease to be a source of Revenue, and would become protective to the Manufactures and Imports of the Sister Colonies to the exclusion of those of Canada.

In connection with this subject, the Inspector General begs to remind His Excellency the Governor General, that since the transmission of the Customs Act to England for the signification of the Royal pleasure, numerous complaints have been made by British Tradesmen against that provision of the Customs Act under which the Governor, in Council, is authorized to admit the products and manufactures of the Sister Colonies on more favorable terms than those from the United Kingdom. These complaints are obviously founded in justice; and it would, in the opinion of the Inspector General, be highly inexpedient for the Canadian Government to adopt any measure which would induce the Imperial Government or the people of the United Kingdom to believe that their Commercial interests were overlooked or disregarded in this Province.

It may possibly be contended, as regards the interests of the Province of Canada, that Canadians will have the same power of Manufacturing for the other Provinces, which these Provinces will have for Canada; but the effect of such an unnatural course of Trade would be to deprive the Government of Nova Scotia of Revenue which may be absolutely required for the public service there, and without affording any compensation to Canada for the loss of Revenue absolutely required here, and moreover it seems obvious that no good could arise to any of the Provinces from a state of Trade so curiously artificial as to force the manu-
factured

factured articles in use in each Colony to be fabricated in the sister Provinces instead of being manufactured at home.

The Inspector General cannot believe that the consequences which, in his opinion, would necessarily follow, were the Governor in Council to give effect to the provision of the Customs Act with regard to inter-Colonial Trade, were foreseen by the framers of that Law. As a general principle nothing could be more liberal and politic than free intercourse between the different Provinces forming Her Majesty's dominions in this part of the world, and had the contemplated exemption from duty been confined to the native productions of the respective Colonies, from which but a small Revenue is derived, and which, under an enlightened system of Commercial policy might, with great propriety, be freely exchanged between all nations, without payment of duty, there could have been no objection to the intended relaxation of the Customs Law ; but so long as the Revenues collected in each Province are for the benefit of that Province alone, and so long as the duties levied in each bear no relation in amount to those collected in the others ; and so long as the Customs in each may be evaded by the others, by the introduction of Foreign articles free of duty, under the name of Colonial Manufactures, it appears to the Inspector General that a provision so universal in its application, as the one under consideration must be impracticable.

It might have been desirable if the terms of the Act authorized such a course, that the Governor, in Council, of Canada, should have enumerated such of the products of the sister Colonies as might be interchanged free of duty, with mutual advantage. It does not, however, appear that such discretionary power has been conferred by the Act. The exemption, if made at all, must extend to all articles, the growth, produce, or manufacture of the Provinces.

Under these circumstances, the Inspector General is of opinion that no action should be taken by the Governor in Council, in Canada, on the subject of inter-Colonial Trade, until further communications have taken place between His Excellency the Governor General and the Lieut. Governors of Nova Scotia and New Brunswick. In the meantime, to prevent embarrassment to the Trade, it may be expedient to remit the duty imposed upon the products of Nova Scotia and New Brunswick, imported into Canada. His Excellency the Governor General has already, by virtue of the authority vested in him by Law, remitted the duty on Fish imported from Nova Scotia, and a similar relaxation will doubtless be made in cases of a similar kind, until the subject can be again brought under the notice of the Legislature. This probably may answer all practical purposes. The Inspector General is not aware whether, in case of the entire remission of duty in the terms of the Act, manufactures would be largely introduced from the sister Colonies. It would be highly desirable to obtain reliable information on this point, and especially with regard to Sugar, the duty levied on which article in Canada amounts to about £100,000.

It is possible that the result of further communications between His Excellency and the Lieutenant Governors of the sister Provinces may be to remove some, at least, of the objections stated above ; but at present it would, in the opinion of the Inspector General, be highly inexpedient for the Canada Government to give effect to that provision of the Customs Act which authorizes the free admission of the products and manufactures of the Sister Colonies.

All which is humbly submitted.

(Signed)

F. HINCKS,
Inspector General.

Inspector General's Office, Montreal, 19th May, 1848.

Government

Government House, Halifax, June 7th, 1848.

MY LORD—

Having submitted your Excellency's Despatch of the 20th May, and the observations of the Inspector General of Canada, by which it was accompanied to my Executive Council, I have now the honor to report—that the views taken here when the Proclamation issued; of the Proviso to the 3rd Vict. of the Canadian Act 10 & 11 Vict., cap. 31, was, that it not only gave to your Excellency and your Council a discretionary power to be exercised, but offered to the lower Colonies an example to be followed—leading to an unrestrained inter-Colonial Trade, the inconveniences of which, whatever they were, it was presumed would be borne by each Province cheerfully in consideration of the vast industrial and national advantages to be derived from a commercial union of all the British possessions on this Continent; this has been the object steadily kept in view by the Legislature of Nova Scotia, for several Sessions, and when the Canada Act provided for the mode in which all articles, the growth, produce, or manufacture of the different Colonies should be freely interchanged, it was natural that, in Nova Scotia, a degree of promptitude should be shown to meet in a proper spirit, what appeared to be the policy of your Excellency's Government and the provisions of that Act.

Your Lordship will perceive, that Nova Scotia was willing to have entered upon a fair experiment of this system, without fearing the competition that she must have inevitably sustained with the industry and skill of the larger Province, whose fruitful soil and milder climate yield for exportation abundance of agricultural productions, and with whose manufactures, stimulated by larger capitals, and by a more extensive home market, those of the lower Provinces would have been compelled to enter upon a rivalry, that however ultimately beneficial to the whole commercial confederation, might, for a time at least, have been regarded as severe.

The exceptions taken, by Mr. Hincks, to the immediate adoption of the policy contemplated, in its widest extent, appear to my Council, so far as they arise out of an apprehension of loss of Revenue, to proceed upon the assumption that our manufactories in the lower Province are much more extensive and formidable than they really are, of this the Inspector General may be assured, that with our present establishments in full activity, £500 of Revenue could not be lost to Canada, before the close of the navigation gave to the Legislatures of both Provinces an opportunity to revise the Laws, and while relieving the inter-Colonial Trade from all unwise restrictions, so adjusting the system as to guard the Revenue indispensable to the fulfilment of the financial obligations of each respective Province.

A Sugar Refinery existed here some years ago, but could not be sustained. There is not one now in Nova Scotia. The navigation will have closed before such an establishment could be erected. Your Lordship will perceive therefore, that the Sugar Duties of Canada, for this year at least, are secure.

We have two or three Tobacco Manufactories but conducted on so small a scale that the home market is largely supplied with the foreign article. Our Leather Manufactures are inadequate to supply the domestic consumption on terms sufficiently reasonable to secure it. English and American boots and shoes are brought here in large quantities and meet a ready sale. Your Lordship will, therefore, recognize in this doubtful struggle for the command of the home market, even with the advantages of freight and an advalorem duty in our favor, the utter impossibility of our throwing Manufactures either of Leather or Tobacco

into Canada, to endanger that portion of her Revenue, which arises from British or foreign importations.

We have two Chocolate Factories, by whose proprietors small shipments may be occasionally made to Quebec, but the quantity sent up will be very trifling, too insignificant certainly to require, for the protection of Canadian Revenue, a specific restriction.

With these explanations, I trust that your Lordship will feel, that no evil can arise of a nature so imminent and practical, as to render a restrained exercise of the powers conferred by the Colonial Legislatures, for this year at least, indispensable.

The view taken by Mr. Hincks of the possible effect of the inter-Colonial Trade upon the interests of the British manufacturer is sound, and on this point further legislation will be required.

There is no desire in this Province—while seeking to enlarge the sphere of Colonial enterprise, industry, and skill—to shut the British manufacturer out from the general competition.

As Mr. Uniacke was about to proceed to Montreal a copy of Mr. Hincks's observations was handed to him, with a request that he would, while in Canada, invite, with your Lordship and the members of your Government, such an unrestrained discussion of the whole subject as might lead to the adoption of a system, mutually satisfactory and advantageous.

I have, &c. &c. &c.

(Signed) J. HARVEY.

His Excellency the Right Honorable the Earl of Elgin and Kincardine.

COPY.

MY LORD—

Government House, Halifax, 21st June, 1848.

I have the honor to acknowledge the receipt of your Lordship's communication dated 9th June, instant, in reference to the admission of certain productions of Nova Scotia into Canada, duty free, until after the next Session of Parliament.

I have, &c. &c. &c.

(Signed) J. HARVEY.

His Excellency the Right Honorable the Earl of Elgin and Kincardine.

COPY.

Memorandum relative to the Negotiations at Montreal, for the regulation of the inter-Colonial Trade between Canada and Nova Scotia.

On arriving at Montreal one of the first objects to which my attention was solicited, was the embarrassment in which the Trade between the two Provinces was likely to be involved from the construction which the Executive Council of Canada had given to the Revenue Acts passed by the Provincial Parliament at its late Session.

In an interview with the Hon. Mr. Sullivan, Provincial Secretary, and Mr. Hincks, Inspector General, a copy of the Minutes then lately forwarded to Mr. Howe, was submitted to us. The purport of this paper was practically to render nugatory the Act passed by our Legislature, having for its object a free and unrestricted intercourse between the Provinces, and to which effect had been given by the Proclamation issued by His Excellency Sir John Harvey.

My attention had been turned to this subject by complaints made to me at Quebec, that Fish, Oils, Chocolate, &c. the produce or manufacture of Nova Scotia, had been refused to be admitted to entry unless on payment of duty. The officers of Customs had also declined to admit Coal from Cape Breton.

On the question being referred to the Inspector General, however, orders were immediately issued that these articles should be admitted free of duty, as the produce of this Province.

His Excellency the Governor General expressed his satisfaction at our visit to Montreal at that particular period, as an early and fair adjustment of this question, which, if delayed, might lead to embarrassment and irritation, would be the more readily accomplished.

I found an opinion prevalent in Canada that the action of our Executive in issuing the Proclamation was premature, and was afforded an opportunity of vindicating the course pursued. The terms of the Proclamation promulgated in the Royal Gazette by the Governor General, bearing date 7th April, and the note added to the Schedule of Duties appended to the Act of Parliament of Canada, which appeared in the same paper, led necessarily to the conclusion that the Act was identical in spirit and terms to that passed by our own Legislature, and that the Proclamation referred to was intended to give it effect and to establish a system of entire reciprocity. True it was that no authentic copy of the whole Act had been received, but the note in the Schedule was clear and decisive. The departure of several vessels for the ports of Canada, required immediate action, and His Excellency and his Council, after due deliberation, deemed it essential to the public interests to issue the Proclamation, and thus meet the tender of reciprocity made by the Government of the sister Province.

Although inclined to admit the force of the arguments contained in the Inspector General's able paper, as applicable to the peculiar position of Canada, we suggested that the limited construction given to the Act was opposed wholly to the principles of Free Trade, and was certainly at variance with the intentions of the Legislature, inasmuch as the language in the note to the Schedule of Duties was clear and definite.

We felt bound, however, to submit to the views expressed by the Executive Council of Canada, from a desire to meet the difficulties in which the question was involved, and, if possible, adopt a course which would place the Trade on a safe and satisfactory footing.

The current expenses of the Government, and the Interest due upon the Public Debt of Canada, render necessary the imposition of heavy duties on several articles of general use and consumption, which, although operating as protective, are levied with the sole purpose of raising a Revenue.

They are exacted on importations from Great Britain as well as from foreign Countries, and the Members of the Administration agreed, that if similar articles coming from the Colonies were relieved from duty, an invidious distinction would be established, to which the growers and manufacturers at home would not submit, and a policy adopted obnoxious and injurious to the Canadian manufacturer.

Practically it would lead to the introduction of Manufactories in the sister Colonies,

lonies, and convert them into Manufacturers for the Canadian market, thus advancing their interests at the expense of the British as well as the foreign producers. This was a result never contemplated by the Legislature of Nova Scotia in passing the Act in question.

Finding that there was an Act in Canada giving His Excellency the Governor General the power to admit certain articles free of duty, and that the Executive Council were prepared to advise His Excellency to apply it to this particular case, I prepared a list of such articles as I thought it necessary to have thus admitted, excluding manufactured Sugar and Tobacco.

Although I have thus stated the question as it was presented to us in Canada, I think it right to observe, that I consider the fears entertained of any effective competition from this Province, wholly groundless.

We had the assurance of the Inspector General however, that the consideration of this question was first pressed upon them by enquiries from Nova Scotia, whether refined Sugar manufactured there would be admitted free of duty.— Hence arose the difficulties we had to contend with.

The Inspector General most strongly objected to the free admission of Sugar and Tobacco, and being aware that we had no Manufactories of these articles to afford a surplus for the market in Canada, I saw no difficulty in excluding them from the list. Objections were made to the free entry of Shoes and Boots, but, on our assurance that we were not able to compete with the Canadian domestic manufacturer, these objections were waived.

Having thus settled the terms of our commercial intercourse for the current year, until the Legislatures of the two Provinces have again met and had an opportunity of reconsidering the question, a Minute in Council was framed and sanctioned, and the Despatch from His Excellency the Governor General to Sir John Harvey, prepared by His Lordship, of which I had the honor to be the bearer.

I trust its terms may be satisfactory to His Excellency and my colleagues in Council. It was approved of by Mr. Uniacke and Mr. Young, who both aided me in the negotiation.

His Excellency the Governor General and the Executive Council in Canada met the question with a sincere desire to respond to the liberal policy of our Legislature, as far as lay in their power, with a disposition to relieve it from all practical difficulty and with a promptitude of decision alike gratifying to my colleagues and myself at Montreal.

Halifax, 20th June, 1848.

(Signed) MICHAEL TOBIN.

No. 14.

(See Page 226.)

COPY.

No. 34.

MY LORD—

Government House, Halifax, May 8, 1848.

Your Lordship is aware that a modification of the Law of Copyright, has, for some years past, engaged a share of attention in several of the Provincial Legislatures.

The Act herewith transmitted, passed during the last Session, I trust may be found

found inobjectionable; and I shall be glad to learn that Her Majesty has been advised to assent to it, as it will generally be regarded as a boon.

The extent to which the suggestions transmitted with your Lordship's Despatch, No. 52, dated 11th December, 1847, have been embodied in this Act, and the reasons why some of those made by Mr. Hamel have not been adopted, will appear from the Report of the Select Committee to whom the subject was referred—a copy of which is enclosed.

The present system, while it favors smuggling, and restrains the free circulation of Science and elegant Literature among the population of British North America, gives no protection to the British author, for the reasons which your Lordship will find also set forth in the Report.

I have, &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

No. 124.

Downing Street, 13th September, 1848.

SIR—

Her Majesty having been pleased to approve the Act passed by the Legislature of Nova Scotia in the month of March last, (No. 2818), intituled, "An Act to regulate the Importation of Books, and to protect the British Author," I have the honor to transmit to you, herewith, an Order made by Her Majesty, in Council, on the 11th instant, declaring that so long as the provisions of the said Act shall continue in force within the Province, the prohibitions contained in the Imperial Acts relating to Copyright shall be suspended within the said Province.

I have, &c. &c.

(Signed)

GREY.

Lieut. Governor Sir John Harvey, &c. &c. Nova Scotia.

(L. S.)

At the Court at Osborne House, Isle of Wight, the 11th day of August, 1848.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY, IN COUNCIL.

WHEREAS, by an Act passed in the Session of Parliament holden in the fifth and sixth years of the Reign of Her present Majesty, intituled, "An Act to amend the Law of Copyright," it is among other things enacted that it shall not be lawful for any person not being the proprietor of the Copyright, or some person authorized by him to import into any part of the United Kingdom, or into any other part of the British Dominions, for sale or hire, any printed Book, first composed or written, or printed and published in any part of the United Kingdom wherein there shall be Copyright, and re-printed in any Country or place whatsoever out of the British Dominions: And whereas, by an Act passed in the Session of Parliament holden in the eighth and ninth years of the Reign of

Her present Majesty, intituled, "An Act to regulate the Trade of British Dominions abroad," Books wherein the Copyright is subsisting, first composed or written, or printed in the United Kingdom, and printed or re-printed in any other Country, are absolutely prohibited to be imported into the British Dominions abroad: And whereas, by an Act passed in the Session of Parliament holden in the tenth and eleventh years of the Reign of Her present Majesty, intituled, "An Act to amend the Law relating to the Protection in the Colonies of Works entitled to Copyright in the United Kingdom," it is enacted that in case the Legislature, or proper Legislative authorities, in any British possession, shall be disposed to make due provision for securing or protecting the rights of British Authors in such possession, and shall pass an Act or make an Ordinance for that purpose, and shall transmit the same in the proper manner to the Secretary of State, in order that it may be submitted to Her Majesty, and in case Her Majesty shall be of opinion that such Act or Ordinance is sufficient for the purpose of securing to British Authors reasonable protection within such possession, it shall be lawful for Her Majesty, if she think fit so to do, to express Her Royal approval of such Act or Ordinance, and thereupon to issue an Order in Council declaring that so long as the provisions of such Act or Ordinance continue in force within such Colony, the prohibitions contained in the aforesaid Acts, and hereinbefore recited, and any prohibitions contained in the said Acts, or in any other Acts, against the importing, selling, letting out to hire, exposing for sale or hire, or possessing Foreign re-prints of Books, first composed, written, printed or published in the United Kingdom, and entitled to Copyright therein—shall be suspended so far as regards such Colony: And whereas an Act has been passed by the Lieutenant Governor, Council and Assembly of the Province of Nova Scotia, intituled, "An Act to regulate the Importation of Books, and to protect the British Author," whereby provision is made for securing to British Authors a certain remuneration in respect of unauthorized copies of Works under Copyright imported into the said Province: And whereas Her Majesty hath expressed Her Royal approval of the same:

Now, therefore, Her Majesty, by and with the advice and consent of Her Privy Council, and by the authority of the same, doth order, and it is hereby ordered—That so long as the said Act of the Legislature of the said Province shall remain and continue in force within the said Province, all prohibition in the other of the said hereinbefore recited Acts, or in any other Acts contained, against the importing into the said Province, or against the selling, letting out to hire, or possessing therein, Foreign Reprints of Books first composed, written, printed, or published in the United Kingdom, and entitled to Copyright therein, shall be suspended so far as regards Foreign Reprints imported into the said Province.

And the Right Honorable the Lords Commissioners of Her Majesty's Treasury, and the Right Honorable Earl Grey, one of Her Majesty's Principal Secretaries of State, are to give the necessary orders herein, as to them respectively may appertain.

(Signed)

C. GREVILLE.

No. 15.

(See Page 226.)

COPY.

No. 103.

Downing Street, 24th June, 1848.

SIR—

I have received from Mr. Johnston two letters, dated 11th of April and the 20th of May last, on the subject of the tenure of the office he holds of Queen's Advocate in Nova Scotia.

You will acquaint Mr. Johnston that his representations have received my careful consideration, but that they do not tend to alter the decision I have already communicated to you in my Despatch, No. 72, of the 24th of March last.

So much inconvenience would, in my judgment, result, under the system of Government now established in Nova Scotia, from permitting the Advisers of the Lieutenant Governor to be opposed in the Legislature by Gentlemen holding office at the pleasure of the Crown, that it is not in my power to allow the existence of a practice so detrimental to the public interests, and Mr. Johnston must be informed that he must make his election between ceasing to take part in the proceedings of the Assembly, or relinquishing the office he holds.

The difficulty raised by Mr. Johnston, with regard to the absence of any legal mode of giving up his seat, may, I conceive, be met, by Petition to the House of Assembly, and I have no doubt that the means of enabling him to resign it would be readily favored. The second objection, urged by Mr. Johnston, to his immediate retirement from the Assembly, is of a very different kind; and while I fully recognize the validity of the reasons he urges against the abandonment of the political relations and duties which such a course would involve, I think he must himself perceive that, under the present circumstances, these considerations apply with equal force, as objections to his retaining a seat in the Assembly in the character of a person holding office under the Crown; I am, therefore, of opinion that he ought to relinquish office.

I have the honor to be,

Sir,

Your most obedient humble Servant,

GREY.

His Excellency Sir John Harvey, &c. &c. &c.

No. 16.

(See Page 227.)

COPY.

No. 80.

Downing Street, 18th April, 1848.

SIR—

With reference to my Despatch, No. 67, of the 24th February, on the subject of the arrangements which it has been necessary to make in the Customs Establishments in those Colonies in which the Legislatures have availed themselves of the power given by the Imperial Act 9 & 10 Victoria, C. 94, to repeal the differential

ferential duties on Foreign Goods; I have now to acquaint you that I have received a communication from the Lords Commissioners of the Treasury, stating that they have given the requisite directions for the selection and appointment of such Officers as it is intended to retain on the Establishment under the supervision of the Commissioner of Customs in the Province under your Government.

I have the honor to be,

Sir,

Your most obedient humble Servant,
(Signed) GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

No. 17.

(See Page 227.)

COPY.

No. 171.

Downing Street, 9th March, 1848.

SIR—

I have the honor to acknowledge the receipt of your Despatch, dated the 12th of February last, enclosing an Address to the Queen, together with one to yourself, from the Assembly of Nova Scotia, relative to the following Acts passed by the Provincial Legislature :

“ An Act to repeal certain Duties of Customs.”

“ An Act for granting Duties of Impost for the support of Her Majesty's Government within the Province,” and,

“ An Act in relation to the Trade between the British North American Possessions.”

You will acquaint the House of Assembly that I have laid their Address before the Queen, and that Her Majesty was pleased to receive it very graciously, but that previously to the receipt of your Despatch the Royal assent had been given to the two first mentioned Acts, and the Orders of Her Majesty, in Council, confirming them, were transmitted to you in my Despatches, No. 63 and 64, of the 24th ultimo. You will further inform the House that, with respect to the Act in relation to the inter-Colonial Trade, the order of the Queen, in Council, for its confirmation, will be forwarded to you as soon as the necessary official forms can be completed.

I have, &c. &c. &c.

(Signed) GREY.

Lieut. Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

No. 135.

Downing Street, 22nd December, 1848.

SIR—

Six Acts passed by the Legislature of Nova Scotia, in the months of March and April last, and numbered in the Records of this Office, 2819, 2820, 2823, 2827,

2827, 2845 and 2850, having been referred by the Queen in Council to the Lords of the Committee of Privy Council for Trade and Foreign Plantations, that Committee have reported to Her Majesty in Council their opinion that the said Acts should be left to their operation.

I have the honor to transmit to you herewith, an Order of Her Majesty in Council, dated the 16th instant, approving that Report.

I am Sir,
&c. &c.,

(Signed) GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c.

(L. S.)

At the Court at Osborne House, Isle of Wight, the 16th day of December, 1848.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

HIS ROYAL HIGHNESS PRINCE ALBERT,

Duke of Norfolk,
Lord Chamberlain,
Lord Steward,

Viscount Palmerston,
Sir George Grey, Bart.
Mr. Labouchere.

WHEREAS the Lieutenant Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did, in the months of March and April, 1848, pass six Acts, which have been transmitted, entitled as follows, viz. :

No. 2819. An Act in relation to the Trade between the British North American Possessions.

No. 2820. An Act to continue and amend certain Acts relating to the Colonial Revenue.

No. 2823. An Act to amend the Act for granting Duties of Impost for the support of Her Majesty's Government within this Province.

No. 2827. An Act to Incorporate the Navigation and Commercial Company of Liverpool, Nova Scotia.

No. 2845. An Act to Incorporate a Temperance Hall Company in Halifax.

No. 2850. An Act for granting Duties of Impost for the support of Her Majesty's Government within this Province.

And whereas the said Acts have been referred to the Committee of the Lords of Her Majesty's Most Honorable Privy Council, appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported as their opinion to Her Majesty that the said Acts should be left to their operation—Her Majesty was thereupon this day pleased, by and with the advice of her Privy Council, to approve the said Report; whereof the Governor, Lieutenant Governor, or Commander-in-Chief for the time being of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

(Signed)

WM. L. BATHURST.

No. 18.

(See Page 227.)

COPY.

No. 107.

Downing Street, 30th June, 1848.

SIR—

An Act passed by the Council and Assembly of Nova Scotia on the 11th April, 1848, having been referred by the Queen, in Council, to the Lords of the Committee of Privy Council for Trade and Foreign Plantations, that Committee have reported to Her Majesty, in Council, their opinion that the said Act should be left to its operation.

I have the honor to transmit to you, herewith, an Order of Her Majesty, in Council, dated the 27th June, approving that Report.

I have the honor to be, &c.

(Signed) GREY.

Lieut. Governor Sir John Harvey, &c. &c. &c.

At the Court at Buckingham Palace, the 27th day of June, 1848.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

&c.

&c.

&c.

WHEREAS the Lieutenant-Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did, in the month of April, 1848, pass an Act which has been transmitted, entitled as follows, viz :

No. 2814. An Act concerning the Electric Telegraph.

And whereas the said Act has been referred to the Committee of the Lords of Her Majesty's most Honorable Privy Council, appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported as their opinion to Her Majesty, that the said Act should be left to its operation—Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to approve the said Report : whereof the Governor, Lieutenant-Governor, or Commander-in-Chief for the time being, of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

(Signed)

WM. L. BATHURST.

No. 19.

(See Page 227.)

COPY.

No. 127.

Downing Street, 8th November, 1848.

SIR—

Fifty-two Acts passed by the Legislature of Nova Scotia in the months of March and April last, having been referred by the Queen in Council to the Lords of the Committee of Privy Council for Trade and Foreign Plantations, that Committee have reported to Her Majesty in Council their opinion that the said Acts should be left to their operation.

I have the honor to transmit to you an Order of Her Majesty in Council, dated 30th October last, approving that Report.

I have the honor to be, Sir,

Your most obedient,

Humble Servant,

(Signed)

GREY.

Lieutenant Governor Sir John Harvey, K. C. B., &c. &c. &c.

L. S.

At the Court at Windsor, the 31st day of October, 1848.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY,

HIS ROYAL HIGHNESS PRINCE ALBERT,

Lord Chancellor,
Lord President,
Duke of Norfolk,
Earl of Auckland,

Lord John Russell,
Viscount Palmerston,
Lord Campbell,
Sir George Grey, Bart.

WHEREAS the Lieutenant Governor of Her Majesty's Province of Nova Scotia, with the Council and Assembly of the said Province, did, in the months of March and April, 1848, pass fifty-two Acts, which have been transmitted, entitled as follow, viz. :

No. 2821. An Act to postpone the next Term, and sittings for Trial thereafter, of the Supreme Court at Halifax.

No. 2822. An Act in relation to Distilleries and the Exportation of Distilled Liquors.

No. 2824. An Act to continue and amend the Act to prevent obstructions to the Ferry across the Harbour of Halifax.

No. 2825. An Act to amend the Act further to improve the administration of the Law.

No. 2826. An Act additional to the Act for regulating the Dartmouth Common.

No. 2828. An Act in further amendment of the Act concerning the performance of Statute Labour on Highways.

No.

No. 2829. An Act further to amend the Act for the Summary Trial of Actions before Justices of the Peace.

No. 2830. An Act in further amendment of the Act for the encouragement of Schools.

No. 2831. An Act to sett off a part of the Township of Shelburne as a separate District for the support of the Poor.

No. 2832. An Act concerning the Acts relating to Highways, Roads, and Bridges.

No. 2833. An Act to continue the Acts for granting Duties on Licences for the sale of Spirituous Liquors and Sales by Auction in Halifax.

No. 2834. An Act in relation to a certain Road in Aylesford, and Appropriations therefor.

No. 2835. An Act for applying certain Monies therein mentioned for the service of the year of our Lord One Thousand Eight Hundred and Forty Eight, and for other purposes.

No. 2836. An Act to authorize Assessments for the relief of distressed Settlers in certain cases.

No. 2837. An Act relating to the Naturalization of Aliens within this Province.

No. 2838. An Act to Naturalize Frederick Mantovani, Silas Bliss Wing, Charles P. Allen, and John B. Fay.

No. 2839. An Act to continue and alter the Acts for granting Duties on Licences for the sale of Spirituous Liquors.

No. 2840. An Act in amendment of the Act to establish the Toll to be taken at Grist Mills.

No. 2841. An Act to amend the Act to make provision for a Harbour Master at Spanish River, Cape Breton.

No. 2842. An Act to continue and alter the Act to regulate the Harbor of Saint Mary.

No. 2843. An Act for the regulation of the Salmon Fishery in the Rivers of this Province.

No. 2844. An Act for the regulation of Juries.

No. 2846. An Act to limit the responsibility of Copartners in certain cases.

No. 2847. An Act to amend the Act to facilitate proceedings before Justices of the Peace and others.

No. 2848. An Act to continue the Act additional concerning Nuisances.

No. 2849. An Act to consolidate the Acts respecting the Incorporation of the City of Halifax.

No. 2851. An Act for altering and improving the Practice of the Supremo Court.

No. 2853. An Act to empower the Presbyterian Congregation at River John, in the County of Pictou, to appoint Trustees for the purpose of holding Lands for the use of the said Congregation.

No. 2854. An Act for regulating the Court House Ground at Amherst, in the County of Cumberland.

No. 2855. An Act for the regulation of the County Gaol at Halifax.

No. 2856. An Act to enable the Halifax Water Company to construct a Reservoir on the Common of Halifax.

No. 2857. An Act to provide for the building of Wallace Bridge.

No. 2858. An Act relating to the Grandique Ferry in the County of Richmond.

No. 2859. An Act to authorize an Assessment on the Township of Sydney.

No. 2860. An Act to authorize the Grand Juries in the Counties of Halifax and Pictou to assess said Counties for the erection of Hospitals therein.

No. 2861. An Act additional to the Act to regulate certain Landings in the County of King's County.

No. 2862. An Act to amend the Act to authorize the appointment of a new Board of Governors for Dalhousie College.

No. 2863. An Act to continue the several Acts to provide for the accommodation and billeting of Her Majesty's Troops or of the Militia, when on their march from one part of the Province to another.

No. 2864. An Act to continue the Act to extend to the Town of Dartmouth the Act to amend the Act to regulate the Assize of Bread.

No. 2865. An Act to continue the Acts to regulate the Pilotage of Vessels at the Port of Halifax.

No. 2866. An Act to continue the Act to direct and ascertain the mode of Assessing County and District Rates, and for other purposes, and the Acts in amendment thereof.

No. 2867. An Act to continue the Act relating to the Courts of Probate, and to the Settlement and Distribution of the Estates of Deceased Persons.

No. 2868. An Act to continue the Act to make Regulations to prevent Geese going at large.

No. 2869. An Act to continue the Act for dividing the Township of Digby into separate Districts for the support of the Poor.

No. 2870. An Act to continue the Act in relation to the expenditures of Public Monies on the Highways.

No. 2871. An Act to continue the Act to Incorporate Agricultural Societies.

No. 2872. An Act to continue the Act now in force relating to Trespasses.

No. 2873. An Act to continue the Acts in force relative to the Inspection of Pickled Fish.

No. 2874. An Act to continue the Act relating to Marriage Licences.

No. 2875. An Act to continue the Act in relation to the support of the Poor in certain parts of the Township of Egerton.

No. 2876. An Act to continue the Act in relation to the gathering of Sea Manure in the Township of Digby.

No. 2877. An Act to continue the Acts for regulating the Militia.

And whereas the said Acts have been referred to the Committee of the Lords of Her Majesty's most Honorable Privy Council, appointed for the consideration of all matters relating to Trade and Foreign Plantations, and the said Committee have reported as their opinion to Her Majesty, that the said Acts should be left to their operation—Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to approve the said Report : whereof the Governor, Lieutenant-Governor, or Commander-in-Chief for the time being, of Her Majesty's Province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

(Signed)

C. GREVILLE.

No. 20.

(See Page 227.)

COPY.

No. 77.

Downing Street, 12th April, 1848.

SIR—

With reference to your Despatch, No. 55, of the 31st of January last, reporting the death of William MacGuire, a Lunatic, who was confined in the Gaol at Halifax, Nova Scotia, charged with the commission of Murder on the High Seas, I have to convey to you the necessary authority for drawing upon the Lords Commissioners of Her Majesty's Treasury for the sum of One Hundred and Eighty Four Pounds Fourteen Shillings and Four Pence, being the amount which appears to have been already disbursed on account of the prosecution and safe custody of this person; and I have to instruct you to furnish an account of any further charges incurred in the case, in order that directions may be given for their payment.

With respect to the Memorial of Thomas Lynagh and John Gorman, praying for compensation for losses they sustained in consequence of their detention as Witnesses on the Trial, I shall, on a future occasion communicate to you the decision of Her Majesty's Government upon the subject.

I have, &c. &c. &c.

(Signed) GREY.

His Excellency Sir John Harvey, &c. &c. &c.

COPY.

No. 95.

Downing Street, 8th June, 1848.

SIR—

With reference to the last paragraph of my Despatch, No. 77, of the 12th April, relative to the Memorial of Thomas Lynagh and John Gorman, praying for compensation for losses they sustained by their detention as Witnesses upon the Trial of William McGuire, I have to convey to you the necessary authority for paying to these parties, by way of indemnification, such amount as may be equivalent to the wages of which they were deprived during the period of their detention.

You will draw upon the Lords Commissioners of Her Majesty's Treasury for the amount of this indemnification in the same manner as for the other expenses connected with the case.

I am, &c. &c. &c.

(Signed) GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c.

No. 21.

(See Page 228.)

COPY.

No. 35.

Government House, Halifax, May 25, 1848.

MY LORD—

I have the honor to call your attention to the enclosed Resolutions and Documents relating to the Mines and Minerals of this Province, being the renewed action of the House of Assembly on this subject. I am not prepared to offer an opinion on the *validity* of the Lease under which the General Mining Association exercise such extensive control over the Mineral resources of this Country, but it is my duty to bring to your Lordship's knowledge the fact, that the people of Nova Scotia entertain, almost *universally*, the same feelings as the Assembly, on this important question.

It is apparent that the retention, in the hands of one Company, of all the unworked mines of a Country, as well as those opened for use, must of necessity tend to discourage enterprise by excluding competition; and the want of facility in lading vessels by this Association and the inequality of price charged to the Foreigner and Home consumer, embarrasses Trade, and subjects the latter to a loss of time and money. I am also of opinion that the arrangement with this Company, at the same time that it depresses the Crown Revenue, greatly increases the price of fuel, so necessary to the comfort of all classes in a Northern climate. The powers wielded by this Association have, I learn, been used to originate prosecutions for penalties, in the name of the Sovereign, for the use of Coal extracted by the owner of the soil.

I trust that your Lordship will be enabled to give to this subject a deliberate review, so that I may be honored with your instructions, and prepared, if possible, to direct the attention of the Legislature, at its next Session, to some measure of relief from the evils of a monopoly, which, as your Lordship will readily perceive, wounds the pride, while it affects the interest of the people.

I have, &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey.

COPY.

No. 100.

Downing Street, 20th June, 1848.

SIR—

I have to acknowledge the receipt of your Despatch, No. 35, of 25th May last, enclosing the Report of a Committee of the Assembly on the Mines and Minerals of the Province, and the Resolutions of the House, of March 31st last, founded on that Report, together with other documents and correspondence regarding the position and claims of the General Mining Association; and I have to transmit to you, for your consideration and the information of the Assembly, a Letter received by me from Mr. Cunard, the Agent of the above Association, bearing date the 16th May last.

2. Upon the question which appears to be raised, regarding the validity of the Lease on which the title of the Mining Association is founded, it is not in my power to express any opinion, and it is obvious that, on the ordinary principles of respect to private property, I am bound to consider it as in force until it is set aside by the decision of some competent tribunal. Whilst it remains in force, I trust that the people of Nova Scotia, and their Representatives, will recognize the necessity of strictly respecting the rights with which it invests the Association, on the ground of that justice, the preservation of which is more essential to the public welfare than the prosecution of the immediate interests of the community, even supposing these to suffer from the existing monopoly to the extent believed by the Assembly.

3. The Assembly will also, I am confident, feel the importance of adopting no measures calculated to diminish the confidence of capitalists who may have invested, or be desirous of investing, their funds in undertakings connected with the Province. Any proceedings which might prejudice the rights of the Association, assuming, of course, that those rights are legally secured by their Lease—on which, as was before said, I offer no opinion—would infallibly strike a blow at the credit of the Province in other quarters besides that against which they were directed; and, upon this point, I wish to call your attention, and that of the Assembly, to the last part of Mr. Cunard's Letter.

Whether he is correct in his opinion that the course which the Association is pursuing is for the true interests of the Province, is a question on which difference of opinion may, doubtless, exist; but all must agree with him, that it is most important to encourage capitalists to embark their money in the Province, and not to deter them by Legislative enactments.

4. I observe that a question of fact appears to be raised between the Assembly and the Representative of the Association, as to whether the portion of the Land of Nova Scotia, granted before the date of the Lease, and in which there is no reservation except of the precious Metals, contains or does not contain Minerals in such abundance and so situated as to give practical facilities for competition with the Association to private owners or other Capitalists. On this point it appears that investigations are about to be made, the result of which you will doubtless communicate to me. I have not thought it necessary to wait for them before answering your Despatch, because whatever the answer to these investigations might be, it could not affect, to any important degree, my communication on the subject, as it could only disclose a greater or less amount of inconvenience as resulting from the present Grant, and could not touch the question of right on this subject; however, I would observe that I have received, within these few days, a representation from the Agent of the Londonderry Mining Company, of Nova Scotia, whose operations appear to be intended to be carried on upon land not comprised in the Lease, in which he complains of the reports which have gone abroad, that the General Mining Association hold, under their Grant, all the Mines and Minerals of Nova Scotia, and expresses himself desirous that this impression should be removed.

5. These are the observations which occur to me in the present state of my information on this subject. If, however, the existing arrangement is one which is really detrimental to the Province and practically stands in the way of the development of its resources, I am of opinion that it would not be impossible to induce the Association to consent, upon reasonable terms, to a surrender or a modification of their present claims. Perhaps such an amicable arrangement might be best effected by having recourse to the arbitration of some person or persons accustomed to consider questions relating to Mineral property, and in whose impartiality

partiality and disinterestedness both parties might be able to place confidence. I believe there would be no difficulty in finding persons in this Country qualified and willing to undertake the task, if this were deemed an advisable mode of bringing these conflicting rights and interests to a final adjustment.

I have, &c. &c.

(Signed)

GREY.

Lieut. Governor Sir John Harvey, &c. &c. Nova Scotia.

COPY.

6, Gloucester Street, Portman Square, 16th May, 1848.

MY LORD—

The Legislature of Nova Scotia during the Session just now closed, have frequently had under discussion the legality of the Grants made by the Crown to the late Duke of York and the General Mining Association; during these discussions a determination has been evinced to deprive the Company of a large portion of the Grants, and otherwise to injure them.

Under these circumstances, and as there is a proposal of the Casual Revenue being transferred from the Crown to the Province, I am compelled as Agent for the Company in Nova Scotia, to trouble your Lordship again with a statement of their position.

The Proprietors naturally feel alarmed at the hostile feeling displayed by the Legislature towards them, and are fearful, if they are placed within the power of the Legislature, that Acts will be passed to injure them, or destroy their interest in the Province altogether; this hostile feeling on the part of the Legislature is calculated not only to injure the Company, but the Province also, as many of the Proprietors feel much hesitation in making further advances while this uncertainty exists. I may here state that the supplies sent out from this Country, this Spring, for the use of the Mines, including passages paid for Colliers, amounts to the large sum of £2296 8s. 10d. Sterling—whilst further shipments will be required during the year; and I am now opening a Mine in the County of Cumberland, upon which £3738 17s. 3d. Currency has already been expended, and a much larger sum will be required, but it is very discouraging to the Proprietors, while they are advancing such large sums of money which must benefit the whole Province to find such an unfriendly disposition manifested on the part of the Legislature.

Almost the whole of the Casual Revenue is derived from the Company. We have paid for Rent and Royalty up to the 31st December last £95,440 13s. 7d. Currency, as per Statement annexed—showing the annual payments—and from it will be seen that the amount is progressively and regularly increasing, and I have no doubt will continue to increase if we are not checked in our operations.

We have disbursed in the Province One Million Five Hundred Thousand Pounds, and 167,000 tons of shipping were required to take the Coals last year from the Mines, the Port charges and disbursements alone of which must have been of great benefit to the Province.

All these advantages the Province receives from the Company without the expenditure of one Shilling. No Coal had been exported from Nova Scotia prior

to the Lease to the General Mining Association, indeed the quantity raised at the Sydney Mines, was about 6 or 7,000 chaldrons, the Contractor being bound only to raise 6,000 chaldrons; nearly one half of the quantity was purchased by the Commissary for the use of the troops, and paid for by Government; the price at the Mines for unscreened Coal was 23s. cy. per chaldron, which the Contractor was allowed to charge. We charge at Sydney 18s. cy. per chaldron for the best screened Coal delivered on board the ship, which is equal to 9s. 7½d. Sterling per ton; and at Pictou 16s. 6d. Currency per chaldron, equal to 8s. 9½d. Sterling per ton, delivered on board ship; from these rates we have also to make deductions to Manufacturers, resident out of the Province, to induce them to use the Coal, and we have also to sell upon credit, and frequently lose large sums. We lost last year by one Manufacturing House in Boston £5740 16s. Currency, but we paid the Royalty upon the whole quantity, so that the Province received the benefit of the Royalty, although we lost the whole amount of the Coal. Your Lordship will see that we have many difficulties to contend with, while the Province is receiving all the advantages.

Your Lordship is aware that a suit had been pending for many years, between the Representatives of the Duke of York and the Crown, respecting these Mines, which the Government was desirous should be terminated, and to meet their wishes the General Mining Association settled it with the Representatives of the Duke by agreeing to pay to them 9d. Sterling per chaldron on all the Coal raised; as well from the Mines leased to the Company as from those granted to the Duke; the Royalty paid last year into the Provincial Chest was £7143 13s. 5d. Currency, and to the Dukes Representatives £4592 10s. 3d. Sterling, which is a heavy tax upon the Company.

The principal part of the Coal is exported to the United States, where it is subject to a duty of 5s. 6d. to 6s. per chaldron, this is another difficulty we have to contend with. It would be no more than justice if we were allowed to export the Coal to Foreign Countries, free from Royalty; the duty on the export of Coal from Great Britain has been removed, and it would be no more than fair to allow the Nova Scotia Coal also to be exported free from duty.

It is asserted by the Legislature that we have a monopoly of all the Mines in the Province. If we had, we obtained it fairly by agreement with the Crown; but it is not correct, there is a very large portion of the Province, containing valuable Minerals that the Proprietors of the soil may work without the payment of Rent or Royalty, which is well known to every one in the Province, but I need not go further to prove the fact than to state, that the Legislature passed an Act two years ago, incorporating a Company to work the Mines in Londonderry, situated in the Bay of Fundy, where ships of any burthen may load. This Company alone owns 5,000 acres of land abounding with the most valuable deposits of Iron, Coal, and other Minerals. It cannot therefore, with justice, be said that we have a monopoly.

If the Londonderry Mines had been included in our Grant we should have worked them, and would have been obliged to pay a heavy Royalty to the great advantage of the Province,—as it is, the owners of the soil are at liberty to work them free from Royalty, yet for want of capital and energy they remain unproductive, but every Member of the Legislature could, or can, still have an interest in our Grants, the Stock has always been for sale at a very depressed rate, but not a share has been taken by them—they may have the whole by repaying the Association the amount expended and interest, and then they can work the Mines with all the advantages they anticipate to the Province.

No other Company has ever paid a Shilling into the Provincial Chest, but have

have generally received aid and assistance from the Public Funds: I only recollect one that has succeeded—the Gas Company recently established in Halifax, the others have all broken down, and it may therefore be inferred that the Mines would, to this day, have remained in the same unproductive state, if they had not been leased to the General Mining Association. I contend therefore that the Crown made a most advantageous arrangement for the Province, for besides the great sums paid for Rent and Royalty, it has been the means of introducing a large amount of capital, scientific men, and machinery, which could not be otherwise than beneficial to the Country.

I am accused of not allowing persons to raise Coal upon their own Land; but if I did allow them should I not be accused, and with justice, of permitting an evasion in the payment of the Royalty to the Crown? Whereas it has cost me great trouble and expense to watch over the rights of the Crown, and prevent the smuggling of Coal.

As Lessees of the Crown, we naturally look to your Lordship for protection; and should the Casual Revenues be transferred to the Province, we have to beg that our just rights may, at the same time, be protected and secured, and that the Legislature may be restricted from laying any duty on the export of Coal, in addition to the heavy charges we now have to pay to the Crown and to the Duke of York, the imposition of which would be equally fatal to us and to the Province, by checking the exportation, and that we may not be injured by any new enactments.

We wish to remain Lessees of the Crown, and to fulfil our part of the contract faithfully, as we have ever done; we paid Rent and Royalty into the Provincial chest for twenty years without receiving one shilling for interest or dividend; this, alone, should entitle us to some consideration, but we only ask to be justly dealt by, and it is only two years since we commenced paying a small return to the Proprietors. I feel great reluctance in making any observations that may be construed into reflections upon the Legislature of my native Province; there is no one more anxious for its welfare than I am, and perhaps no one has done more for its advancement. I am confident the course I am pursuing is for its true interest, and I trust the Legislature will yet see and acknowledge it.

I wish to encourage Capitalists to embark their money in the Province, and not deter them by Legislative enactments. I should be happy to see such another "monopoly" established in the Province, or a dozen such.

I have, &c. &c. &c.

(Signed)

S. CUNARD.

The Right Honorable Earl Grey, &c. &c. &c.

Statement of the Rents and Royalty paid annually to the Provincial Government by the General Mining Association.

Year.	Amount.
1827	£3223 15 0
1828	3850 10 0
1829	3333 16 8
1830	3333 6 8
1831	3333 6 8
1832	3333 6 8
1833	3333 6 8
1834	3341 2 2

1835	£3333	6	8
1836	5020	6	7
1837	5524	12	2
1838	4964	15	8
1839	6372	8	1
1840	4869	1	0
1841	6184	4	6
1842	5487	6	6
1843	3473	9	4
1844	4985	3	5
1845	5528	16	10
1846	5470	18	11
1847	7143	13	5

Halifax Currency,

£95440 13 7

(Signed)

S. CUNARD.

Account of the Grants of Land passed from 1749 to 1782, showing what Minerals were reserved at different periods within that time.

The Grants previous to 1759 have no reserves of Minerals, with the exception of a single lot in 1752, where, perhaps, there may be an error in the date. Of the Grants in 1759, some reserve no Minerals; others, Gold, Silver, Precious Stones, and Lapis Lazuli. From July 12th, 1764, Lead, Copper, and Coals were added to the reserved Minerals in all Grants of moderate size, but nearly two million acres were granted in very large tracts, (mostly in October 1765,) to Alexander McNutt and a few others, upon other conditions, part of which were, an obligation to establish one Protestant settler upon every 200 acres on one third of their land, and to cultivate hemp upon one rood on every 2000 acres, within ten years. In these Grants, Gold, Silver, and Coals, are the only reserved Minerals. After 4th November, 1766, the Precious Stones were omitted, and Gold, Silver, Lead, Copper, and Coals only reserved. In all the Grants that reserve Minerals, all Mines and Minerals are expressly granted, with the exception of the reserves. Consequently, the proprietors of land held by Grants antecedent to July 12th, 1764, are the owners of all the Minerals except Gold, Silver, Precious Stones, and Lapis Lazuli. They that hold under the McNutt class of Grants own all except Gold, Silver, and Coals. They that hold under the common Grants between the 12th July, 1764, and 4th November, 1766, own all except Gold, Silver, Precious Stones, Lapis Lazuli, Lead, Copper, and Coals; and they whose Grants are later than the 4th November, 1766, own all except Gold, Silver, Lead, Copper, and Coals.

Most of the Grants of the old Townships were given to the Committees of the persons who designed to settle them, these committees having brought lists of the names of the parties, and after they had received the Grants, having returned to New England and brought back the settlers and their cattle. These first Grants either reserve no Minerals, or else Gold, Silver, Precious Stones, and Lapis Lazuli. But the greater part of these Grants were resigned and new ones procured, the old Grants being stated to be insecure, but during the period that elapsed between the first and second Grants, many persons procured separate Grants for shares in these Townships. It does not appear certain that these persons gave up their rights when the Township Grants were surrendered. If they did not they will, in most cases, hold a right to all Minerals except Gold, Silver, and Precious Stones.

GRANTED

GRANTED TO COUNTIES BEFORE 1783.

Counties.	Previous to 12th July, 1764.	Between 14th July 1764, & 4th Nov. 1766.	After 4th Nov. 1766.	Reserving Gold, Silver and Coal.	No Minerals reserved.	Escheated.
	Acres.	Acres.	Acres.	Acres.	Acres.	
Hants,	157366	4600	57270			22000
King's,	141270	58857	20496			500
Annapolis,	22749	135590	109124	*125000 (nullified)	4120	
Lunenburg,	17805	53279	40429	22000		
Shelburne,	500		51250	100000		100000
Cumberland to Minas Basin,	41005	79400	117532	390000		369500
Queen's,	2500	78500	9750	200000		200000
Halifax,	78366	84180	116721	468000	32309	{ 164858 before 1785 193033 between 1785 and '21
Colchester,	5000	154000	126200	13000		
Yarmouth,	2500	21000	152548			
Guysboro' and Sydney,		8778	248	250000		235510
Pictou,			10050	440000		{ 220000 before 1784 200000 after 1784
Louisburg,				20000		
	<u>469061</u>	<u>678184</u>	<u>805618</u>	<u>2145000</u>	<u>37029</u>	

* This Grant has an omission in the description, and the land appears to have been re-granted without escheating.

The Grants in the first column reserve only Gold, Silver, Precious Stones, and Lapis Lazuli.

The greater part of those in the fourth column have been escheated.

Amount

Amount of all the Grants previous to 1783.

	Acres.	Escheats deducted.
Hants,	213236	191236
King's,	220623	220123
Annapolis,	392463	267463
Lunenburg,	137633	137633
Shelburne,	151750	51750
Cumberland,	627937	258437
Queen's,	290750	90750
Halifax,	780176	422285
Colchester,	415000	415000
Yarmouth,	176048	176048
Guysboro' & Sydney,	259026	23516
Pictou,	450050	30050
Louisburg,	20000	20000
Total,	4134692	
Remainder not escheated,		2304291

Most of the escheats were in 1783, but there was one of 200,000 acres in 1803, and one of 10,000 in 1821.

This does not include the old Grants to Townships which were resigned as insecure, nor the two Grants passed in 1736 of 50,000 acres each, with *all* Mines and Minerals; the one at Chignecto, the other on the shore of Minas Basin, extending from Cape Split to the mouth of Windsor River, as these Grants were escheated in 1760. The Town and Five Acre Lots of Halifax were granted without reserves, but are here omitted in that class, as a great part of them were afterwards escheated and re-granted, or re-granted without escheating, but always with reserves of Minerals, &c.—64 of the Northern Five Acre Lots were granted to one person, and 98 acres of Town and Five Acre Lots to another, besides a number of lesser Grants.

It is believed that the foregoing account of Grants is near the truth, but the records are so confined that perfect accuracy could not be obtained without the labor of forming a new index to the Grants. Some were not recorded till a considerable number of years had elapsed, while many are recorded in several books of different dates, intermixed with later Grants.

Minerals..

There is a large proportion of this Province that rests upon rocks so ancient that the remains of organized substances, either animal or vegetable, are never found in them. Beneath these rocks, it may be concluded, Coal will never be found. If a line commencing at the mouth of St. Mary's River, and proceeding up ten miles, were then continued westerly at that distance from the sea till it crossed the Musquodoboit, thence running to the South end of the Great Shubenacadie Lake, and from thence to the West corner of the Township of Horton; then Westerly, at the distance of six miles from Annapolis River, Annapolis Basin, and St. Mary's Bay, and finally running to the sea at Cape St. Mary's, it would cut off a portion of the Southern part of the Province, resting either upon Granite, blue Whinstone, or vertical Slate, containing a considerable portion of Iron Pyrites. There is on the shore at Margaret's and Mahone

Bays,

Bays a small quantity of Limestone adjoining the base of the Granite hills that rise above it, but this is believed to be all the Limestone hitherto discovered in this large district, that is of any value.

This district may contain Iron, the Nictau ore is on the edge of it, occupying a fissure in a hill of Slate, not much differing from that on which the City of Halifax stands; it is doubtful if it contains Copper, as the common Pyrites contain only Sulphur and Iron, and there is very little reason to expect Lead where no Limestone is found. Coal cannot be found here, and at present the inexhaustible quantity of Granite on the Southern coast in convenient situations for shipping, appears to be the most important Mineral in the district.

The Counties of Hants and Colchester and the Northern part of the County of Halifax, contain great quantities of Gypsum and Lime, and it is not unlikely that they also contain Coal, of which small quantities are found in some places.

In Cumberland there is a large district resting generally on Sandstone, in which small veins of Coal are very frequent, and have been observed very near the Cobequid Mountain, which is a mass of Granite extending from near Economy to near Tatamagouche, and which is continued on the height of the land beyond the Rivers of Pictou, when Greywacke and Limestone take its place; but the lower ground on both sides of this ridge often rests on those rocks in which Coal is found. Gypsum, of which a little is contained in Cumberland, is found in considerable quantities on the branches of some of the Pictou Rivers, and met with, occasionally, farther Eastward.

There are indications of Copper in Cumberland, Pyrites containing Copper are found in the Sandstone on the Gulf-shore both in Cumberland and farther Eastward. A small specimen of carbonaceous ore from Tatmagouche gave one third its weight of fine tough Copper when fused on charcoal.

Cape Dore contains Copper, but no Copper ore is to be seen. The Copper is diffused through the whole mass in small pieces, from low water mark to the top of the bank, which is about 130 yards perpendicular height above high water mark. The Salt Springs at River Philip, it is probable, could be worked profitably by persons who were acquainted with the business. There are in the districts that abound with Gypsum, several Salt Springs, of which some are much salter than sea-water.

The Grindstone quarries have hitherto been the most profitable Minerals of Cumberland, and there is along the Gulf-shore a considerable quantity of Sandstone fit for building-stone.

Sydney County contains less Gypsum than Pictou, but it very probably contains Iron. Many of the stones in this district contain small portions of specular Iron ore, and the beach of a lake, (believed to belong to Antigonish River) at the foot of a lofty hill surmounted by a naked rock of Limestone, is composed of this ore in the state of a bright metallic sand.

The North Mountain of Annapolis and King's Counties appears to be, like Cape Dore, of volcanic origin. Iron is known to exist in the Valley of Annapolis, and some small specimens of Lead ore have been found there.

Thus it appears that more than half the Province rests upon rocks under which no Coal will be found, but that among the many kinds of rock which under-ly the remainder, there is a large portion in which it is highly probable that valuable beds or seams of this Mineral are contained.

No. 22.

(See Page 228.)

Pictou, October 16, 1848.

SIR—

I have the honor to acknowledge the receipt of your Letter of August 1, conveying the instructions of His Excellency the Lieutenant Governor, that I should, at my earliest convenience, make "a general reconnoissance of the Coal-field situated at Carribou Cove, with the view of giving a Report on its probable value, and examining any beds of Coal which may appear in Coast or River sections—with suite of specimens and general sections of the district; to occupy in the field four weeks."

I now beg leave to report, that I have carefully examined the Coal measures appearing at and near Carribou Cove and the River Inhabitants, and have explored the surrounding Country, to ascertain the limits and relations of the Coal-bearing beds. I have also collected specimens of the Coal and useful Minerals occurring in the district, and have subjected samples of the Coal to analysis and trials, for the purpose of estimating its qualities and practical value.

The whole of that part of Cape Breton bordering the Southern half of the Strait of Canseau, Carribou Cove and the Basin of Inhabitants, and extending inland to the sources of the River Inhabitants and the Bras d'Or Lake, is occupied by Conglomerate, Hard Sandstone and shale of various description, with beds of Limestone, Gypsum and Coal, the whole belonging to the Carboniferous system of formations. This tract of Carboniferous strata is partially separated from the Coal-field of Port Hood and Mabou by a range of low hills, extending from the Northern end of the Strait of Canseau across the sources of the River Inhabitants, and consisting of Trap and other eruptive rocks, associated with altered Carboniferous strata. On the Eastern side, it is bounded by an extensive tract of Ignerous and Metamorphic rocks, the first indication of which is seen in the Trap and Syenite near the Isthmus of St. Peter's.

No part of the district attains any considerable elevation, and its surface generally consists of a strata of boulder-clay, except in places where the broken edges of the hard grits rise to the surface, forming extensive tracts of stony and barren ground. The Coast and the banks of the Rivers are usually low, and very imperfectly exhibit the structure of the Country, especially in those places where Coal measures occur.

In the greater part of the districts, the beds are much fractured and highly inclined. Their arrangement on the great scale can, however, be made out, though with less certainty than in localities where the formations are less disturbed, or the natural sections more perfect. The older or lower members of the Carboniferous system, extend along the base of the hills above mentioned, and the shore of the Strait of Canseau; and re-appears between the River Inhabitants and St. Peters. The Coal measures appear to prevail in a central band, extending from the head of River Inhabitants to the shore of Caribou Cove. For a more detailed view of the relations of the groups of strata, I may refer to the "Tabular View" appended to this Report; and shall now proceed to notice the various localities where beds of Coal occur, or are likely to be found.

I.—*Caribou Cove.*

The bed of Coal which has attracted attention at this place, appears at a low point between the mouth of a small brook named Coal Brook, and that of a larger stream named by the people in the vicinity Mill Brook, but marked on charts "Sea-coal River." The Coal, and a few of the beds associated with it, originally appeared on the shore, but, at the time of my visit, the Coal was wholly concealed by the falling in of the sides of an old excavation, which had been made for the purpose of extracting Coal or trying the bed. Having opened the old excavation, and uncovered the outcrop of the seam, I found it to be eleven feet eight inches in thickness, and inclined to the South-westward at an angle of 85° , its strike or line of direction being North 57° West. On the upper or Western side, it is bounded by a bed of grey clay (which seems originally to have been its floor or underclay) and on the lower or Eastern side by black shale. Its outcrop is covered by about four feet of clay and boulders. (See Section I.)

The Coal contained in the outcrop of this bed, is of a soft and crumbling quality, and divided into a great number of thin layers by bands of bituminous shale. So numerous are these layers of shale, that it is difficult to procure even a small quantity of the Coal without an admixture of it. A sample of the mixed Coal and shale, taken from the best parts of the outcrop, when burned in a common stove, ignited without much difficulty, and burned slowly, without caking and with rather a weak flame. When combustion was finished, there remained a quantity of brownish-grey ash and shaly fragments, the weight of which amounted to more than one half of that of the sample.

A specimen of the best Coal, selected from different parts of the bed, gave, on analysis—

Volatile matter,	-	-	-	25.2
Fixed Carbon	-	-	-	44.7
Ash	-	-	-	30.1
				100.

The shale associated with the Coal contains a sufficient quantity of bituminous and Coaly matter to render it combustible, but it differs from Coal in bearing a stony residue, instead of a pulverulent ash.

It appears, from the above analysis, that the best Coal of this bed is very impure—its percentage of ash being double that of Pictou Coal; and when this is taken in connection with its intimate intermixture with shale, it must be evident that the produce of this seam could not be exported with profit. If present restrictions were removed, however, it might possibly be worked to supply fuel of an inferior description for use in the neighbouring country. In the deeper parts of the bed the Coal is probably harder and of much better appearance than at the outcrop, but in its mixture with shale and high percentage of ash, no material improvement can be expected. It will also be found to contain a large proportion of the Bi-sulphuret of iron, much of which has been removed from the outcrop by weathering.

The other strata seen in the vicinity of the Coal are grey shales and hard sandstones, with a small seam of bituminous shale. No other bed of Coal appears in the vicinity, though as the coast section, for about half a mile on either side, shows little except boulder-clay, it cannot be affirmed that others are not present. If other beds occur, they can be found only by expensive works of discovery, unless accidentally uncovered by excavations made for other purposes.

On the Eastern side of Caribou Cove, at a place named Caribou Cliffs, the coast

coast section shows a series of hard brown and grey sandstones, with grey and black shales, but without any Coal. Associated with these strata, is a bed of gypsum, 12 feet in thickness, accompanied by layers of marl and limestone.

2.—*Little River.*

This is a small stream, originating in lakes near the main road from Ship Harbour to River Inhabitants, and emptying near the mouth of the latter. The name given above is that by which it is known to the settlers in its vicinity; but on the Admiralty chart it is named "Moose Creek," and on Norries' chart of the Gulf of St. Lawrence, "Durham Inlet." I first visited this place from Caribou Cove; but, owing to the swollen state of the River, was unable to find the Coal. I afterwards went to it from Ship Harbour, under the guidance of Mr. Charles Phillips, a farmer residing near the main road from Ship Harbour, and who is, I believe, the original discoverer of the Coal measures at this place. The Coal seam does not appear in the bank of the river; but by removing the rubbish and water from a hole which had been dug in the intervalle, near the margin of the stream, I obtained a good view of its outcrop. By extending the old excavation I afterwards uncovered some of the neighbouring measures, including another small seam of Coal, as shown in the annexed Section No. II.

The principal bed of Coal (No. 1 in the Section), is four feet in thickness; six inches of its lower part being impure and sulphurous, and the remainder good Coal. The smaller bed (No. 2) is separated from the larger by about five feet of shale. It has ten inches of Coal. These beds, like that of Caribou Cove, are vertical, or very nearly so. Their strike is North 40° West. Above the place where they cross the river, I observed, in the bed of the stream, fragments of Coal and bituminous shale, which have probably been worked from the out-crop of a third bed.*

The Coal of the principal bed is hard, and very little injured by exposure. Its fracture is uneven and crystalline, with glistening surfaces; and its texture is very uniform, the lamination or "reed" being rather indistinct, and almost free from dull Coal or Mineral Charcoal. Its specific gravity is 1.38. When burned in a stove or grate, it ignites readily, fires, swells, and cakes, giving a stony flame and a lasting fire. It leaves a rather large quantity of brownish ash. In a smith's forge, it works well, its behaviour being similar to that of Pictou Coal. On analysis, it was found to contain—

Volatile matter, - - - - -	30.25
Fixed Carbon, - - - - -	56.40
Ash, - - - - -	13.35

100.

Compared with the Coals of Pictou and Sydney, the Little River Coal is more bituminous than either, or contains more volatile matter and less fixed Carbon. It contains about the same quantity of earthy matter with Pictou Coal; but in quality and colour the ash resembles that of Sydney. Practically, it will be found to be a serviceable Coal for domestic fires, well adapted for smith's use, and from the large quantity and high illuminating power of its gaseous matter, probably a good gas Coal. There should be little waste in its extraction, and it will suffer little by being "banked" or kept in the open air.

The

* A little further up the stream there is a large bed of good limestone, abounding in fossil shells. (*Producta Lyelli*, *P. Mortini*, *Spirifer Glaber*, &c.)

The Coal of the small bed (No. 2) is somewhat similar to that of No. 1; but it is more impure, and contains much Bi-sulphuret of Iron. The fragments found in the river, and supposed to be derived from a third bed, are very similar to the Coal of No. 2.

The point at which the Coal appears on Little River, is distant in a direct line, from the main road to Ship Harbour, about 1 mile and a half, and from Ship Harbour 4 miles; from the shore at Caribou Cove $2\frac{1}{2}$ miles; and from the navigable part of River Inhabitants $2\frac{1}{4}$ miles. There is at present no road in any of these directions, but good lines could easily be obtained. In the direction of the Strait of Canseau, the Coal measures appear to be cut off, at the distance of about half a mile from the river, by one of the fractures which abound in the district. In the opposite direction, it is possible that they may extend to the estuary of the River Inhabitants. To ascertain with certainty their extent in either direction, would however require extreme trenching operations, for which I had no means at my disposal.

In the direction of the beds of Coal, the ground in the vicinity of the river is low, rising to about 30 feet only above the stream. Only a very small depth of Coal could therefore be drained by a level from the river bed, or without the aid of machinery. The vertical position of the beds, will also require a method of mining different from that employed in the other Coal-fields of the Province, where the seams are only slightly inclined. These circumstances, in addition to the comparatively small dimensions of the beds, as they tend to increase the expense of extracting Coal, must operate as objections to the opening of this deposit. On the other hand, the seam No. 1 is sufficiently large to be conveniently worked, its Coal would command a fair price in the market, and it is near harbours from which its produce could be shipped at any season. There is also a probability that the beds might be traced to localities more favourable for the extraction of the Coal; and that, by works of discovery carried on in the adjacent measures, other workable seams might be found.

The maps attached to this report, shew the position of the Little River Coal, in relation to the navigable waters in its vicinity.

3.—*Basin of Inhabitants.*

Having been informed that Coal had been seen at this place, I went thither, after examining the measures at Caribou Cove. The shore in this direction is deeply covered with boulder-clay, and exhibits little of the structure of the Country. At the place to which I was directed, a small section of hard grey sandstone and shale was exposed, near the mouth of a brook. I saw no Coal; but was informed that a thin seam had been found, in a place covered with water at the time of my visit. As the appearance of the rocks seen, was not indicative of the vicinity of a valuable deposit of Coal, I did not think it necessary to return to this place.

4.—*River Inhabitants.*

In the lower parts of this River, the banks generally consist of boulder-clay, and alluvial soil; and where rock occurs, it consists of reddish and grey sandstone and shale, inclined to the South-east or South. About nine miles above the bridge, and two miles in rear of the road leading to the head of the River, a bed of Coal, to which common report has assigned large dimensions, appears in one of the branches of the River. On visiting this place, I found a bed of black shale

shale, eighteen feet in thickness, and in some parts highly bituminous; but containing only about one foot of true Coal. The dip of this bed is South 30° East, at an angle of 10° . The Coal is heavy and impure; and in its manner of burning similar to that of Caribou Cove. Though this bed is comparatively worthless, the undisturbed condition of the measures, might entitle them to a careful survey, with the view of discovering other seams. The distance from navigable water is, however, so great, that at present no bed of Coal could be profitably worked at this place.

Fragments of Coal are said to have been found on the North-west Arm of the River Inhabitants. On examining this stream, however, I found only a section of lower Carboniferous rocks, similar to those which occur near the Strait of Canseau, and including a useful bed of limestone. If Coal occur on this stream, it most probably is near its junction with the main River, where the rocks are concealed by alluvial matter.

5.—Ship Harbour, &c.

On the banks of brooks emptying into the Strait of Canseau, between Plaister Cove and Ship Harbour, thick beds of black shale appear, and similar strata occur on Ship Harbour Creek. I could find no Coal in connection with these beds, and believe them to belong to an older part of the Carboniferous system than the true Coal measures.

About two miles Eastward of Ship Harbour, black and bituminous shales, accompanied by grey shales and flags, and dipping at a high angle to the Southeast, cross the main road. I examined this place with care, and uncovered a few beds which did not appear on the road, but could find no Coal. I have, however, little doubt that these beds form a part of the continuation of the Coal measures of Caribou Cove or Little River, and that beds of Coal are associated with them; though the deficiency of natural sections in this part of the country, may long prevent their discovery.

As the general result of the Survey, in reference to Coal, I may state that, of the beds discovered in the district, those of Little River are alone worthy of attention, with a view to mining operations. The prospects at any of the other localities, are of a very doubtful character. With respect to those prospects, however, I may remark—*first*, that in a district where the natural sections are so very imperfect, and the country so thinly inhabited, it is likely that the beds which appear in the sections, or have been accidentally discovered, are only a few of those which actually exist; and *secondly*, that it is probable that the beds of Caribou Cove, Little River, and River Inhabitants, belong to the same great series of Coal measures; and consequently, that the seams found at any of these places may be traced to the others, in event of the district being subjected to a thorough Survey, or of Mining operations being actually commenced within it.

The only other useful Minerals found in the district are limestone and gypsum. The most accessible deposit of the former is that of Plaister Cove, which is large and of fair quality. Large beds of good limestone also occur at Little River and the Northwest Arm of River Inhabitants. The bed of gypsum, from which Plaister Cove derives its name, is of enormous thickness, and contains some good gypsum, though about two thirds of its thickness consist of Anhydrous Gypsum or "Hard Plaister." The bed which occurs near Caribou Cove is of good quality; but, where it appears on the shore, it is deeply covered by boulder-clay.

A little farther inland, however, it is nearer the surface. The marls associated with these beds, as they contain large quantities of carbonate and sulphate of lime, in a fine divided state, might be usefully applied as a dressing to land.

I observed no useful beds of clay-ironstone, in connection with any of the Coal measures which I examined. In a few places, the fossil plants contained in the sandstones, are accompanied by small quantities of the sulphuret and carbonate of Copper; but these, like similar traces found in the Coal formation of other parts of this Province, are quite unimportant. The sandstones, on every part of the coast, appear too much indurated to afford good grindstone or freestone.

In the hope that this Report, and the maps, sections and specimens which accompany it, will afford the information required by His Excellency,

I have the honor to be,

Your most obedient Servant,

JOHN WILLIAM DAWSON.

Hon. Joseph Howe, Provincial Secretary.

Tabular View of the general arrangement of the groups of Strata connected with the Coal-field of Caribou Cove and River Inhabitants—in descending order.

	Description of Beds.	Localities.
Coal Formations.	Hard grey Sandstones and Shales—black and bituminous Shales—Clays—Coal. <i>Stegnaria, Calamites, Sigillaria, Lepidodendron</i> , and other fossil plants.	Caribou Cove—Cariton Cliffs—Basin of Inhabitants—Little River—River Inhabitants—Road from Ship Harbor to R. Inhabitants.
	NOTE—The Limestone of Little River, and the Gypsum of Cariton Cliffs, probably belong to the lower part of this group or the upper part of the next.	
Lower Carboniferous Formation.	Grey and brown Sandstone and Shales of great thickness—some black Shale. A Fossil plants—shells of <i>Molliola</i> .	Strait of Canseau from Ship Hr. to Bear Island—Caribou Barrens—Road to St. Peters.
	Black and grey Shales with calcareous bands—beds of hard grey Sandstone. A few Fossil shells.	Between Plaister Cove and Ship Harbor—N. W. Arm of River Inhabitants.
	Marley Clays—large beds of Gypsum and Laminated Limestone.	Plaister Cove—N. W. Arm.
	Hard grey grits and black and grey Shales—Fossil plants, rare.	North of Plaister Cove.
	Thick beds of grey Conglomerate.	McMillan's Point—N. W. Arm.

The Fossil found in these beds are identical with species found in the Carboniferous system in other parts of this Province. None of the specimens found were of much interest.

In the grits at Plaister Cove, are small strings of sulphate of Barytes; and in the Limestone of the same place, small crystals of Fluor Spar.

No. 23.

(See Page 229.)

COPY.

No. 78.

Downing Street, 15th April, 1848.

SIR—

I have to acknowledge the receipt of your Despatch, No. 16, of 27th March last. I have read with much satisfaction the expression of your opinion as to the successful results of the present Session of the Provincial Parliament, which is about to be closed; and I am at the same time gratified to learn that Sir Rupert George will, for the present at least, remain in undisturbed possession of the office of Registrar of the Province.

I have, &c. &c.

(Signed)

GREY.

Lieut. Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

COPY.

No. 84.

Downing Street, 28th April, 1848.

SIR—

With reference to my recent correspondence with you, on the subject of the retirement of Sir Rupert George from the office of Provincial Secretary of Nova Scotia, it is with much pleasure that I have to direct you to inform that gentleman that Her Majesty has been graciously pleased to command that he should be appointed a Companion of the Civil Division of the Most Honorable Order of the Bath, as a mark of Her Majesty's approbation of the services he has rendered to the Crown in the office he has held so long, and with so much credit to himself.

You will assure Sir Rupert George that I have had great satisfaction in advising Her Majesty to bestow upon him this distinction, upon the occasion of his relinquishment of the important duties which have hitherto devolved upon him as Provincial Secretary; and, I trust, he will consider my having done so a sufficient proof that, although circumstances had rendered his retirement indispensable, his past services have been neither forgotten nor unappreciated.

I have, &c. &c. &c.

(Signed)

GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

COPY.

No. 122.

Downing Street, 9th September, 1848.

SIR—

With reference to the case of Sir Rupert George, alluded to in my Despatches of the 21st February and 7th March last, I enclose a communication which he has addressed to me since his return to England, and upon which I abstain from forming any conclusion, until I hear from you. There are, however, some points adverted

adverted to by Sir Rupert George which it may be convenient to you that I should notice.

2. He assumes that my approval of your removing him from the office of Colonial Secretary proceeded on the assurance which I had received from you, that he would be secured a clear annual income, receivable in England, of at least £800 per annum. For the grounds of my approval, I must refer you to my Despatch of the 7th March last; but I think it due to Sir Rupert George to state, that the communications which I previously received from you had conveyed to me an impression that he would certainly possess an income not less than £800 a year, derivable from the double source of his pension as retired Colonial Secretary, and emoluments as Registrar; and that, if the latter office were abolished or remodelled, his claims would be fully recognized. Accordingly, I authorized you to express to Sir Rupert George my satisfaction with such an arrangement.

3. Adhering to the opinion thus communicated to you, and which I had formed chiefly in consequence of your own statement of the claims of this deserving officer, I trust that his apprehensions, as stated in the accompanying letter, that he will be reduced to a yearly income of £560, instead of £800, will prove to be unfounded.

4. Having thus reminded you of the views which I entertain of Sir Rupert George's claims, I am far from wishing to prescribe any particular arrangement for securing his future income. On the same principle, I should be reluctant to comply with his present application, that I would protect him against an inordinate diminution, by Legislative enactment, of his present emoluments as Registrar. But, with respect to the duties of that office, you will observe that there is a difference of opinion between Mr. Howe and Sir Rupert George: the former considering that the registration of Crown Grants and Patents belongs to the Registrar; and the latter, that this belongs to the Colonial Secretary. Into this controversy I have no wish to enter, but as these offices are no longer held by the same individual, it is obviously desirable that their respective functions should be ascertained without delay; and with this view I have to instruct you to institute an enquiry into the subject, especially with reference to the practice at any former period, when the two offices were, as at present, held separately. Should it ultimately appear that the business in dispute properly belongs to the Registrar, Sir Rupert George's claim to have refunded the fees for registering the Crown Grants and Patents which, as he alleges, have been paid to the Casual Revenue, since 1827, when the fees of the Colonial Secretary were commuted, would seem to be well founded.

When you communicate to me the result of your enquiry, I shall be glad to receive at the same time a statement shewing the amount of the fees which have been paid by Sir Rupert George, as mentioned in his letter.

I am, &c. &c. &c.

(Signed) GREY.

Lieut. Governor Sir John Harvey, &c. &c. &c.

(COPY.)

No. 60.

Government House, Halifax, November 10th, 1848.

My Lord—

The Documents which were forwarded to me with your Lordship's Despatch of the 9th September, No. 122, having been carefully perused by the Members of

of my Council, I have now the honor to transmit to your Lordship, the information which I was commanded therein to furnish, with such observations as may be useful to your Lordship in disposing finally of the questions, which Sir Rupert D. George appears to be desirous to press upon your notice.

At the outset, I may be permitted to state, that I do not think it would become me to offer any comment upon the memorandum of Mr. Keating, the Parliamentary report of Mr. Johnston, or the legal opinion of Mr. Stewart. The first can only be regarded as a private paper, evidently penned with the best intentions, but without the slightest idea, that it was to be made a public document and never shown to the Secretary. The second is but an *ex parte* report of a discussion, by a personal friend of Sir Rupert, and a political opponent of the Government, and the version, even if accurate, would not be very important. If the discussion was to be drawn into controversy, the ordinary Parliamentary reports, printed in the Province, and open to criticism and explanation at the time, would seem to have afforded the fairest reflex of what did actually transpire. As respects Mr. Stewart's legal opinion, I cannot imagine any state of circumstances which could render it binding on your Lordship or the Queen's Representative in Nova Scotia, or on the Provincial Legislature.

Two questions are raised in the letter of Sir Rupert D. George, addressed to your Lordship on the 15th August, and in the correspondence which passed between that gentleman and Mr. Howe, and to these I shall proceed to invite your Lordship's attention: All further discussion on the first of these, the separation of duties hitherto combined in the same department, and performed by the same officers for upwards of half a century, might I humbly conceive, have been spared, had due weight been given to a passage in Mr. Howe's letter of the 12th of May, which certainly was, whatever might have been the rights of parties, a courteous waiver of all personal dispute. "As respects our several rights and duties" said Mr. Howe, "I will not multiply words about them now, nor shall they ever be drawn into unpleasant controversy between us, either in Courts of Law or elsewhere, if I can help it." With this communication in his hands and the fact known to him, that Mr. Howe had not only cheerfully assumed the duties referred to, but had to relieve Sir Rupert from all embarrassment, and without any advantage to himself allowed his first clerk to take entire charge of the Registry Departments for twelve months, it does appear to me, that all the trouble given to your Lordship in reference to this matter, results from the absence of due reflection. Sir Rupert's propositions that Mr. Howe should be paid £200 for doing the duties of an office, in which he received £1000, and that for £700 that gentlemen should be charged with the performance of the duties of the combined department, which yielded him £2000, may have been seriously urged, and may by Sir Rupert D. George be conceived practicable; but, I do not hesitate to assure your Lordship, that the suggestions do not appear to my Council worthy of serious consideration. They are most anxious, that the courteous terms in which every communication emanating from the Provincial Government, having reference to Sir Rupert, has been couched, should be still preserved, but they are conscious that contrasts might be drawn and the relative claims of individuals urged, in a manner that would present this subject to your Lordship's mind, as it is, and ever will be viewed by the Legislature and people of this Country. Looking to second question raised in this correspondence, the actual amount of retirement secured to Sir Rupert George, I must solicit your Lordship's re-perusal of the Minute of Council, transmitted with my Despatch of the 10th February, 1848, (No. 2.)

Left in the enjoyment of a retirement larger than any Officer in British America,

rica, it does appear strange to me, that looking only to his personal interests and excluding all considerations of a public nature, bearing upon the Provincial and Imperial Governments, Sir Rupert George should invoke your Lordship's interference to disturb an arrangement resulting from the most anxious desire to protect his interests, even at the risk of doing violence to public opinion. I am equally surprised, that he should wish to embroil Her Majesty's Government with the Provincial Legislature, by asking that the sanction of a general Registry Act, should be coupled with impossible stipulations. Sir Rupert George's position, your Lordship will permit me to state with clearness and precision, as it may be lost sight of amidst the mass of papers which appears to be accumulating :

£400 Sterling, or £500 Currency, has been already secured to him by a clause in the Civil List Bill, if that Bill is assented to ; by a charge on the Crown Revenues, sanctioned by Her Majesty and the Legislature, if it be not.

£160 Sterling, or £200 Currency, was tendered to Sir Rupert in the Registry Act passed in 1844, and which will probably be passed next Session, as a commutation of the fees which he receives from the Deputy Registrars in the Country. This sum was tendered for his acceptance by Resolution, passed last Session, and would have been secured by Law, but for the difficulties presented by himself. Until a permanent arrangement is made, Sir Rupert is secure of a moiety of the fees, without touching the Metropolitan Registry, which the Act of 1844 contemplated leaving in his possession. If the duties of the latter are performed or superintended, as, for the security of the public, it is right they should be, by the person holding it, there can be no doubt that £400 Sterling can easily be realized from the Registry. Should Sir Rupert be disposed to accept permanently the amount secured to him for this year, by the arrangement now existing (£700 Sterling and not £560), I should be glad to be informed, and will then be prepared to advise your Lordship, whether such a proposition would be likely to receive the support of my Council and the sanction of the Legislature.

That the Members of my Government have done their utmost to serve Sir Rupert George, must be apparent when his position is contrasted with that of Mr. Daly in Canada, Mr. Saunders in New Brunswick, and when it is remembered that neither Mr. Johnston nor any member of his party ventured to propose a higher scale of retirement.

I subjoin a Memorandum, which embodies all the information which the books and records left behind by him by Sir Rupert George, supply. That he can have any claim upon the Government for registering Grants, your Lordship will not readily admit, after being informed that the labour was never performed by Sir Rupert in either his capacity of Secretary or Registrar, but by Clerks whose salaries were chargeable upon the funds into which the Revenue arising from the sale of Crown Lands was paid.

I have, &c. &c.

(Signed)

J. HARVEY.

The Right Hon. Earl Grey, &c. &c.

(COPY.)

Downing Street, 23rd Februry, 1849.

SIR—

Having communicated to Sir Rupert George, the last Despatch (No. 60) of the 10th November, which you addressed to me relative to that officer's retirement

ment from the Public Service of Nova Scotia, I have now the honor to enclose to you an Extract from a Letter which I have received from Sir Rupert, dated the 20th inst., stating that in consequence of the proposition contained in your Despatch he is ready to accept permanently the amount secured to him for one year, viz., £700 Sterling,—for the two offices of Secretary and Registrar lately held by him in Nova Scotia.

I have, &c.,

(Signed) **GREY.**

Lieut. Governor Sir John Harvey, Nova Scotia.

COPY.

Extract from a Letter from Sir Rupert George, dated 20th of Februray, 1849.

“Observing that Sir John Harvey expresses a wish to be informed if I would agree to accept permanently the amount secured to me for one year—viz., £700 Sterling for the two offices of Secretary and Registrar, I beg to state that I am ready to assent to such an arrangement, and would have assented to it before I left Halifax, had it been proposed to me, and the Lieutenant Governor been in a position to guarantee to me, during my life, that amount of Pension.”

No. 24.

(See Page 231.)

COPY.

Secretary's Office, Fredericton, 25th May, 1848.

SIR—

In reply to your communication of the 3rd instant, I have to inform you that no Grant was made last Session for the support of a Packet to run between Digby and St. John, but His Excellency the Lieut. Governor will bring the matter under the consideration of the Executive Council.

I have the honor to be, &c. &c.

JOHN S. SAUNDERS

The Hon. Joseph Howe, Provincial Secretary, Halifax.

COPY.

Secretary's Office, Fredericton, 31st May, 1848.

SIR—

Your letter of the 3rd instant, enclosing a Resolution of the House of Assembly of Nova Scotia in reference to a Money Grant for the support of the Packet between Digby and Saint John, having been submitted to the Executive Council, I am directed by His Excellency the Lieut. Governor to inform you that the Council

Council cannot express an opinion on the subject in the absence of any vote of the Legislature of New Brunswick.

I have the honor to be, &c. &c. &c.

(Signed) JOHN S. SAUNDERS.

The Hon. Joseph Howe, Provincial Secretary, Halifax.

No. 25.

(See Page 231.)

COPY.

Halifax, N. S., January 23rd, 1848.

SIR—

We have the honor to state, for the information of His Excellency the Lieutenant Governor, that the Light Houses, Humane Establishments, and Beacons throughout the Province, including the Island of St. Paul, are in an efficient state and fully supplied with the necessary Stores, Oil, Provisions, &c. to last until July next.

Due attention has been bestowed during our visits the past season in making improvements in the working and operations of some of the Lights, and we may add that a formal complaint against the attendants is becoming a rare occurrence of late years.

We have already informed His Excellency of the completion and operation of the new Lights ordered to be built at Black Rock and Apple River, and respectfully beg to state our conviction of the propriety of the decision of the Legislature in approving of the position of these Lights; and as one of the best proofs we have had in our power to receive, we may mention that, on the first night of Lighting Apple River Light, and without previous notice, a large Fleet sought shelter there during a heavy gale. We have no doubt but that those Establishments will prove of the greatest advantage to the increasing Trade of that valuable, but hitherto (as respects Light Houses) neglected portion of the Province. Our application to the Commissioners of New Brunswick for the sum voted by their Legislature toward building Apple River Light, was responded to by a Bill for Three Hundred Pounds.

On reference to a Report of the Surveyor of the Bay of Fundy, dated January 1st, 1840, in which he advises the building a Light House at Apple River, and suggests "if one third, or half the cost, and support of this Light were defrayed by New Brunswick, it would be paying only a small sum for a great benefit, as all the Trade of that part of Nova Scotia belongs to New Brunswick"—we see no reason even at this late stage of the business why that Government should not be asked to give something towards its annual maintainance.

In our Report of 1846 we had the honor to call to the notice of His Excellency the great advantage that would be derived from the erection of a few economical Beacon Lights, judiciously placed, to lead to and through some of the most frequented thoroughfares around the Province, and among the number a position at the South entrance of the Strait of Canso, was strongly recommended by Capt. Boxer, of H. M. S. Pique, in his Report to the Lords of the Admiralty, dated July 16th, 1838, on the subject of Light Houses in Nova Scotia, viz. :—that of
Land

Land Point ; and alluding to eleven vessels wrecked, and ashore in as many months, and at this time a new Brig is reported ashore there, and other losses are on record.

Since our Report, in which we also made strong allusions to the benefit arising up to that time from the erection and operation of a Light Beacon at the entrance of Guysborough Harbour, which, we candidly think, is one of the best and most economical expenditures of the public money yet made, and have no hesitation in saying—putting aside its general advantage to Trade and the extensive Fisheries carried on in all parts of Chedabucto Bay—it should, on the score of humanity alone, be continued and protected by Provincial aid, its annual expenditure being very trifling for so important an object, as a Harbour of Refuge is now considered by all civilized Countries.

We also deem it our duty to bring to the notice of His Excellency, that we had two communications from Hipolyte Marraud, and from other Ship owners of Arichat, asking for aid (if that could not be granted) for leave to put in operation by lighting a Harbour Beacon of the above description, suggested, no doubt, by the very great advantage they, in common with the surrounding inhabitants, derived from the one now so much appreciated at Guysboro', whose inhabitants would be reciprocally benefitted by its adoption ; but not feeling ourselves at liberty to encourage any expenditure without the approbation of the Legislature, we merely advised them to use every precaution should they carry their intention into effect, so as not to interfere with, or confuse, established Lights in that vicinity.

We had the honor also of calling the attention of the Legislature to the advantage that the increased intercourse and trade with England and America would derive from a Light placed in the vicinity of Jedore, about eight leagues Eastwardly of Halifax, a locality much and justly dreaded by the Steamers as one or more of them with difficulty escaped Shipwreck on some of the hidden dangers which lie so far in advance of that much dreaded locality.

It may not be irrevalent here to suggest, that if the Day Beacon on Devil's Island was fitted with a harbour or distinguishing Light, which could be done at a trifling expense, it would afford a very great security to the increased coasting, as well as the general trade of the Province, and for want of it several valuable vessels have been lost on, and in the vicinity of the Island, and the present week, another valuable Brig run ashore near it, and the lives of the crew endangered by the inclemency of the weather at this season.

In accordance with the recommendation of the Committee on Public Expenditure and Navigation Securities, to employ the "Daring," when practicable, in conveying the supplies and workmen to the different Light House Establishments, in the Province, we made use of that vessel last year, when circumstances placed her at our disposal and visited most of the Establishments ; at the same time we respectfully suggest that the "Daring" is much too large and valuable a vessel to be used indiscriminately for that service.

We have the honor to be, &c., &c.,

(Signed)

S. CUNARD,

THOS. MAYNARD,

J. P. MILLER,

} Commissioners of
} Light Houses,
} Nova Scotia.

Hon. Joseph Howe, Provincial Secretary, &c. &c.

No. 26.

(See Page 231.)

COPY.

No. 102.

Downing Street, 23d June, 1848.

SIR—

I have to transmit to you, herewith, for the purpose of being recorded in the proper office of Nova Scotia, a printed copy of the joint Report which has been made to their respective Governments by the British and United States Commissioners who were appointed under the Treaty of Washington of the 9th of August, 1842, to survey and mark out the Line of Boundary provided by that Treaty, between the British and United States Possessions in North America.

Annexed to that Report will be found a narrative of the whole proceedings of the British Commission, drawn up by Lieut.-Colonel Estcourt.

I enclose, also, a Map in which the Boundary Line, as now determined, is accurately traced.

I have the honor to be,

Sir,

Your most obedient humble Servant,

(Signed) GREY.

Lieut. Governor Sir John Harvey, &c. &c. &c.

No. 27.

(See Page 232.)

COPY.

Downing Street, 28th April, 1848.

SIR—

I have the honor to transmit to you, for your information, the enclosed copies of an Act of Parliament which has been passed, to make further provision respecting the Carriage of Passengers to North America. You will find that various provisions have been introduced into it, with the view of affording greater security for the health and comfort of the Passengers. An Order in Council will be passed at the earliest opportunity to establish the regulations which this Act empowers Her Majesty to lay down for the promotion of cleanliness, ventilation, and good order.

I have the honor to be,

Sir,

Your most obedient humble servant,

(Signed) GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

An Act to make further Provision for One Year, and to the end of the then next Session of Parliament, for the Carriage of Passengers by Sea to North America.

WHEREAS, it is expedient to make further Provision respecting the Carriage of Passengers by Sea to certain Parts of North America and the Islands adjacent thereto, and for that purpose to alter certain Provisions of an Act passed in the Session of Parliament held in the Fifth and Sixth Years of the Reign of Her present Majesty, intituled An Act for regulating the Carriage of Passengers in Merchant Vessels, and of an Act passed in the Session of Parliament held in the Tenth and Eleventh Years of the Reign of Her present Majesty, intituled an Act to amend the Passengers Act, and to make further Provision for the Carriage of Passengers by Sea; be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That no Ship carrying Passengers on any voyage from any port or place in the United Kingdom, or in the Islands of Guernsey, Jersey, Alderney, Sark, or Man, to any port or place on the Eastern Coast of North America, or in the Islands adjacent thereto, or in the Gulf of Mexico, shall proceed on such voyage with or shall carry more Passengers on board than in the proportion of one Passenger to every two tons of the registered tonnage of such Ship; and that no such Ship shall, whatever be the tonnage thereof, proceed on such voyage with or carry more Passengers on board than in the following proportion to the space occupied by them and appropriated to their use, and unoccupied by stores not being the personal luggage of the Passengers; (that is to say,) on the deck upon which the Passengers live, one Passenger for every twelve clear superficial feet, or on the Orlop Deck, if any, one Passenger for every thirty such superficial feet; and that if any Ship carrying Passengers upon any such voyage as aforesaid shall carry any Person or Passenger beyond such proportions, or any of them, the Master of the Ship shall, for and in respect of every Person or Passenger constituting such excess, be liable to the payment of a penalty not exceeding Five Pounds Sterling.

II. And be it enacted, That in computing the aforesaid proportions two Children, each being under the age of fourteen years, shall be computed as one Person or Passenger; and that Children under the age of one year shall not be included in such computation.

III. And be it enacted, That no Ship carrying one hundred or more Passengers shall clear out or proceed on her voyage unless there shall be on board a ship's cook approved by the Emigration officer at the port of clearance, and engaged for the purpose of cooking the food of the Passengers, nor unless a convenient place shall have been set apart, and a sufficient apparatus provided for that purpose, to the satisfaction of the said Emigration Officer; and if any Ship shall proceed on her voyage, not having on board such Ship's cook and cooking apparatus as herein is required, the Master of the said Ship shall be liable to a penalty not exceeding Fifty Pounds.

IV. And be it enacted, That whenever any Ship shall carry one hundred or more Passengers on any such voyage as aforesaid, there shall be on board a surgeon duly qualified as herein-after mentioned, or in default thereof it shall not be lawful for any such Ship to carry more Passengers on the deck upon which the Passengers live than in the proportion of one Passenger to every fourteen superficial feet so occupied and appropriated as aforesaid.

V. And be it enacted, That in the calculation of such proportion every Child above the age of one year shall be computed as one Passenger.

VI. And be it enacted, That every such Surgeon as aforesaid shall be a person duly qualified by Law to practice in the United Kingdom as Physician, Surgeon, or Apothecary, and who shall not be objected to by the said Emigration Officer.

VII. And be it enacted, That, except as herein-after provided, no Ship shall clear out or proceed on any such voyage as aforesaid, until the said Surgeon, or in case of Ships not carrying Surgeons, until some Medical Practitioner, to be appointed by the said Emigration Officer, shall have inspected as well the Medicine Chest of the said Ship as the Passengers on board, and shall certify to the said Emigration Officer that the said Ship contains a sufficient supply of Medicines, Instruments, and other things requisite for the Medical Treatment of the Passengers during the intended voyage, and that none of the Passengers appear to him likely, by reason of being affected by any infectious or other Disease, to endanger the health of the Persons on board: Provided always, that the Master, Owner, or Charterer of every Ship inspected by any Medical Practitioner so appointed as aforesaid shall pay to such Medical Practitioner a sum to be fixed by the said Emigration Officer, not exceeding Twenty Shillings for every Hundred Passengers: Provided also, that in case on any particular occasion it shall be deemed by the Emigration Officer impossible to obtain the attendance of such Medical Practitioner, it shall be lawful for the Master of any such Ship to clear out and proceed on her voyage, on receiving from the said Emigration Officer written permission for the purpose.

VIII. And be it enacted, That in case any such Surgeon or Medical Practitioner shall notify to the Emigration Officer at the original Port of Clearance, or at any other Port or Place in the United Kingdom into which the vessel may subsequently put, or in case the said Emigration Officer shall be otherwise satisfied, that any person about to proceed on such voyage as aforesaid is likely, by reason of being affected by any infectious or other Disease, to endanger the health of the other persons on board, it shall be lawful for such Officer to re-land, or cause to be re-landed, any such person, and such members of his family, if any, as may be dependant on him, or as may be unwilling to be separated from him; and no ship shall be cleared out or proceed on any such voyage so long as any such person or persons shall be on board, and the Master of any such ship who shall wilfully proceed on the said voyage with any such person or persons on board shall be liable to a penalty not exceeding Fifty Pounds Sterling.

IX. And be it enacted, That any person or persons who shall be so re-landed as aforesaid, or the Emigration Officer on his or their behalf, shall be entitled to recover by summary Process, before two or more Justices of the Peace, in like manner as in the said first-recited Act is provided in the cases of Monies thereby made recoverable, the whole of the Monies which shall have been paid by him or them, or on his or their account, for his or their Passage in such ship as aforesaid from the party to whom the same may have been paid, or from the Owner, Charterer, or Master of such Ship.

X. And be it enacted, That it shall be lawful for Her Majesty, by any Order or Orders in Council to be by Her made, with the Advice of Her Privy Council, to prescribe any such Rules and Regulations as to Her Majesty may seem fit for preserving Order, and for securing Cleanliness and Ventilation, on board of British Ships proceeding on such voyage as aforesaid, and the said Rules and Regulations from time to time in like manner to alter, amend, and revoke as occasion may require; and that any copy of such Order in Council contained in the London Gazette, or purporting to be printed by the Queen's Printer, shall, through-

out Her Majesty's Dominions, be received in all legal proceedings as good and sufficient evidence of the making and contents of any such Order in Council.

XI. And be it enacted, That in every *British Ship* it shall be lawful for the Surgeon, or, in Ships not having a Surgeon on board, for the Master of any such Ship, to exact obedience to all such Rules and Regulations as aforesaid, under the Penalties next herein-after provided.

XII. And be it enacted, That any person on board such Ship who shall neglect or refuse to obey any such Rule or Regulation, or who shall obstruct the Master or Surgeon of such Ship in the execution of any duty imposed upon him by such Rule or Regulation, shall be liable to the payment of a Penalty not exceeding Two Pounds Sterling; and it shall be lawful for the Justices of the Peace in any part of Her Majesty's Dominions, before whom any person shall be convicted of such obstruction or resistance as aforesaid, to order such person, in addition to the Penalty herein-before mentioned, to be confined in the Common Gaol for any period not exceeding one month.

XIII. And be it enacted, That the said Colonial Land and Emigration Commissioners shall, from time to time, prepare such Abstract as they may think proper of the whole or part of this and of the said recited Acts, and of any Order in Council to be made as aforesaid; and that six copies of the said Abstract, together with two copies of this and of the said recited Acts, shall, on demand, be delivered by the Collector or Comptroller of the Customs of the Port of Clearance to the Master of every Ship carrying Passengers on such voyage as aforesaid; and that such Master shall, so long as any Passenger be entitled to remain in the Ship, keep posted, in at least two conspicuous places between the decks of the said Ship, copies of such Abstract; and shall be liable to a Penalty not exceeding Forty Shillings Sterling for every day during any part of which by his act or default such Abstract shall fail to be so posted; and that any person displacing or defacing such Abstract so posted shall be liable to a Penalty not exceeding Forty Shillings Sterling.

XIV. And be it enacted, That all Penalties imposed by this Act shall be sued for and recovered by such persons only, and in such manner, as in the said first-recited Act is provided in the case of the Penalties thereby imposed.

XV. And be it enacted, That the Bond required by the said herein-before firstly-recited Act to be given in certain cases to Her Majesty in respect of Ships carrying more than fifty Passengers shall include and be a security, not only for the matters and payments in the said Act mentioned, but also for the faithful observances of the provisions as well as of the said herein-before secondly-recited Act as of this Act, and of any Rules and Regulations to be prescribed by any such Order in Council as aforesaid, and further for the due payment by the Master of any such Vessel of all penalties which he may be adjudged to pay under or by virtue of the said herein-before secondly-recited Act or of this Act.

XVI. And be it enacted, That all powers and duties given to or imposed upon the Emigration Officer herein-before mentioned may be exercised and performed respectively by his Assistant in his absence, or, at ports where there shall be no such Emigration Officer, by the Officer of the Customs whose duty it may be to grant a clearance to such Ship.

XVII. And be it enacted; That in the interpretation of this Act the term "Passenger" shall not be held to include the class of Passengers commonly known by the name of Cabin Passengers; and the term "Ship" shall include every description of sea-going Vessel; and the term "Master" shall include any person being in command of such vessel for the time being; and that, unless there be something in the subject matter or context repugnant to such construction, every

every word importing the singular number or the masculine gender only shall be construed to include several persons, matters, or things, as well as one person, matter, or thing, and females as well as males respectively.

XVIII. Provided always, and be it enacted, That nothing in this Act contained shall apply to any Ship in which the number of Passengers shall not bear to the registered tonnage a greater proportion than that of one Passenger to every twenty-five tons: Provided also, that if in any action, prosecution, or other legal proceeding under this Act any question shall arise whether any Ship carrying Passengers on any such voyage as aforesaid did or did not carry a greater number of Passengers than aforesaid in proportion to the tonnage thereof, the burden of proving that the number of Passengers so carried in proportion to the tonnage of the Ship was not greater than that of one person to every twenty-five tons shall lie upon the person against whom any such action, prosecution, or other legal proceeding may be brought; and, failing such proof, it shall, for any such purpose as aforesaid, be taken and adjudged that the number of Passengers so carried did exceed that proportion.

XIX. And be it enacted, That in all Proceedings it shall be sufficient to cite this Act by the title of "The *North American Passengers Act.*"

XX. And be it enacted, That this Act shall remain in force for the period of One Year from the passing thereof, and from thence to the end of the then next Session of Parliament.

XXI. And be it enacted, That this Act may be amended or repealed by any Act to be passed during the present Session of Parliament.

COPY.

No. 82.

Downing Street, 20th April, 1848.

SIR—

With reference to my Despatch No. 75, of 7th April, enclosing a copy of the Act of Parliament which had been passed to make further provision for the carriage of Passengers by sea to North America, I have the honor to transmit for your information the copy of an order in Council, which has been passed in virtue of the provisions contained in that Act, laying down rules for preserving order and securing cleanliness and ventilation on board of Passenger Ships.

I am, Sir, &c. &c.

(Signed)

GREY.

Lieut. Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

At a Court at Osborne House, Isle of Wight, the 15th day of April, 1848.

PRESENT—

THE QUEEN'S MOST EXCELLENT MAJESTY, IN COUNCIL.

WHEREAS by an Act passed in the 11th year of the reign of Her Majesty, intituled, "An Act to make further provision for one year, and to the end of the then next Session of Parliament, for the carriage of Passengers by sea to North America," it is enacted that it shall be lawful for Her Majesty by an Order or Orders in Council to be by her made, with the advice of her Privy Council, to prescribe

any such rules or regulations as to Her Majesty may seem fit for preserving order, and for securing cleanliness and ventilation on board of British Ships proceeding from any port or place in the United Kingdom, or in the Islands of Guernsey, Jersey, Alderney, Sark, or Man, to any port or place on the Eastern Coast of North America, or in the Islands adjacent thereto, or in the Gulf of Mexico—Now, therefore, Her Majesty doth, by and with the advice of Her Privy Council, and in pursuance and exercise of the authority vested in her by the said Act, order, and it is hereby ordered, that the following shall be the rules for preserving order and for securing cleanliness and ventilation, to be observed on board of any such ships proceeding on such voyage as aforesaid.

1. All passengers who shall not be prevented by sickness or other sufficient cause, to be determined by the surgeon, or in ships carrying no surgeon, by the master, shall rise not later than 7 o'clock, a. m., at which hour the fires shall be lighted.

2. It shall be the duty of the cook, appointed under the 3rd clause of the Act 11 Vic., cap. 6, to light the fires and to take care that they be kept alight during the day, and also to take care that each passenger or family of passengers shall have the use of the fire-place at the proper hours, in an order to be fixed by the master.

3. When the passengers are dressed their beds shall be rolled up.

4. The decks, including the space under the bottom of the berth, shall be swept before breakfast, and all dirt thrown overboard.

5. The breakfast hour shall be from 8 to 9 o'clock, a. m., provided that before the commencement of breakfast all the emigrants, except as hereinbefore excepted, be out of bed and dressed, and that the beds have been rolled up, and the deck on which the emigrants live properly swept.

6. The deck shall further be swept after breakfast, and after every other meal, and as soon as breakfast is concluded shall be dry holystoned or scraped. This duty, as well as that of cleaning the ladders, hospitals, and round-houses, shall be performed by a party taken in rotation from all the adult males above 14, in the proportion of 5 to every 100 emigrants, and who shall be considered as sweepers for the day. But the occupant of each berth shall see that his own berth is well brushed out.

7. Dinner shall commence at 1 o'clock, p. m., and supper at 6, p. m.

8. The fires shall be extinguished at 7, p. m., unless otherwise directed by the master, or required for the use of the sick, and the emigrants shall be in their berths at 10 o'clock, p. m.

9. Three safety-lamps shall be lit at dusk, and kept burning till 10 o'clock, p. m. after which hour two of the lamps may be extinguished; one being nevertheless kept burning at the main-hatchway all night.

10. No naked light shall be allowed at any time or on any account.

11. The scuttles and sternports, if any, shall, weather permitting, be opened at 7 o'clock, a. m., and kept open till 10 o'clock, p. m., and the hatches shall be kept open whenever the weather permits.

12. The coppers and cooking utensils shall be cleaned every day.

13. The beds shall be well shaken and aired on deck at least twice a week.

14. The bottom boards of the berth, if not fixtures, shall be removed and dry-scrubbed, and taken on deck at least twice a week.

15. A space of deck room shall be apportioned for a hospital, not less, for vessels carrying 100 passengers, than 48 superficial feet, with two or four bed-berths erected therein, nor less, for vessels carrying 200 or more passengers, than 120 superficial feet, with six bed-berths therein.

16. Two days in the week shall be appointed by the master as washing-days, but no washing or drying of clothes shall on any account be permitted between decks.

17. On Sunday mornings the passengers shall be mustered at 10 o'clock, a. m. and will be expected to appear in clean and decent apparel. The Lord's-day shall be observed as religiously as circumstances will admit.

18. No spirits or gunpowder shall be taken on board by any passenger, and if either of those articles be discovered in the possession of a passenger, it shall be taken into the custody of the master during the voyage, and not returned to the passenger until he is on the point of disembarking.

19. No loose hay or straw shall be allowed below for any purpose.

20. No smoking shall be allowed between decks.

21. All gambling, fighting, riotous, or quarrelsome behaviour, swearing, and violent language, shall be at once put a stop to. Swords and other offensive weapons shall, as soon as the passengers embark, be placed in the custody of the master.

22. No sailor shall be allowed to remain on the passenger-deck among the passengers, except on duty.

23. No passenger shall go to the ship's cookhouse without special permission from the master, nor remain in the fore-castle among the sailors on any account.

24. In vessels not having stern-posts or scuttles in the sides, such other provision shall be made for ventilation as shall be required by the emigration officer at the port of embarkation, or, in his absence, by the officers of Customs.

And the Right Honourable Earl Grey, one of Her Majesty's principal Secretaries of State, is to give the necessary directions herein accordingly.

(Signed) C. C. GREVILLE.

COPY.

No. 103.

Downing Street, 1st December, 1848.

SIR—

With reference to the Act on Immigrant Vessels, of which I received the authentic copy amongst the Laws enclosed in your Despatch No. 51, of the 18th of August last, I have the honor to acquaint you that, to the main provisions of that measure I see no objection, but to the clause which makes the wrecks of Ship's liable for the maintenance and conveyance of their Passengers to their destination, it is my duty to put you in possession of the enclosed copy of a Despatch to Lord Elgin, in which you will see the observations I had to make on a similar clause, inserted in the Immigrant Act of that Province. You will perceive, that equitable as appears the object of such an enactment, yet where a vessel is lost the wreck may become the property of other persons than her previous owners, and that it might interfere with fair claims on the part of Insurers to render such wrecks liable to special local charges.

I am, Sir,

Your obedient Servant,

(Signed)

GREY.

Lieut. Governor Sir John Harvey.

No.

No. 193.

No. 13.

Copy of a Despatch from Earl Grey to Governor General the Earl of Elgin.

Downing Street, April 6th, 1848.

MY LORD—

I have the honor to acknowledge your Despatch, No. 24, of the 2nd ultimo, accompanied by a Bill to amend the Indigent Immigrant Act, which has passed the Assembly, and which there is every reason to believe will soon have passed the Council, and be brought up to your Lordship for your assent.

Until the Bill now transmitted is received in the form of an Act, and can in the ordinary course be communicated to the other departments of the Government, no final decision can be come to on the question whether Her Majesty can properly be advised to leave this law to its operation. This will be a question not free from difficulty, since I cannot disguise from myself that the Bill, as it stands, is open to very serious objections; while on the other hand Her Majesty's servants would be exceedingly unwilling to advise the Queen, by the exercise of Her Prerogative of disallowance, to prevent the Legislature of Canada from passing such laws as it may consider to be necessary, in order to guard the Province against a recurrence of the frightful calamities which attended the emigration of last season, and of which, within a very short time, I have received from you, in the address you transmitted from the inhabitants of Toronto, further details of the most painful kind.

It is the desire of Her Majesty's Government to leave the duty of deciding how far legislative precautions on this subject ought to be carried almost exclusively to the Provincial Parliament, and they trust that the Canadian Legislature will render it more easy for them to do so without neglecting their duty of watching over the general interests of the Empire, by showing its readiness to listen to suggestions for the amendment of the law in those respects, in which it is calculated to operate with especial severity or with injustice; and as it seems probable that the Session will not have closed when this Despatch reaches the Colony, I have to point out to you some amendments in the proposed law, which seem to me to be urgently required.

The first of these relates to the 5th clause, which requires the master not only to report on arrival the names and age of every passenger, (which object would be more regularly attained by delivering the official Customs' list with the addition of the names of any passengers afterwards embarked,) but also to designate each one who may be lunatic, idiotic, deaf or dumb, blind or infirm, stating whether any such passengers are accompanied by relatives able to take care of them, and to designate all children without relatives on board, and all widows or other women who have children on board and no husband; the master being subjected to a penalty of £5 for each such case which he omits to report.

I cannot too strongly impress upon you the hardship which appears to me to be involved in making the master of a ship answerable for discovering everybody on board who may be helpless or infirm, and for ascertaining all the relationships amongst several hundred passengers. It is contrary to all usage in legislation to impose upon a private person duties entirely foreign to his proper business or calling. Nor is the function here required of the commander of the vessel one which there is any possibility that he should effectually discharge. Responsible for the navigation of the vessel, and for the multifarious duties which belong to his arduous profession, he has abundance of other matters to attend to, without inquiring into the constitution, habits, and family connections of a body of passengers

sengers, whose numbers, as I have said, not unfrequently amounts to 500 or 600. For these reasons, the clause appears to me to be of so unusual and oppressive a character, that if the Act, when it is passed in Canada, be allowed to remain in operation, it must be in the reliance that this enactment will be carried into effect by the executive Government, with such discretion and forbearance as shall mitigate the consequences, which would be most justly open to complaint. I trust, however, that the Legislature, so soon as their attention is drawn to the objections to which this clause is open, will be willing to remove it from the Act, especially as the same purpose is provided for by the duty which in the following clause is quite legitimately imposed upon the proper officers of the Provincial Government, of seeking for and declaring any of the cases of helplessness which it is wished to detect.

Passing from the 5th clause, I think that the amount to be paid, under the 7th clause, in respect of emigrants thought likely to become chargeable, also deserves consideration. You are aware that in my despatch throwing out the idea of some such law as the present, I suggested that, assuming the Emigrant Tax to remain at its previous rate of 5s., an additional sum of the same amount might be paid for any emigrants who appeared unable to provide for themselves. The Provincial Parliament, has, however, thought it advisable to raise the tax indiscriminately, and in all cases, to 10s. a-head; nor considering the vast amount of funds which were found requisite to meet the burthens arising out of last year's emigration, am I prepared to say that there may not be sufficient grounds for the decision thus adopted by the Legislature. But seeing that there has been this general increase of the tax, without even allowing any distinction for children, it does appear to me that if the master is to be called upon at all to give security in respect of such of the emigrants as are deemed objectionable (which seems very doubtful, as it is always unadvisable to render trade liable to the payment of uncertain sums depending upon contingencies which they are unable to foresee with exactness), he should at any rate be allowed to commute the obligation for a much smaller payment than 20s. In the U. States, where, as you are doubtless aware, similar provisions exist, the highest commutation which I can learn to be demanded at any of the ports is only a dollar, and at New York the Hospital money appears to be only half a dollar, which, in addition to a tax of one dollar, constitutes the whole sum payable for each emigrant. I should be glad if in consideration of the general increase of the tax, the Provincial Parliament should feel at liberty to dispense altogether with the enactments about giving security for those emigrants whose power of providing for themselves is judged most doubtful; but if they deem this indispensable for the protection of the Province, I should hope, at any rate, there will be no objection to reducing the commutation to not more than one dollar, or 5s. currency.

I would also suggest that this security should not be required in the case of persons who though not able to earn their own subsistence are proceeding to join relatives already settled in the province, and capable of maintaining them. You are aware that many industrious emigrants most laudably apply a portion of their earliest earnings to assist their relations who have been left behind to join them in Canada, and that the practice of the most able-bodied members of families emigrating by themselves in the first instance, and thus preparing for the reception of the remainder, is one highly advantageous both to the Province and to the parties themselves, and which ought therefore on no account to be discouraged.

There is another clause to which I am compelled unwillingly to call your attention, for in the motives with which it must have been inserted, and in sympathy with the persons for whose welfare it is designed, I entirely agree; but, unfortunately,

fortunately, the provision would appear on examination to be inconsistent with general principles of law, and with the rights of other parties. I allude to the 14th clause, which provides that in case a vessel be lost on the coast of Canada, the wreck shall be liable for the maintenance of the passengers, and for their conveyance to their destination. On this subject I enclose for your information the extract of a Report in 1843, from the Lords of the Committee of Privy Council for Trade and Plantations, containing their Lordships' observations on a similar enactment which was passed that year in the Province of Nova Scotia. You will perceive that it would conflict with the just claims of the insurers, and would cast the burthen of provision for the passengers upon other parties than those who ought properly to be liable for it, and it is my duty, therefore, to suggest that the clause inserted on this subject in the present law should not be retained.

There is one other part of the subject which I must also bring under your notice. You will doubtless remember that in my despatches dated in December last, I adverted to the expediency of uniformity of legislation, as far as possible, on this subject in British North America, although I am aware that in case of any very considerable deviation from the suggestions in those despatches, there was hardly time for much concert on the subject. But I must point out to you, that if the Canadian law is rendered much more stringent than that of the other British Provinces and of the United States, its tendency will be to divert the stream of passengers to those destinations and to stop emigration to Canada, and thus materially to check the general trade of the province, which is so closely connected with that of carrying out emigrants.

I have in the preceding remarks noticed those passages of the Bill which, if it should pass into a law in its present shape, appear to me most to require re-consideration. I have performed this task with the candour and freedom which I think due to that spirit of co-operation between the Provincial Legislature and Her Majesty's Government, in which the proposal of this measure originated, and I feel confident that these remarks will be received by the Council and Assembly in the same spirit, and with every disposition to remove any provisions which, without being essential to the welfare of the Provinces, may appear likely to act oppressively upon particular classes, or unduly to discourage the free access of Her Majesty's subjects to Canada.

I have, &c. &c. &c.

(Signed)

GREY.

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

[Enclosure in No. 13.]

Extract from a Minute of the President of the Board of Trade, dated 11th Octr., 1843, on the Nova Scotia Act, No. 2400.

The 12th section enacts, "That if any vessel having passengers on board shall be wrecked on the coasts of the Province, and such passengers are likely to become chargeable, and part of the vessel or her furniture and appurtenances be saved, and the owner or master shall not provide for the maintenance of such passengers, and their transport to the place of destination, the Collector of Customs at the port nearest to the wreck, or other person appointed by the Governor, is to take charge of the wreck, furniture, and appurtenances, to sell the same, to pay moneys due for salvage, and wages of seamen; to deduct sums necessary to defray the sustenance and transport of the passengers, and to pay the balance to the owner or the master."

I think that this clause is open to objection, inasmuch as it might, in cases where it is enforced, operate, not on the owner or master, but upon the insurer. It appears that, in such a case of wreck as that contemplated, the master or owner might abandon the vessel to the insurers, and would thus not be affected by the sale of the wreck and appurtenances; on the contrary, it would be to the advantage of the owner, and probably to the convenience of the master, if the proceeds of the wreck and appurtenances could be so applied through the intervention of the local authorities of the Colony, whilst the loss sustained by the owners would be compensated by the insurance.

It is probable that the Courts of Law or Equity would find some mode of preventing this unjust and anomalous result; but I conceive that it is not advisable to sanction an enactment which would produce it.

Moreover, if the ship be uninsured, it appears by no means just towards the ship-owner, who may not have entered into any engagement with the emigrants, but who may merely have let his ship to hire, that his property in the wreck should be confiscated for the payment of the maintenance and conveyance of the emigrants for which he is in no respect liable.

No. 28.

(See Page 232.)

COPY.

Government House, Halifax, March 11th, 1848.

MY LORD—

Your Lordship is fully aware, that, for some time past, a deep interest has been felt in all the North American Provinces, on the subject of Electric Telegraphic Communication. This question was at first discussed as subsidiary to the great enterprize of the Halifax and St. Lawrence Railroad, it being assumed that that work, once completed, the wires would be laid along the line. Latterly, the advantages of the instantaneous interchange of thought and information throughout the whole extent of Her Majesty's dominions on this Continent, have come to be viewed on their own merits as worthy of distinct consideration, and as involving eminent social and commercial advantages, to say nothing of the additional guarantees which such a communication would afford in carrying out our national policy, and protecting this portion of the Empire from foreign aggression.

Keeping both these objects steadily in view, and marking the progress which is making in Canada and New Brunswick towards the establishment of lines by private companies, which may either immediately or remotely fall into the hands of American capitalists who would thus command the most direct means of communication, not only between Her Majesty's subjects on both sides of the Atlantic but between the Imperial and Provincial Governments, I have deemed it my duty to promptly interpose, and to take such steps, as while they will secure to the people of Nova Scotia the benefits of Telegraphic intercourse will preserve to Her Majesty's Government that salutary controul over the lines which, it appears to me, from the peculiar geographical position of this Province, and many other reasons that will at once occur to your Lordship it may be wise to retain.

I am happy that my Council fully concur with me in what I believe to be our true policy at the present juncture. A measure is now in preparation, and will be submitted

submitted by them in a few days, and sustained by the whole weight of their influence, by which provision will be made for the construction, early in the spring, of a line of Electric Telegraph, running along the Main Post Road from Halifax to the Northern boundary of Nova Scotia, leaving the question of how the communications are to be carried through to the Provinces, and whether, and upon what terms, they are to be connected with the lines running through the United States, to future consideration, when I shall have been advised by your Lordship, and by His Excellency the Governor General, to whom, by the first mail, I shall send a copy of this Despatch.

I have the honor to be, &c. &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

Downing Street, 6th April, 1848.

SIR—

I have received your Despatch of the 11th ultimo, in which you report that a measure will shortly be submitted by you to the Legislature of Nova Scotia, for the establishment of a Line of Electric Telegraph which shall run along the main Post Road from Halifax to the Northern Boundaries of the Province, it being reserved for future consideration how, and upon what terms, the Line should be connected with the other British Provinces, and the United States.

I have to express my entire concurrence in the opinion entertained by yourself and your Council as to the great importance of this object, and I am gratified by the public spirited view which your Council have taken of the advantages that it may render to British interests generally in North America.

I have the honor to be,

Sir,

Your most obedient humble servant,

(Signed)

GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c., Nova Scotia.

(COPY.)

No. 25.

Government House, Halifax, April 18, 1848.

MY LORD—

I had the honor, in my Despatch, No. 13, March 11, to explain to your Lordship the nature of a measure which it was proposed to submit to the Legislature having for its object the construction of a Line of Electric Telegraph from Halifax to the Northern frontier of this Province. It now becomes my pleasing duty to announce that this proposition was favorably received, and that the Act herewith transmitted passed through both branches of the Legislature without a division.

I have, &c. &c.

(Signed)

J. HARVEY.

The Right Hon. Earl Grey, &c. &c.

Mr.

Mr. Young and Mr. Tobin's Memorandum relative to the Electric Telegraph.

We left Halifax on Tuesday the 9th May, and on the 11th reached St. John. In the course of the same day we met the Hon. Mr. Hazen, Mr. Partelow, Mr. Andrews, the American Consul, Mr. M. H. Perley, and Mr. Darrow, one of the principal Contractors in the United States for building Lines of Electric Telegraph, the latter having been invited by Mr. Andrews from Boston purposely to meet us, in consequence of information communicated from Halifax to Mr. Perley that we would be at St. John at or about the time of meeting. We explained to these gentlemen, as we did on all subsequent occasions, that our object was simply to enquire—that we had no authority to enter into any final arrangement; but that we were ready to discuss the subject in all its bearings,—to explain and vindicate the policy which the Government had pursued, to express frankly our own individual opinions, and to carry back to His Excellency Sir John Harvey and our colleagues the result of our enquiries and observations, that they might be passed upon in Council, and a final and satisfactory arrangement hereafter made for building a Line from Halifax to the confines of our Province, and thence by two branches to complete the Line of intercourse by Miramichi and Metis to Quebec; and also by St. John and Calais to Boston. With these Gentlemen we held a free discussion, and, before we separated, we are glad to state, that the prejudices before entertained against the policy of the Government and Legislature, as being exclusive and selfish, were entirely removed, and it was admitted that the motives which had guided the Government in the movement made, had been misapprehended. They were satisfied that His Excellency and the Members of His Council were ready to introduce and manage this new mode of intellectual intercourse upon fair and liberal terms, and had no intention to press offensively, or in other words, to monopolize the advantages afforded to Nova Scotia by her proximate position to the Atlantic.

Mr. Darrow and Mr. Perley accompanied us on the following day to Fredericton. The subject was fully explained to His Excellency Sir Edmund Head, and to several of the leading men belonging to the Legislature who reside at the capital. His Excellency engaged to extend to the enterprise his valuable support. Mr. Andrews joined us on the following day, and before we left, Mr. Darrow prepared, at our suggestion, the two accompanying Letters; one of them containing a tender for building the Line of Telegraph from Halifax to the boundary line of New Brunswick, and the other embodying the result of his experience as to the form and cost of the line, and the terms or basis of a union for constructing the line from Halifax to Portland, along its whole length. The latter is unreserved, instructive, and valuable.

No. 1, A.
No. 2, B.

Mr. Darrow assured us that there could be no difficulty in raising the necessary capital in the United States to build the line from Portland to Calais—provided arrangements were made to complete the line through the Province of New Brunswick. At St. John we were assured that there was a feeling decidedly favorable to the enterprise; but at that particular time, the mercantile community, in consequence of the depression in the deal and timber trade, were involved in embarrassment, and there was a want of ability, however strong the desire, among the leading men to afford the capital required. Mr. Andrews and Mr. Darrow proceeded to St. John, the same day we left for Miramichi, to open a subscription list at that city, at St. Andrew's, and St. Stephen's, to ascertain the amount of Stock that could be raised—Mr. Darrow informing us that he had no doubt if a moderate portion were taken in New Brunswick, there would be little difficulty in raising the balance required in the United States. The impres-

sion in Boston and Portland, he stated, was, that it was a line of commanding importance, and if managed so as to secure the confidence of the public, could not fail to yield a very large return.

* * * * *

On reaching Quebec we were waited upon by Mr. Gisborne, at the request of the Directors of British North American Electric Telegraph Company, and were subsequently invited to attend a Meeting of the Board, summoned as we understood, especially for the purpose.

On crossing the portage from Restigouche to Metis, as we approached the latter place we met there the Line of Posts. They have been erected from Point Levi to the Bridge at Metis, a distance of two hundred and fourteen miles.— They are placed at the interval of sixty yards from each other equal to thirty in a mile, and are chiefly of cedar. They were supplied by contract at the price of 3s. 6d. each. The caps or *insulators* are put up as far as the Parish of St. Thomas', distant thirty miles from Quebec. They range along the edge of the Post Road, most of them stable and sound, but we observed, that, wherever they had been placed near a drain or deep cutting, the frost had hove them into oblique positions, and they would be required to be replaced. The wire has been imported, and capital raised at Quebec to complete the line from Metis to Campbelltown; and we were informed by the Directors, that Mr. Gisborne would leave Quebec on the following day, to complete the Line of Post and put up the wires from Metis to Point Levi, in order to have a station at the latter place, with a view of communicating to Quebec the intelligence relative to the Shipping passing up and down the St. Lawrence from this point of the River.

With the Board we discussed as at St. John, the views entertained by His Excellency and the Executive Council relative to this enterprize, and particularly the anxiety felt by them to unite the Colonies more closely together, and to complete the line to Quebec.

We annex a letter addressed by Mr. Kimlin, the Secretary, to us before we left, and conveying the proposals of the Board for a joint management of, and participation in, the profits along this great inter-Colonial line. We annex also the rates of charge established at the different offices at Quebec and Montreal. We had an opportunity of inspecting the books of the Company who have built, and now work the line from Quebec to Montreal, and annex in an accompanying sheet the anticipated profits or returns for this year. The original capital required to build the line did not exceed £5000—the profits this year will not be less than £1400 to £1500, being a dividend of thirty per cent upon the stock.

The Directors informed us that they had applied by memorial to Earl Grey, transmitted by His Excellency the Governor General for a loan of £5000 to build the line from Campbelltown to the boundary line of Nova Scotia, and offering to pledge the portion of the line built by them in Canada, as well as that to be erected by the capital supplied in security for its ultimate repayment. In passing through New Brunswick we made enquiry there into the state of feeling in relation to the line to Quebec. We found it by no means favorable. It is regarded there as a line in which the people of Canada, not those of New Brunswick, are mainly interested, and ranks secondary to the line completing the communication through St. John to the Atlantic Cities in the United States. We stated frankly to the Board at Quebec our belief that no capital would be obtained in New Brunswick to complete this portion of the enterprize, and that unless the capital were obtained from other sources, it could not be built this season. The Board expressed their desire, that on going to Montreal we should endeavour to enlist

enlist His Excellency the Governor General more warmly in favor of their speculation, and to solicit the exertion of his influence to obtain the loan sought for.

In the personal interviews with which we were subsequently honored by His Excellency the Governor General, we deemed it our duty to refer to this enterprise and to submit to His Excellency the letters addressed to us by Mr. Darrow. We found his Lordship fully impressed with the importance and value of this line, and His Lordship informed us that he had before transmitted the memorial from the Directors at Quebec to Earl Grey with a strong representation in its favor. The embarrassment of the finances at home may render it impossible for Earl Grey to provide the sum required, but we submit if it be not possible for the Executive Government of the Three Provinces to devise some plan by which the capital can be raised and this line completed before the close of the season.

We refer to the annexed letter from Mr. Gisborne relative to the structure and cost of the line and wire. In Canada Mr. Darrow's estimate was considered as too high. * * * * * That Gentleman also supplied us with the annexed Map of the Metis route and Table of distance.

No. 5. E. J

On our route from Montreal to New York we were introduced to Mr. Griffin, a contractor resident at the latter city, but now in the employment of the Company who own the line extending from Montreal to Quebec. We explained the objects of our mission, and, after reaching New York, obtained from him a Tender, which we also annex. It will be observed that, in the two Tenders we have procured, estimates of the annual expense at which the contractors will engage to keep the lines in working order for a period of ten years. This condition we thought it prudent to have introduced, as the best guarantee for the stability and perfection of the work.

No. 6. F.

While there also we again saw Mr. Darrow, and obtained from him the letter of the 12th instant, giving his estimate of the cost and probable returns of the line of which that built in Nova Scotia will form a part. He informed Mr. Young that contracts had been already entered into for the Wire required to lay the line from Portland to Calais. We procured also while there the latest works on the subject of Electric Telegraph communication, and the rates of charges on the different lines throughout the United States, although we fear that the estimates made by Mr. Darrow are too flattering, and can scarcely hope that the profits will be so large as represented. From the best information we have been able to obtain no reasonable doubt ought to be entertained that it will be a paying line, and that the returns derived from the *two* lines of wire to be placed on the *single* line of posts built in Nova Scotia, will fully justify His Excellency to appoint Commissioners and follow out the instructions of the Legislature in having the line built from Halifax to Amherst without delay. Mr. Darrow's observations are entitled to much weight. The returns from the line will depend mainly upon its acquiring and retaining public confidence from the dispatch and regularity with which the news from Europe received by the Steamers are conveyed to extreme points; and we therefore respectfully recommend that it be built, in the first instance, in the strongest and most substantial manner. Before the Tenders are published it would be judicious in the Commissioners to select their Superintendent, in order that the line should be built under his eye; and care of course ought to be taken that no private arrangement should exist between him and the contractors—we mean that they should have opposite interests, and that the sole duty of the Superintendent should be to have the work skilfully and thoroughly done. In conclusion we beg to say that we believe this mission has not been unsuccessful

No. 7. G.

successful in establishing a feeling of cordiality and kindness in relation to this enterprize in the Colonies and in the United States—that it will hasten its completion, and tend to the establishment of that confidence which is essential to its early introduction and successful management. We have met every gratifying mark of respect and confidence, and have esteemed it our duty to follow out the instructions of His Excellency and our Colleagues in responding to these with the feelings which they are calculated to create.

(Signed)

GEO. R. YOUNG,
MICHAEL TOBIN.

Halifax, June 19th, 1848.

No. 1—A.

Fredericton, May 12th, 1848.

To the Honbles. Michael Tobin and George R. Young.

GENTLEMEN—

I am now rebuilding a section of sixty miles of the New York and Boston Telegraph on a Contract with that Company for \$150 per mile, with Posts 25 feet long and not less than 6 inches in diameter at the top, and not less than 35 posts to the mile set full 5 feet in earth or otherwise fully secured with Wire, Iron, and Glass insulator morticed into the pole and fully adapted to the proper safety of the line, together with Ratchet wheels placed upon the post at every angle in the line, and on strait lines at each quarter mile post, so prepared as to taughthen the Wire and prevent any zag that may occur, and the whole to be done in a permanent manner.

Should your Government conclude to construct the projected line through Nova Scotia in the same firm and complete manner, I should be pleased to contract with them at this price; or, if they think proper to adopt a more cheap plan of construction than we have found to be necessary in the States, please advertise me of the manner of construction adopted, and I will throw in my proposition for the contract based upon such plan as they may adopt. Should I have the construction of this line, to be built after the manner we propose that all lines shall hereafter be constructed in the States, I will guarantee to keep it in repair (save and except wilful and malicious injury) at the rate of twenty-five Pounds currency per year, for 120 miles of Line; and will take the New Brunswick portion of the line at the same Pro Rata as in distance, say £50 currency; and I will take the general superintendance of the line from Halifax to Calais if the several parties choose to select me for that purpose at a salary of \$1500 per year—which, including the expense of keeping the line in order, making repairs, &c. will make a sum total of \$1800 per year of expense to be divided Pro Rata between the two Provinces. Should a cheaper method of construction be adopted, I should at once withdraw this last proposition, inasmuch as the expenses of the New York and Boston Line alone (under its present construction at a cost of \$125 per mile amount to nearly \$3000 for the repairs alone during the past year, a distance of 260 miles.

I am, with respect, &c.

Your obedient servant,

L. R. DARROW.

No.

No. 2—B.

Fredericton, May 12th, 1848.

To the Honbles. Michael Tobin and George R. Young.

GENTLEMEN—

In as much as the Government of Nova Scotia have thought it expedient as a matter of public policy to take the construction and government of the Lines of Electric Magnetic Telegraph through their Province into their own hands, instead of granting charters for that purpose to individuals, and as said Government have expressed their willingness to connect the lines proposed to be constructed by them with any other Company or Companies that may be formed in New Brunswick or elsewhere, on the most liberal and just terms; and as the citizens of the Province of New Brunswick and the United States are desirous of constructing a line of Telegraph from Portland, in the State of Maine, through the Province of New Brunswick, so as to form a connection with the projected line through the Province of Nova Scotia to Halifax, for the purpose of establishing a direct line of instantaneous communication to and from the principal cities of the United States, New Brunswick, and Nova Scotia, for the mutual accommodation of the mercantile community and citizens of the several Provinces and States; and as the establishment of this line of Telegraph, for this purpose, will necessarily subject all parties interested to a heavy outlay of capital, it becomes necessary to make a permanent arrangement with the Government of Nova Scotia that will insure the success of the enterprize and render it of the greatest possible utility to the parties furnishing the funds for construction and the public at large.

With these considerations before me, it becomes necessary on the part of the citizens of New Brunswick and the United States, to present to you, and, through you, to the Government of Nova Scotia, the following stipulations as the basis of an arrangement which will, in my opinion, be just to all parties, and give confidence to the parties proposing to make the necessary expenditure.

Experience has proved that the present lines of Telegraph through the States are not sufficiently stable in their construction to be at all times depended upon, and many of them are, in consequence of the cheapness of their construction, out of order nearly, if not quite, half of the time—from which cause the lines lose more than one half of their business, besides, in a great measure, losing the confidence of the public. This has become so great an evil that many of the lines are preparing to be rebuilt at a cost of \$150 per mile, and the Patentees now stipulate that no line shall hereafter be constructed in the States at a less cost. You will at once perceive that this great main artery which must be depended upon to supply the whole American continent with the earliest information of the European markets, and also to forward the latest news to Europe by the numerous Steamships whose last point of leaving is at Halifax, should be firmly and safely constructed, so as to be at all times perfectly reliable. I would press this matter upon your consideration as being of the utmost importance, and I would therefore stipulate as follows:—

First. That the Nova Scotia Government construct their portion of this great main line in the most safe and reliable manner, with all the new improvements of safe and effective insulation, that the public may be able to rely upon the transmission of their messages even during severe storms and tempests, thus raising the reputation of the line to the highest possible moral standard.

Second. The Nova Scotia Government should guarantee to the New Brunswick and United States Line of Telegraph the exclusive use of one Wire through the Province of Nova Scotia, and to give priority at all times to the through business from and to Europe, or in the local business, and on the arrival of the European Steamers all due diligence should be used, that no delay may occur in the forwarding of all public and private communications, to obtain which is the principal object of this great outlay of capital.

Third. That if the Nova Scotia Government shall now, or at any time hereafter, connect their line with the line now projected to and from Quebec, or with any other line or lines whatever, they shall erect other lines of Wire for that purpose in such a manner as not to interfere, in any way, the transmission of messages on the line used for the New Brunswick and Nova Scotia Companies' business, so that no detention can occur by reason of such connection with such other line or lines.

Fourth. The Nova Scotia Government shall provide good and sufficient operators at Halifax, that office being deemed of great importance; and also adopt all suitable measures to repair any break or other damage that may occur, so that no detention in the forwarding of messages that can be avoided, shall occur.

Fifth. Experience has developed so many proofs that the separate government of lines in immediate connection so weakens the responsibility of each as to be very inimical to the public interest, and consequently to the loss of reputation and business of the lines, and as the several divisions of this line from Portland to Halifax cannot, under the present arrangement, become one Company, it is of the greatest importance to the interests of all parties that the line through the two Provinces should be placed under one general superintendance—the party to be chosen by the Nova Scotia Government and the New Brunswick Company.

Sixth. The rates of charges on all through business, should be mutually agreed upon and adopted by all the Lines or Companies. The expense is borne equally—the division of profit according to mileage, and the division of charges on such through business going over the three divisions or over the whole of one and parts of both the others, should be in Pro Rata to the number of miles owned by each line, or in Pro Rata in the amount of stock of each Company. The charges on all business passing over all or any portions of the two adjoining lines should be divided equally between said lines, and all local business belong to the line on which it originates and terminates.

There may be some matters of minor importance which I have overlooked and which can be considered hereafter, but nothing that can in any way interfere with the above, or conflict with the true interests of the matter under consideration.

If these several stipulations appear to your wise judgment to be just in their actions, I will beg of you to favor me by presenting them to your Government with such recommendation for their adoption as a basis of connection, and to advise me at the earliest date of their acceptance or rejection, or any modifications that may be thought proper.

With the highest respect and

Esteem, I am,

Your obedient servant,

L. R. DARROW.

No. 3—C.

Quebec, June 2nd, 1848.

To the Honbles. Michael Tobin and George R. Young.

GENTLEMEN—

It was with much pleasure we heard, this morning, the very liberal views entertained by His Excellency the Lieutenant Governor, his Council, and the Legislature of your Province, relating to the Electric Telegraph connection between Nova Scotia and Canada, with the view of establishing a friendly intercourse between this City and Halifax, by the North Shore of New Brunswick. We therefore beg to offer the following suggestions :

Firstly—That the Government of Nova Scotia should construct the Line through that Province on the safest and most approved system.

Secondly—That it should guarantee an exclusive Wire for the service of Canada and the Northern Shore of New Brunswick.

Thirdly—That it should provide a distinct operator for the Canada Line at every station on the route through Nova-Scotia, so that all intelligence may be transmitted to Quebec at the same time as to any other place.

Fourthly—That on the arrival of an European Steamer, or on the receipt of any important news, that all due diligence shall be used in forwarding it ; and public or general news shall at all times take precedence of private correspondence.

Fifthly—That good and efficient operators shall be employed by you, and that all the operators on our Wire shall be under the supervision of one party.

Sixthly—That the charges on all business passing over all, or any portions of two adjoining lines, should be divided between the said lines in ratio to the distance belonging to each line ; and all local business should belong to the line on which it originates and terminates. Such stipulations appear to us just to all parties ; and hoping that they may meet your approbation.

We beg to remain,
Gentlemen,

Yours, very sincerely to co-operate,

THE DIRECTORS OF THE B. N. AMERICAN LINE.

By order of the Board.

J. T. KIMLIN, Secretary.

No. 4—D.

Cost of Building Line from Quebec to Montreal, £5000.

1848.

May.	Receipts at the Office at Quebec,	£93 15 0
	Expenses for this Month,	23 11 1

£70 3 11

Actual ordinary expense of Office at Quebec per Month, £16.

Net

Net Receipts at Office at Montreal for May, - -	£80 0 0
Net received at both Offices in May, - -	£150 0 0
Annual Net Receipts for 1848, say	£1500.
Returns 1500-500 3-10—30 per cent.	

No. 5—E.

Quebec, June 2nd, 1848.

To the Honbles. MICHAEL TOBIN and G. R. YOUNG.

GENTLEMEN—

According to request, I forward you the following information :

We received our wire from the firm of Messrs. "Stitt & Brothers," Commercial Buildings, Liverpool.

Weight, 1 lb. to 5½ yards ; length, 588 yards per bundle ; 3 bundles—plus 4 lb. to the mile English.

Cost, delivered in Liverpool, £38 Sterling, per ton. We paid for 10 tons delivered in Quebec, £568 11s. 11d. Currency ; but from the lateness of the season, freight was high.

I shall be happy to supply you with any further information,

And beg to remain,

Your very obdt. Servant to command,

F. N. GISBORNE.

Quebec, June 9th 1848.

DEAR SIR—

Your letter of 7th inst., has just been handed to me by our Secretary. You must have mislaid one of the papers I handed you, as the Metis Route was certainly enclosed. The two roads were on separate blanks ; but I with pleasure send you another copy. It is impossible for me to make you a personal offer for the construction of your line, as my services are already engaged until May next by the Quebec Committee ; but I shall be happy to give you every information you may require. Say—336 lbs. per mile, iron annealed wire ; height of posts 22 feet nett ; diameter at smallest end 5 inches (*not less than 4 inches*) ; depth in ground 5 feet, or if on rock, stayed, or, if possible, 3 feet in ground and banked with earth ; number to the mile, 35. Caps, Cornel's improved patent. I could construct it for you in a really good, serviceable manner for £25 per mile.

For instance, calculate Wire delivered in Halifax,	£7 10 0	per mile.
35 Posts at 3s. 6d. each,	6 2 6	"
Setting do. 2s. 6d. each,	4 7 6	"
Stringing Wire,	0 12 6	"
Batteries, Instruments for three Stations, £75, or	0 12 6	"
Cartage of Wire, Supervision, &c. &c.	4 0 0	"
Patent Caps,	1 10 0	"

Total, £24 15 0 say £25,
Which

Which would build as *good* a line as *possible*—one which I* could guarantee for ten years without risk.

I strongly recommend you *not* to give your work out on Contract, but to build it yourselves, under the supervision of some one in whom you can have confidence, and who can have no motive for slurring it. If you can prevail on my Directors to allow me to visit Nova Scotia again in the Fall, I will see that justice is done you in the construction of your Line, and that every thing shall work well; and in the meantime I can recommend my brother as a person well adapted for your present interests. I leave for River du Loup in half an hour; but should you wish any further information during my absence, if you will direct to me, care of Dr. Kimlin, he will forward it immediately, and I will write from River du Loup to your address, Halifax. I shall not return to Quebec until the line is in operation to Metis, which I expect will be in about three weeks. With my kindest respect to Mr. Tobin and yourself,

Believe me to remain,

My dear Sir,

Yours very respectfully,

F. N. GISBORNE.

P. S.—My statement is fully overated.

Hon. Geo. R. Young.

No. 6.—F.

New York, June 12th, 1848. *

SIR—

I hereby propose, and hereby tender, to construct the line of Magnetic Telegraph, about to be established between New Brunswick and Halifax, that is to say—I will at my own expense, construct the same, and find all the materials for such construction, and put the same in complete working order, supplying also, at my own expense, all the batteries, registers, relay magnets, and apparatus, of Chubbuck's manufacture, necessary to work the said line. The posts used in the construction and maintenance of the said line are to be thirty in number for each mile of the distance, they are to average 5 inches in diameter at the smallest end to be set 5 feet in the earth, the wire to be of iron and the description known as No. 9, and to weigh 336 lbs. to the mile, the caps are to be of cast iron, the pins to measure one inch and a half in diameter.—And for so constructing and finishing the said line I ask and require One Hundred and Five Dollars per mile, to be paid as the work progresses at the rate of 85 per centum on the amount of money expended by me. The said line to be finished in three months from the date of the said contract.

DAVID O. GRIFFIN.

To G. R. Young, Esq., Trustee of the New Brunswick and Halifax
Magnetic Telegraph Company.

No. 7.—G.

New York, June 12th, 1848.

To the Honbles. MICHAEL TOBIN and GEO. R. YOUNG.

GENTLEMEN—

In accordance with your request I send you the following estimate of the anticipated results of the construction of a Line of Telegraph from Portland to Halifax to connect with the other Lines of Telegraphs now constructed to and from the several great commercial Cities of the United States, for which you can refer to the list of prices this day handed you.

The Capital Stock necessary for this purpose is \$96,000, viz. :

Portland to Calais, 240 miles, cost including Patent \$175,	\$42,000 00
Calais to Halifax, 360 miles, cost \$150 per mile,	54,000 00

The Receipts to be anticipated from business on the line will be from the following sources, viz :

Private communications to and from Halifax, on the arrival and departure of the Steamers to and from Europe ;

Public News for the Boston and New York Press, to obtain which the Buena Vista is chartered at a great expense, even to gain a few hours ;

And local intelligence to and from the several intermediate points, with the several Commercial Cities, including Boston, New York, New Orleans, &c.

First. The Steamers now take out and return over 20,000 Letters each way, and as the communication by Telegraph will save the time of from 5 to 6 days in communicating to and from Liverpool. I consider it a low estimate when I suppose that this line will get at least 1000 of these messages each way, but to consider it to as near a certainty as is possible, we will suppose the receipt of only 500 messages each way, making 1000 per each arrival and departure. The Pro Rata rate of charge is \$1,33 from Portland to Halifax. The probable charge will be \$1,00, and allowing for 44 arrivals and departures per year. We have a receipt from this source alone of 44,000 dollars. This estimate is small and will in all probability be exceeded perhaps double.

Second. The public Press pay to the Boston and New York line of 225 miles, the sum of 100 dollars for the transmission of the news by Steamers to or from Boston and New York to the extent of 3000 words or less.—This gives this line \$4400 per year, allowing 44 arrivals per year. The Pro Rata rate from Portland to Halifax will give this line the sum of \$266 per each arrival, or \$11,700 per year, allowing only for 44 arrivals ; and this sum can be depended upon as the public Press even now charter the Buena Vista at a much greater expense (nearly 4 fold) to gain only a few hours, instead of 3 days.

The local business will be both of a business and a social nature, and can hardly be properly estimated, but it cannot but be safe, to say that the amount received from this source alone from all the several offices on the line, will nearly pay the expenses of operations. But to get at a general summary suppose we say that Halifax, St. John, St. Stephens, St. Andrews, Calais, Bangor, Augusta, Hallowell, Bath, and Portland, with one or two other stations, give us an aggregate of \$7,500, we then have a total receipt of \$63,200 per year, which leaves a very long margin after covering the expenses, which will not exceed \$13,200 which leaves a nett receipt of over 50 per cent., on the capital. But I beg you distinctly to understand that this whole estimate is based upon the supposition that the line shall be so constructed as to warrant its being always in order, *it is all important* that no cheap line be built, for if the public cannot depend upon this line at all time,

time, the whole resource is at once cut off,—the being out of order on the arrival of a single Steamer will subject us to a loss of \$2,000 at once; also to a further loss by reason of the want of confidence in its capability. My long experience in these difficulties have impressed this fact so strongly upon my mind that I would not move one step towards any cheaper method of construction than that now adopted by the New York and Boston Telegraph Company, with whom I have contracted to rebuild portions of that line at an expense of \$150 per mile. Experience was taught this Company that this is their only alternative, and the increased receipts that must result therefrom will pay the whole increased expense within a very short time. I have written this in haste as my time is much engaged at this moment, but I believe it comprises as just an estimate as can be approximated too with the present information I possess. I have also consulted with Mr. F. O. J. Smith, the President of the New York and Boston line, upon this whole matter, and so satisfied have we become of these general facts that we shall both become large subscribers in this Stock, Mr. S. has already taken 12,000 of the Stock of the Maine section and he joins with me in the Stock of the New Brunswick section for some 10,000 more.

I am with the highest respect,
Your obedient Servant,

L. R. DARROW,
General Agent.

Route from Halifax to Quebec via Metis.

Quebec to Metis,	204 miles.
Thence to Brochus,	26
“ “ Nobles,	27 $\frac{1}{4}$
“ “ Assametquagan Camp,	19
“ “ Dickson's,	16 $\frac{1}{2}$
“ “ Crosspoint Ferry opposite Campbeltown,	9
	— 97 $\frac{3}{4}$
	— 301 $\frac{1}{4}$
Quebec to Campbeltown,	301 $\frac{1}{4}$
Thence to Dalhousie,	16 $\frac{1}{2}$
“ “ Bathurst,	54
“ “ Chatham,	46
“ “ Richibucto,	40
“ “ Shediac,	35
“ “ B. of Petticodiac,	15
“ “ Amherst,	44
	— 250 $\frac{1}{2}$
	— 552 $\frac{1}{4}$
“ “ Halifax,	120
	— 672 $\frac{1}{4}$

No. 29.

(See Page 233.)

COPY.

Government House, Halifax, March 11th, 1848.

MY LORD—

At the request of Mr. Stewart, the Master of the Rolls, and the Judge of the Court of Vice Admiralty, I herewith transmit a Letter addressed to me by that gentleman, and my answer.

I also forward copies of the Communications which accompanied his Letter, and of those public Despatches previously laid before the Assembly which seem to have a bearing upon the question, to which your Lordship's attention is invited. A Minute of Council will also be forwarded by the next Mail, until the receipt of which your Lordship will do me the favor to defer any expression of opinion.

I have the honor to be,

My Lord,

Your Lordship's most ob'dt. Servant,

(Signed) J. HARVEY.

The Right Honorable Earl Grey, &c. &c. &c.

COPY.

Halifax, 9th March, 1848.

SIR—

I am informed that a Resolution, the purport of which is to require the return of a portion of the income paid to me out of the Casual Revenue, was yesterday submitted to the House of Assembly by Mr. Creelman, a supporter and personal friend of your Excellency's present Councillors.

Whether this Resolution shall be sustained in that House by your Excellency's advisers, without whose support it cannot pass, will be for your Excellency's determination, after your Excellency shall have done me the honor to peruse this communication, prepared for the consideration of the Right Honorable the Secretary of State for the Colonies, and which, whatever may be the course adopted, I respectfully request may be transmitted to England by the next Steamer. The testimony spontaneously borne in my favor by your Excellency, in your Despatch to the noble Lord, in which your Excellency was pleased to recommend that a Salary should be granted to me as Judge of the Vice Admiralty, and the entire absence of any, even the slightest attempt to impugn my judicial conduct, in the Assembly or out of it, at a time when political and party strife unhappily abound, to an extent hitherto unparalleled in this Colony, are to me, on this occasion, sources of very great gratification. And, such being the estimation in which my character is held, I might have hoped, perhaps, that a question affecting one of the highest judicial officers of the Colony, in respect to a fund which it appears to me is yet at the sole disposal of the Secretary of State, and regarding which a satisfactory assurance could have been given that his Lordship's attention would be, immediately after the close of the Session, turned to the subject by the local Government, would have been less publicly discussed, at least not until the pleasure of the noble Earl thereupon could be ascertained. Your Excellency will be able

able to correct me if I mistake them ; but, so far as I can ascertain the circumstances, it appears that about a fortnight since Mr. Creelman required information as to the authority under which I had received the amount above referred to.—that on the following day one of your Excellency's confidential advisers, (the Hon. Mr. Young,) by the command of your Excellency, laid on the Table the dates *only* of my provisional appointment, mandamus, and the commission thereunder—that the next day Mr. Creelman asked for further information, in consequence whereof Mr. Young laid on the Table of the House of Assembly two paragraphs of a letter addressed to me when in London by Lord Lyttleton, dated the 23rd April, 1846—that shortly afterwards Mr. (now Judge) Dodd asked that the whole of this letter and others (namely, the letter from me referred to in Lord Lyttleton's letter, dated 18th April, 1846) to Mr. Gladstone, and to which Lord Lyttleton's was a reply ; and another, in reference to the latter, likewise addressed by me to Mr. Gladstone, dated on the 24th of April, 1846, should be produced—that thereafter Lord Lyttleton's letter in full, of which a copy is herewith, was presented to the House, and also Earl Grey's Despatch to your Excellency, dated 26th October, 1847, in which his Lordship, under an erroneous impression that I had infringed the official regulations, rebuked me therefor. My letters to Mr. Gladstone, of which I should have been glad to have furnished copies, were not given to the Assembly—nor has any application therefor, or any information thereon, been sought from me, although it would have been more acceptable to me if all that had passed on the subject of the official income of the Master of the Rolls, had been at once laid before the House of Assembly ; and although I also have felt keenly the making his Lordship's displeasure public, without explanation, especially as I do not perceive that to do so was necessary, or that it bears any connection with the subject of that income, I do not presume to complain, since from your Excellency's previous kindness I cannot but feel confident that considerations of paramount public interest, of which I have neither the means nor the right to form an opinion, have induced the course thus pursued towards me.

Before I pass to the more immediate object of this letter, I hope your Excellency will not think it irrelevant in reference to the Resolution before the House, and without immediately applying what passed between the Right Honble. Mr. Gladstone and myself, to it, to remark that my mandamus, dated the 24th April, 1846, confers upon me, in as ample a manner as my predecessor enjoyed, that office, its rights, profits, privileges, and advantages—that these had been accorded to me under the direct sanction of Lord Falkland, then the Queen's Representative, to whom my appointment and the terms of it were officially announced, and who had especially drawn Mr. Gladstone's attention to the subject in his Despatch, No. 19, dated 2nd April, 1846, out of the fund from which Mr. Archibald had received the like portion of his income, by that same authority therefor, which to this hour is unrevoked, namely, that of the Right Honorable Lord Glenelg ; and further, that the accounts of the payments to me were more than twelve months ago (in the Session of 1847, during which Mr. Gladstone's Despatch, No. 32, dated 29th April, 1846, had been submitted to both branches of the Legislature) examined and reported without objection by Committees of both Houses ; yet, however late the objection, I quite admit that if it be founded in good faith, it ought now to prevail. To this consideration I now respectfully pray your Excellency's attention. Your Excellency will perceive by the Despatch of Lord Falkland recommending me to Mr. Gladstone, that his Lordship apprised him that I accepted the post of Master of the Rolls, dependant as regards the amount of salary on the decision which should be come to by Her Majesty's Government on the question raised by the Resolution of the House of Assembly of the 20th

March, 1846. But this Resolution made no provision for the payment of any portion of the income of the Master of the Rolls, which had heretofore been borne by the Casual Revenue, but left it dependent thereon—this Revenue being then, as now, burthened with large arrears, for which Her Majesty's Government and the House of Assembly had declined to make any provision, while this Resolution professed that £700 currency a year should be such income, the great probability was that the income of a claimant on that Revenue, for £100 thereof only, would probably be reduced below the sum specified—for example, I received in July last a half year's proportion, instead of £85 sterling, £34 6s. only. Had I been chargeable for £100 currency, as the Resolution in effect proposed, I should have been paid but £17 3s. sterling thereof on the first July last, and if the receipts of the half year ending in December had not increased, and I had continued to be paid as proposed by the Resolution, I should have received for 1847 not £100 but £42 10s. only in all.

If then I were even now placed on that Revenue for £100, a similar contingency may occur; other charges have been, and additional charges may be still placed upon that Revenue, and it is yet uncertain when the Civil List question may be adjusted. My letter to the Right Honorable Mr. Secretary Gladstone, dated the 18th day of April last, (of which a copy is herewith) as your Excellency will perceive, entered into some explanations of a character similar to the above, but at the interview which he honored me with, the whole subject was fully discussed. Mr. Gladstone acquiesced in the propriety of the incumbent remaining in the position of Mr. Archibald. He at the same time as clearly explained that if when the Civil List question was settled no greater amount was given by the Legislature than that contemplated by the Bill of 1844, I must not look to the Imperial Government either as to the amount or for arrears, if any such should arise. I then expressed myself well satisfied with such terms and agreed to take such risk. Lord Lyttleton's reference to my salary is in accordance with Mr. Gladstone's views; his Lordship neither refers to the Resolution, which Mr. Gladstone had been kind enough to discuss with me or to the Civil List Bill of 1844. His Lordship writes as Mr. Gladstone spake of the settlement of my Salary "by the Legislature," yet, to avoid misconstruction, in reply to Lord Lyttleton's letter, I addressed Mr. Gladstone himself and distinctly repeated what had passed. My letter to Mr. Gladstone is dated 24th April, 1846, and a copy of it is herewith. The first payment was made to my brother in the early part of July, 1846, in my absence from town, and since then in the usual course to the present time. Comparing the dates of my correspondence and mandamus, with the date of Mr. Gladstone's Despatch to Lord Falkland, it is clear that he did not intend it to be applicable to me. I may remark that that Despatch I did not see until, after it was submitted to the Assembly during the Legislative Session of 1847. Lord Lyttleton in his letter adverts to a topic on which I had also earnestly dwelt, namely, the securing my judicial independence by removing all hope of addition or fear of diminution from my income, by the Legislature, and I am indeed grateful to Earl Grey for placing this beyond controversy by his admirable Despatch, of the 17th November, 1847, No. 11.

Under these circumstances, I rely with the most entire confidence, upon the protection of the Right Honorable the Secretary of State.

I have, &c.,

(Signed)

ALEX. STEWART,

Master of the Rolls and Judge of the Court of Vice-Admiralty.

P. S.

P. S.—A newspaper containing Mr. Creelman's Resolution, one of those which support the present Government, has just been sent to me. It accompanies this Letter. I deny that either myself, or my then colleagues in the upper branch of the Legislature, directly or indirectly, assented to the Resolution of the 21st March, 1846. It is well known to all my then colleagues, that the moment I heard of it, (and at that time it was thought probable that the then Attorney General would accept the offices I now hold) I expressly protested against it as unconstitutional, being the act of one branch of the Legislature only; and unjust, as not making provision for the payment of the Officers, as the Civil List Bill of 1844 did, reducing, if acted upon, the successor of my Lord Falkland, (as well as other incumbents), not merely to £2,500 a year, but to a precarious dependence upon the fluctuations of the Casual Revenue for one fifth of his income. I have marked the observations made in the House of Assembly, and Mr. Creelman's Resolution, in the newspaper, herewith.

COPY.

Halifax, 11th March, 1848.

SIR—

I have to apologize for having omitted to notice the tabular statement which accompanied your Excellency's Despatch to Earl Grey of 15th October, 1846, No. 7, and which was submitted by your Excellency to the Legislature on the 23d February, 1847; in column No. 3 of which statement £170 Sterling is mentioned as "the existing charge on the Casual Revenue" for the Master of the Rolls, and that the Blue Books also submitted to the same authorities contained the same information.

I respectfully solicit that this Letter may accompany mine of the 9th instant, which your Excellency has been pleased to inform me, through the Honorable the Provincial Secretary, shall be forwarded to His Lordship by the Steamer.

I have the honor to be,

Sir,

Your Excellency's most obedient,
Faithful Servant,

ALEXR. STEWART

His Excellency the Lieut. Governor.

(COPY.)

No. 33.

Government House, Halifax, April 18, 1848.

MY LORD—

On the 11th March, at the request of Mr. Stewart, the Master of the Rolls, I did myself the honor to transmit certain correspondence in which that gentleman appeared to take an interest, and to acquaint your Lordship that a Minute of Council would be forwarded by a subsequent Mail, explanatory of the course pursued by the Members of the Provincial Government.

On the 27th March, just as the Packet was sailing, the series of documents was sent to me, which are now enclosed, together with the Memorandum before them prepared to accompany the correspondence formerly transmitted. I am not aware

aware that it leaves any material point in Mr. Stewart's letter of the 11th March untouched, but if it should I shall be happy to furnish the required explanation.

I enclose a copy of Mr. Creelman's Resolution, as passed by the Assembly, and also a paper containing a report of the debate. The division stood 31 to 10. It has been conveyed to me from several sources that the debate as given in the enclosed paper [*Novascotian*, March 29, 1848] was fairly reported.

I do not consider it necessary to remark at large upon the inclosed letter of the 27th March from the Honorable Master of the Rolls addressed to your Lordship, because it appears to me that it has been substantially met by the Memorandum of the Council of the 14th March, and by the accompanying debate in the Assembly. The members of my Government, individually and collectively, desire only that constitutional controul over the disposal of the Casual Revenue which the Crown has ever graciously acknowledged; and their late action upon the Civil List Bill is the best commentary upon the newspaper paragraphs, published without authority, to which the Master of the Rolls has referred. There is no man in the Assembly whose knowledge of Constitutional principle is more respected than Mr. Huntington, or whose opinions upon these subjects have greater weight or influence.

It may be fairly presumed that the true construction to be given to Lord Lytton's Despatch of the 23rd April, did not occur to the members of the late Administration. It has not been the practice in the Assembly to refer the Accounts of the Casual and Territorial Revenue to any Committee; such course was not followed in 1847, and I am assured by the gentleman who now surround me, that if the fact that Mr. Stewart claimed the larger salary had been brought to their notice in 1847, it would have led to an immediate and earnest remonstrance. In addition to the information already given, I have lastly to state that I do not consider this question in the slightest degree affected by the terms contained in the late Civil List Bill, the case stood upon a different and independent footing.

The compromise as to the arrears had reference only to Officers appointed previous to the passage of the Civil List Bill in 1844, and I must therefore respectfully solicit your Lordship to consider this question as standing by itself, and to decide it solely upon its own merits.

The various documents which accompany this Despatch, will enable your Lordship to come to a sound conclusion; and I feel an assured conviction that in forming it due regard will be paid to the views of the Assembly, and to the policy which has guided the large majority by which the Resolution was supported.

I have, &c. &c.

(Signed)

J. HARVEY.

The Right Hon. Earl Grey, &c. &c.

CGPY.

MEMORANDUM.

In consequence of the Letter to the Honorable the Master of the Rolls to your Excellency of the 11th instant, it is necessary to explain the position in which the question touching his salary now stands before the House, and the action which the members of the Administration have taken there, upon it.

Shortly after the Accounts of the Casual Revenue for 1847 were laid upon the

Table, it was discovered that the sum which had been paid to that officer was not £80 sterling in addition to the allowance of £480 sterling secured under our Provincial Act, in all £560 sterling, being the salary provided by the Civil List Bill passed in 1844, but the sum of £170 sterling, raising the salary paid to £650 stg. The impression previously had been that this officer had been paid upon the reduced scale.

Mr. Creelman, a supporter, it is true, of the Administration, but of his own authority, put the question to the members of the Government if they could state upon what authority it was that the Master of the Rolls had been paid this larger sum. He called their attention to Mr. Howe's Resolution, passed on the 20th March, 1846, and which had not been opposed by the members of the late Administration in the Assembly, and of whom Mr. Stewart was at the time a Colleague. Mr. Huntington and Mr. Young declined to give an immediate reply, and said that they would direct the requisite enquiry, and give the information as soon as possible.

In a day or two after Mr. Young, by command, laid on the Table the extracts from Lord Falkland's Despatch to the Right Honorable Mr. Gladstone, of 2nd April, 1846, and from Lord Lyttleton's letter to Mr. Stewart of the 23rd April, 1846, of which copies are annexed. The remaining part of these two documents, referring to the office, not of Master of the Rolls, but of the Judge of Vice Admiralty, were, advisedly, then withheld. When these extracts were given it was stated that they contained *all* the information which had been found; but that, if the friends of the officer would furnish a list of others, the Government would be prepared to submit them, as they felt anxious to place all the facts before the House and the Country. Mr. Stewart is therefore incorrect in stating that Mr. Young, on any occasion, laid upon the Table, by command, the dates only of the provisional appointment of the Master of the Rolls, the mandamus, and commission thereunder. One or two days after, Mr. Creelman again inquired, in his place, if the Government had further information to submit in relation to this salary, stating that they had yet failed to produce the authority he required. A debate then arose, at the instance of Mr. Dodd, in the course of which both he and the late Attorney General very clearly intimated that the Government had other information under their control, and the former certainly suggested, if he did not complain, that extracts only of the papers had been given. The members of the Government again reiterated their desire to furnish every document in their possession, and intimated to the friends of the Master of the Rolls that it was easy for them to give a note of the papers demanded. They thus acted from the apprehension that from their recent accession to office the authority required might have been overlooked.

On the day following, Mr. Dodd handed to Mr. Young the written paper, of which a copy is annexed. The Provincial Secretary, not being able to find the papers sought for, caused application to be made to his predecessor, and annexes the notes written by Sir Rupert D. George, in pencil, on the original Memorandum itself. The documents, of which a list was given, were subsequently laid upon the Table; and, as the whole Despatch of the 2nd April, 1846, and Lord Lyttleton's letter to Mr. Stewart of the 23rd April, had been demanded, and the correspondence which Mr. Stewart had conducted with the Colonial Secretary in relation to the office of Judge of Vice Admiralty, was thus necessarily introduced, the Government thought it judicious to submit all in their possession in respect to both offices.

It is thus apparent that your Excellency's advisers are not responsible for a complication of the two questions. They did not give to the Despatch of the

Right Honorable Earl Grey, dated 26th October, 1847, the importance which it appears to have assumed in Mr. Stewart's eyes. His Lordship, we think, will scarcely approve of his simple reference to a known official rule being magnified into the "language of rebuke," on its being intimated by the late Attorney General that a Despatch explanatory of the circumstance was in existence, the Government instantly pledged itself to bring it down; and, as a further proof of their anxiety to sustain that officer, as far as the facts would justify, the day after the arrival of the last packet they laid upon the Table of the House a copy of the Right Honorable Earl Grey's Despatch, No. 58, and dated 4th February, 1848, in which the question of precedence in the Court of Vice Admiralty, had been settled, and upon his own application, in favor of the Judge.

Thus matters stood for some days, when Mr. Creelman, upon his own responsibility read the Resolution to which Mr. Stewart refers. A debate again occurred at the instance of the members of the late Administration. Your Excellency's advisers had up to that time expressed no decisive opinion upon the question at issue; no consultation had been held and no policy settled under your Excellency's sanction. Mr. Dodd very distinctly intimated his opinion, that it was incumbent upon the Government, to apply to the Master of the Rolls for a copy of the letter addressed by that officer while in London, to Mr. Gladstone, in relation to his salary, and to which reference had been made in the memorandum before handed in. Upon this point Mr. Huntington and Mr. Young both said, that having searched the Records of Office and applied to the late Secretary of the Casual Revenue to furnish the authority upon which the sum in dispute had been paid, they did not consider it their duty to apply to the officer for copies of a correspondence which might be private, and both expressed a strong disapproval of a public officer, while at the Colonial Office, seeking only the confirmation of a Provincial appointment, appealing to the Colonial Minister, in the absence of the local authorities, for an increase to his salary.

As to the sketch of the debate contained in the paper enclosed, by Mr. Stewart, it does not pretend to give a full report, and is therefore no accurate reflex of the debate as it occurred. Neither is it consistent with the fact, that the accounts of the Casual Revenue, were in the Session of 1847 submitted to a Committee of the House and audited by them,—no such course has been pursued, and we have already stated, that the fact of the Master of the Rolls claiming and being paid the full salary secured to his predecessor, was not known in the Assembly, till lately.

We regret that Mr. Stewart's letters have rendered these details necessary, but having thus stated the facts, we state frankly to your Excellency, that we have no desire, as we had no power, to interfere with the independent action of Mr. Creelman on this question.

We are glad, however, that Mr. Stewart has enabled your Excellency, before the debate, on the Resolution, has taken place, to put his own vindication before the Assembly. The question will be met there by us with every disposition to do that officer justice; but it is becoming in us to state, that in our present view of this case, the Master of the Rolls has failed to produce adequate authority for drawing the larger sum. Lord Lyttleton's letter of the 23rd April, in which Mr. Gladstone communicated Her Majesty's confirmation of the appointment, leaving the salary to the decision of the local Legislature, had direct reference to the scale settled by the Civil List Bill of 1844, and to the Resolution of the 20th March, 1846. Mr. Stewart's letter of the 24th April, addressed to Mr. Gladstone, communicating his contentment with the terms, but adding that, in the meantime, he was to enjoy the salary and emoluments of his predecessors, does
not

not affect the substantial merits, because no reply to that letter is produced and therefore it wants confirmation. We give no weight to the conversation, which Mr. Stewart alleges to have been held with the Colonial Secretary, because we are aware that it is the rule that such communications are regarded as preliminary and confidential, and are never permitted to vary terms which have been reduced to writing.

Lastly we feel bound to state, that considering Mr. Stewart was a member of Lord Falkland's Government, when the Civil List Bill of 1844 was assented to, and when the Resolution of the 20th March was passed, and that he obtained the appointment of the Master of the Rolls, from such position he failed in his constitutional obligations both to the late administration and to the country, in attempting to secure the salary of £650 in place of £560 stg.

We trust these explanations will prove satisfactory to the Right Honorable Earl Grey and to your Excellency, as to the course we have pursued on this question, and with high respects are your Excellency's obedient,

And faithful Servants,

(Signed)

JAMES B. UNIACKE,
MICHAEL TOBIN,
JOSEPH HOWE,
F. W. DESBARRES,
H. HUNTINGTON,
JAMES McNAB,
HUGH BELL,
GEO. R. YOUNG,
L. O'C. DOYLE,

March 14, 1848.

COPY.

Halifax, Nova Scotia, 27th March, 1848.

MY LORD—

I have the honor to submit, for your Lordship's consideration, a letter from Sir Rupert D. George to me, and an accompanying enclosure, on the subject [of that portion of the Master of the Rolls' official income charged by the Right Honorable Lord Glenelg upon the Casual Revenue. Until I received this letter, I was not aware of what had passed between Lord Falkland and Sir Rupert D. George. By it, it will appear that Lord Falkland's view of his correspondence with Mr. Gladstone, and my understanding of what occurred between that Right Honorable gentleman and myself, were the same.

By the authority of the Lieutenant Governor I was accordingly paid the same as my predecessor; and had it been otherwise, I should have appealed to your Lordship.

The present Executive Councillors now insist, (for a Resolution passed by a majority of the House of Assembly with that object, and supported by them, notwithstanding all that has occurred as above referred to, and stated more in detail in my letters to His Excellency the Lieutenant Governor of the 9th and 11th of the present month,) that I should be required to refund a portion of what has thus been paid to me half yearly since my appointment. Their reasons, so far as I can

can ascertain them, for I have collected them from the daily papers, I will, with your Lordship's permission, now briefly consider, since to your Lordship's decision in the matter we must all defer. Two papers, one of each political party, containing notices of discussion on the Resolutions, are herewith. First—One of these gentlemen asserts that the Queen cannot dispose of this Revenue, and that it is the sole right of the House of Assembly to do so. It would be unbecoming in me to vindicate to your Lordship Her Majesty's right to dispose of it.

Secondly—Another insists that I had no right to raise the question of salary in London. But Mr. Gladstone permitted me to discuss it with him, and I raised it with the express sanction of the Queen's Representative, Lord Falkland, who commended me honorably to the consideration of the Secretary of State, and by his authority I applied to Mr. Gladstone to endeavour to make an arrangement on the subject.

Thirdly—It is asserted that I accepted office under a stipulation to be bound by the terms of a Resolution passed by the House of Assembly on the 20th March, 1846, the import of which is to confine future incumbents to the amount of official income provided by the Civil List Bill which passed the Colonial Legislature in 1844. But Lord Falkland's Despatches of the 2nd April, 1846, No. 19 and No. 23, shew that I accepted office subject to no such stipulation, but to the determination of Her Majesty's Government upon that Resolution, and that determination, as announced to me in Lord Lyttleton's letter of the 23rd April, 1846, shews that I accepted office upon the condition that my income should depend upon the decision which should be arrived at by the Local Legislature. No such decision has yet been come to, nor has the condition mentioned in that letter been attached to it, viz: that it should not be left liable to fluctuations as regards the amount of income or the fund whereon it is to be charged.

Fourthly—I respectfully submit that the principle that money paid to a public officer, with the sanction of an existing Government, can be reclaimed by its successors, is unjust, and would furnish a precedent inconvenient and embarrassing to all Governments,

Fifthly—It is urged that, as a member of the Local Government, I was bound by this Resolution. Lord Falkland was at the head of that Government, and his Lordship did not consider it obligatory upon himself or on me.

It is well known that I instantly repudiated it, but the members of the past and the present Administration have not held themselves bound by that Resolution, for the Civil List Bill of 1844 limited the successor of Lord Falkland to £2,500 a year, and we passed that Bill in the Legislative Council, under the impulse of strong necessity.

Sixthly—It is urged that (although in order to leave no room for misapprehension, I recapitulated to Mr. Gladstone, in my letter of the 24th April, 1846, the terms on which I conceived I was accepting office; namely, that until the income to be attached to it by the local Legislature, I was to remain in the position of my predecessor, and receive the same income and from the same sources, all detailed to Mr. Gladstone with studious particularity in my letter of the 18th of the same month), I have received it without valid authority. For me as a subordinate officer, I humbly conceive that of the Queen's Representative, Lord Falkland, is sufficient authority, but if an analogous negotiation between gentlemen in private life had been closed as mine was, and no intimation had been given, (and none such was given to me, though I afterwards remained in London three weeks, in communication with the Colonial office), that the terms of the contract were erroneously recapitulated, I humbly submit to your Lordship, that a Court proceeding upon equitable principles, would not uphold the position, that money thus
received

received had been paid without valid authority. The original authority of the Secretary of State to pay the sum of £170 stg. out of the Casual Revenue, annually, to the office of the Master of the Rolls, remained intact by Mr. Gladstone, and Lord Falkland applied that authority to me. Had his Lordship done otherwise he would have probably done me injustice, (by reducing my income below the amount proposed in the Civil List Bill of 1844,) as I have shewn in my communication to His Excellency of the 9th March, instant, the accident of the increase of the Revenue, and the mode of its appropriation, affording no legitimate argument to the contrary.

As yet, the Province has not provided funds, as the Civil List Bill of 1844 did, for the payment of any portion of the income of those who are chargeable on the Casual Revenue, and for this Mr. Johnston, the late Attorney General, in opposing the Resolution now adopted, reminded the supporters of the Resolution. Then, my Lord, this Bill being definitely rejected, my official income is not placed in the position announced to me by Lord Lyttleton. Your Lordship's Despatch of the 17th November, 1846 (No. 11), comprehensively provided for the uncertainty and change against which Mr. Gladstone had proposed to guard me. My Lord, I have, without objection, until the present time, received "only the same income as my predecessor, and from the same sources."

I respectfully hope that your Lordship will regard me as having acted becomingly in abstaining from interference with the proceedings, except by addressing my letters of the 9th and 11th instant to His Excellency the Lieutenant Governor for your Lordship's information, and which His Excellency was so kind as to inform me he would transmit by the last steamer. Apologising for aught that may be amiss in the mode or the substance of these communications, or in the present, and submitting myself implicitly herein to the just judgment of your Lordship,

I have, &c. &c.

(Signed) ALEX. STEWART,

Master of the Rolls of the Province of Nova Scotia, and
Judge of the Court of Vice Admiralty of Halifax.

The Right Honorable Earl Grey.

COPY.

Halifax, 27th March, 1848.

SIR—

I do myself the honor to enclose to your Excellency, in duplicate, a letter to the Right Honorable the Secretary of State for the Colonies, which, with the accompanying enclosures, I have respectfully to request your Excellency will forward by the Steamer.

I respectfully thank your Excellency for the assurance tendered to me, in the letter addressed to me by your Excellency's command, by the Honorable the Provincial Secretary, dated the 10th instant, that you would make such observations on my letter of the 9th instant, as might lead His Lordship to a right decision on the question raised by the House of Assembly. And I have the honor to solicit that your Excellency will do me a similar kindness with respect to the present enclosures.

Tendering to your Excellency the same apology that I have offered to Earl Grey, for aught that may be amiss in any of these communications.

I have, &c. &c. &c.,

(Signed)

ALEX. STEWART.

His Excellency the Lieutenant Governor.

COPY.

The Master of the Rolls presents his compliments to the Honorable the Provincial Secretary, and will be obliged by his informing His Excellency the Lieutenant Governor that by the next mail, will be quite time enough for the transmission of the communication which the Master of the Rolls requested the Lieutenant Governor to forward to Earl Grey.

The Master of the Rolls would have sent it earlier, but circumstances which he will not occupy the Provincial Secretary's time in referring to, delayed it until this morning.

March 27.

Halifax, 18th March, 1848.

MY DEAR SIR—

In reference to your note of this morning, stating that "when the first payment of that part of the salary of Master of the Rolls chargeable on the Casual Revenue, was made to your brother, for you, you were in the Country, and requesting to know what occurred between Lord Falkland and myself in respect to it; also whether the payments subsequently made were submitted to His Excellency Sir John Harvey, and whether the accounts of the receipts and disposal of that Revenue were, by the command of His Excellency laid before the Legislative Council and House of Assembly in the Session of 1847," I beg to enclose a copy of a Memorandum of the state of that fund, and of the claims upon it, (exclusive of arrears) on the 1st July, 1846. On my sending that Memorandum for Lord Falkland's approval of the payments thereon proposed to be made, it was returned to me with this minute on the back, "Consideration deferred till I see Sir R. George.—F." I immediately went to Government House and having afforded some explanation which his Lordship required, but which had no reference to your pay, I was authorized by his Lordship to distribute the funds in my hands according to the Memorandum I have submitted, in which you will see the sum set down for the Master of the Rolls for the half year ended 30th June, 1846, is £106 5s. Currency, or £85 Sterling. £170 Sterling being the amount authorised to be paid annually to the holder of that office, I was to make its whole emolument, with the £480, Sterling, attached to it by Law, £650 a year; but as you were not appointed Master of the Rolls till 30th March, 1846, your claim for pay extended to only 93 days of that period; and as during 56 of these, while absent from the Province on leave, you were entitled to only half pay, the amount due to you was as follows, viz:

56 days on half pay,
37 " on full pay,

£16 6 0 Currency.

21 10 9 "

£37 16 9

At

At the end of every subsequent half year I have submitted a similar Memorandum to the Lieutenant Governor, and received His Excellency's authority to regulate the payments in conformity with it, your half yearly allowance having been always set down at £106 5s. Currency, and the Accounts of the Casual Revenue have invariably been laid before the Legislative Council and House of Assembly, soon after the commencement of every Session.

It only remains for me to add, in compliance with your further request for information, that the amount due for arrears at the time the first payment became due to you was £7863 6s. 8d. currency; the receipts for the half year ending 1st July, 1846, being £2776* 15s. 5d. currency.

I remain, &c. &c.

R. D. GEORGE.

Hon. A. Stewart, Master of the Rolls.

* The amount stated in the Memorandum is £2880 8s. 5d., the exact amount not having been at the time (1st July, 1846) ascertained.

COPY.

MEMO. CASUAL REVENUE.

Receipts for Half Year ended 30th June, 1846.

January 1, 1846,	Balance in hand,	£3	1	3	
July 1, "	Timber seized,	1	5	0	
	Rent of Mines and Premium,	1736	2	2	
	Fees of Secretary's Office, about	340	0	0	
	Crown Lands,	800	0	0	
		£2880	8	5	
	Deduct payments proposed to be made in full as under,	1850	0	0	
		£1030	8	5	
Lieutenant Governor,	£937	10	0	Leaving £1030 8s. 5d. to pay the fol-	
Do. Contingencies,	125	0	0	lowing Salaries amounting to £2206	
Do. Private Secretary,	156	5	0	5s. or rather less than half.	
Cox Pension,	62	10	0	Chief Justice,	£625
Mr. James,	156	5	0	Three Puisne Judges,	318
" Keating,	100	0	0	Master of Rolls,	106
" Pyke,	62	10	0	Attorney General,	375
Superintendent of Mines,	62	10	0	Clerk of Crown,	62
Surveyor Gen., C. Breton,	62	10	0	Provincial Secretary,	625
Solicitor General,	62	10	0	Surveyor General,	93
Stationery for Lieut. Gov. and Secretary, &c.,	62	10	0		15
	£1850	0	0		0
					£2206
					5
					0

R. D. G.

July 1st, 1846.

No. 30.

(See Page 238.)

MAY IT PLEASE YOUR EXCELLENCY—

I have now to submit for consideration the following papers, which have been prepared under the Commission which your Excellency was pleased to confer upon me, in pursuance of the Resolutions passed by the Assembly at its last Session, in relation to the project of connecting Halifax and Quebec by Railroad.

1. Report of my Mission to New Brunswick and Canada in May and June last, with a view of inducing the Executives of these two Provinces to co-operate in the collection of an uniform set of Statistics, and also to adjust the expenses of the Survey.

2. The Minute of the Council of Canada, dated the 14th June, 1848, in relation to these Statistics and Expenses, showing that the objects of the mission had been successfully accomplished.

3. A Circular, dated the 4th January, instant, to induce the proprietors of the lands situate in the line of Railroad to give a sufficient breadth of way free of expense.

4. Reports of Public Meetings held, and Petitions sent forward, in reply to such Circular.

5. A general Report, giving a practical view of the whole project, of the probable Cost and Returns, the Statistics of Railway rates of transit for Passengers and Freight, and suggesting the best means by which the work may be completed. In this there will be found Returns of the Road Travel kept for six months, from the 1st day of July to the 1st January, at the three following stations:

1. At Mr. A. Scott's, Ten Mile House.
2. Onslow Bridge.
3. The Bridge near Amherst.

The Tables of Statistics of a similar kind in New Brunswick and Canada will be submitted hereafter.

In the extensive correspondence conducted, and in the steps taken, under the Commission, I trust your Excellency will be satisfied that no labour has been spared to collect, both in this Province and abroad, the information referred to in the Resolutions of the House. For the opinions expressed in the accompanying Reports my colleagues in Council are not responsible. I trust, however, that the course pursued will recommend itself to your Excellency's favorable consideration and to that of the Legislature.

I have the honor to be,

Your Excellency's very obedient servant,

(Signed) **GEORGE R. YOUNG.**

To His Excellency Sir John Harvey, K. C. B., &c. &c. &c.

Halifax, January 24th, 1849.

Mr.

Mr. Young's Memorandum relative to the Railroad from Halifax to Quebec.

On reaching St. John (May 11th) I put myself in communication with Mr. Perley, the associate Commissioner for New Brunswick, and with the Honbles. Mr. Hazen and Mr. Partelow, two leading Members in the Legislature. Having submitted to them the Minute passed in Council,—we had a full discussion upon the general bearings of this important enterprise, and I was glad to find these gentlemen prepared to afford their exertions and influence to have the enquiries suggested, speedily and effectively completed.

In St. John the feeling runs in favor of the contemplated Line from that City up Sussex Vale, till it touches the Gulf of St. Lawrence at Shediac. The primary object is to secure to the citizens of St. John a portion of the trade of the Eastern ports of the Province, and also of the Island of Prince Edward. It will not be difficult to render this feeling subservient to the success of the greater project; for it has been for some time my belief, that after the Line is laid from Halifax to Amherst, the communication thence by St. John and Calais to the Atlantic Cities of the Union will be contemporaneously prosecuted, if not completed, before the great Trunk, which is to form the highway from the Ocean to Quebec, be laid through the Eastern Section of this fine Province.

A reconnoissance of the Line from St. John to Shediac, for the survey of which £1000 had been voted by the Legislature of New Brunswick at its late sittings, had then been completed. The conduct of the survey had been entrusted to Mr. Wilkinson, C. E., and a very favorable report had been made by that gentleman of the facilities presented for the construction of a Railroad through the valley of the Kennebeckasis. The union of the two projects—their mutual dependence, will sustain a feeling in St. John favorable to the Grand Trunk Line; and thus tend to combine those different Colonial influences, which are so necessary to promote its early completion and success.

On arrival at Fredericton I presented the credentials with which his Excellency had entrusted me. His Excellency Sir E. Head expressed himself favourable to the collection of the Statistics required—requested me to reduce my views to writing, and to address them in an official letter to the Provincial Secretary, engaging that they would be submitted to his Executive Council at its first meeting.

I was favoured by His Excellency with a letter to the Hon. Mr. Bailey, the Surveyor General, requesting that gentleman to afford all the information the records of his office afforded, relative to the value and quality of the Crown Lands, situate in the neighbourhood of the Line. It is due to that gentleman to state that he readily engaged to have a map and report returned of the Crown Lands, sufficiently early to meet the objects contemplated. At his suggestion I prepared a letter detailing the points on which information was sought for;—a copy of it, and a Memorandum sent in to the Hon. Mr. Saunders, by command of His Excellency, are annexed in the Appendixes marked A. B. and C.

I saw while there, also, Mr. Wilmot, now Attorney General, and Mr. Fisher, both since Members of the Executive, and having addressed the Hon. Mr. Chandler, who has hitherto ever afforded his influence and exertions to promote this great enterprize, I left Fredericton under the belief that the objects of the mission to that Province had been accomplished; and that, as soon as the Executive Council was called, arrangements would be made to have the requisite information collected.

On enquiring into the exact position which this question had assumed at the recent meeting of the Assembly, it was ascertained that the Select Committee, to whom it had been referred, had framed Resolutions in its favour—had agreed to

recommend

recommend a free grant of the public lands lying contiguous to the Line, to any Company, who, under the approval of the Imperial Government, would undertake its construction, and also to pledge the credit of the Province to the extent of £400,000, so as to provide a fund of £25,000 per annum, to be appropriated for sixteen years, to the payment of interest on the Capital embarked, provided the Returns of the Road were inadequate to repay Interest on the outlay. The Report was not made, solely from the pressure of other business, and the rapidity with which the Session had been brought to a close, in consequence of the indisposition of his Excellency Sir W. Colebrook. I was assured that the Legislature, at its next Session, would be prepared to extend to the enterprize adequate and liberal encouragement.

After visiting Gaspé, my route lay to Restigouche, and thence crossing the Portage, by the Military or Kempt Road, to Metis. The character of this Country, and of the level tract from Metis to Point Levi, a distance of 214 miles, are sufficiently indicated in the Memorandum subsequently prepared at Montreal, of which a copy is annexed in Appendix D. Before passing from this subject I may add, that it will be encouraging if the *reconnoissance* of the lands lying in the valley of the Metepediac, should, according to report, prove them to be more productive and promising than the hilly and sterile tract, through which the Kempt Road has been cut.

While at Quebec I saw Dr. Fisher, one of the Secretaries and some Members of the former Committee. I met afterwards, at Montreal, the associate Secretary, Mr. Stevenson. I may state briefly that the same cordial feeling in favor of the project exists as before among the leading men of Quebec, and that they are ready, as soon as the Report is returned, and the question of practicability ascertained, to afford it their active exertions and support. They have not lately moved, solely because no efforts on their part were likely to advance the enterprize.

On reaching Montreal (Monday the 5th June) we have the honor of being graciously received by His Excellency the Governor General.

On the same day interviews were held with the Hon. the Provincial Secretary, Mr. Sullivan; the Inspector General, Mr. Hincks; and the Attorney General for Canada West, Mr. Baldwin. With these gentlemen the objects of the mission were fully discussed, and an opportunity afforded of enforcing the views taken by His Excellency in the Despatch to the Governor General, conveying His Excellency's proposal for an equitable apportionment of the expenses incurred in the exploratory survey.

A meeting of the Council having been called the same day that Mr. Uniacke arrived—he, Mr. Tobin, and myself were invited to attend it; and the opportunity was thus afforded to us of discussing and adjusting upon satisfactory terms the several objects of our respective missions.

The question of the expenses of the Survey was met by the Council in a fair and conciliatory spirit. They were prepared to adopt either the principle suggested by Earl Grey, of paying one third—or, of contributing their share according to the principle of mileage. On behalf of Nova Scotia, we, of course, professed our readiness to follow out the views so ably advocated in His Excellency's Despatch; and to assume the responsibility of going down to the House and inducing the Legislature to provide that quota of the sum from which New Brunswick had been relieved, by accepting one third of the whole, as her contribution. The reasons for this are given in the Memorandum annexed; but, after discussion, it was agreed that Canada should contribute according to mileage, extending the calculation along the whole line,—leaving Nova Scotia to pay, from the superior

superior advantages she will derive in possessing the Atlantic terminus, the difference between one third paid by New Brunswick, and the larger sum the latter would have been required to pay had the principle of mileage been applied to her territory also. Upon this principle of mileage—

New Brunswick for 240 miles would pay,	-	-	-	-	£4500
Sum voted, (being one third) say,	-	-	-	-	3900

£600

This difference of £600 will have to be met by our Legislature. The Executive Council of Canada have agreed to provide the sum of £5250, and a Minute in Council to that effect was framed before we left. The expenses already incurred and reported upon, will be provided by the three Provinces in the following proportions:—

Canada	-	-	-	-	-	£5250
New Brunswick,	-	-	-	-	-	3900
Nova Scotia,	-	-	-	-	-	2850

£12,000

Although no minute was passed before we left, in regard to the other points referred to in my memorandum annexed, the members of the Council admitted the expediency and value of the enquiries suggested; and the language used by some of them was, that, although the matter had been one of less importance to Canada, it would have been their desire to prosecute the enquires, with a view of promoting that tone of friendly feeling and co-operation, which is so essential to the vigorous and successful prosecution of those measures of inter-Colonial importance in which the general interests of British North America are involved.

In recommending that one or two Engineers, who had had large experience in removing the heavy snows which fall in the exposed Railroads, in the United States being sent to the Portage, lying between Metis and the River Restigouche, it was suggested, that this was a part of the preliminary expense, which ought to be borne by the three Provinces in rateable proportions.

While at Montreal I had frequent communication with Lieut. Colonel Simpson, my Associate Commissioner for Canada. He favored me with a perusal of the Report submitted at the close of last year to the Government, giving a detail of his enquiries during 1846 and 1847—and a plan for constructing the Railroad, by the prosecution of a new and comprehensive scheme for the settlement of the vacant lands through which it is to penetrate. The first part of the Report conveys a large amount of valuable information relating to the cost of motive power and of transit. I was glad to learn that the Executive had determined to publish it forthwith—as it combined a great variety of statistical results, which will be highly valuable in the condensed form in which they have been collected and arranged. Colonel Simpson intends to prosecute some further enquiries in the course of the present season in the Southern States, in regard to wooden Railroads, the cost of motive power, the charges of transit, and a Minute settling the scope of these enquiries was arranged.

At New York and Boston I saw some of the leading Engineers, and several of the Presidents and Office-bearers of the different Railroad Companies, and obtained copies of their last Reports and tables of traffic. I annex in the appendix E. a memorandum of wooden Railroads, furnished by a contractor of long experience. A correspondence has been opened to obtain further information, but I will not enter now into the enquiries prosecuted there, because the information I hope to obtain has not yet been collected. Before the Legislature meets I will

be

be able, I trust, to submit a further Report; and to embrace some questions which require yet to be thoroughly investigated, before this great enterprize can be safely embarked in.

My enquiries in the United States have removed the apprehensions entertained relative to the deep snows which fall in the Portage between Metis and Restigouche. Snows now form no impediment in the United States. Two Engineers in New York informed me that the snow plough could remove a fall of five feet at the rate of 15 miles an hour. If one Engine does not afford the requisite power two or three can be appended to the Plough.

GEO. R. YOUNG.

Halifax, 16th June, 1848.

APPENDIX A.

Fredericton, May 13th, 1848.

DEAR SIR—

After the full explanation given to-day of the objects which the Executive of our Province have in view in the collection of Statistics, and seeing the deep interest which you personally take in the success of the enterprize for connecting the Lower Provinces and Canada by a great Colonial Railroad, it will be incumbent on me to state, but very briefly, the points on which information is sought for.

It would be material in the first place that a map or plan should be prepared, delineating the extent of granted and ungranted lands, say within five miles of each side of the projected Line, from the Southern point where it enters the Province of New Brunswick, to the Northern point where it passes into the Province of Canada. In enabling the Imperial Government to arrive at a sound conclusion, as regards the practicability of, and the profits likely to be derived from this Line, it is thought that the quality of the land lying contiguous to it, and its capability for settlement, would be an important element of calculation; and I would therefore feel obliged if a field survey of the tract within the limits above defined could be made, and an accurate report be given of its quality and value. If the information is not to be obtained in your office it could be easily supplied by the local Surveyors; but it is not necessary for me to give any suggestions, because your own longer experience will guide you in resorting to the best means of information.

If you have any return relative to the value and extent of the Coalfields lying on the edge of the Grand Lake or in the Westmoreland Coalfield, I will be obliged by your furnishing an abstract, as the Imperial Government and Capitalists would no doubt be disposed to look at the project with greater favour, provided they were satisfied that the Line is to penetrate a country rich in Mineral wealth, and promising, either immediately or at some future day, the elements of domestic Manufacture and of Foreign Trade.

I will be obliged also if you will favor me with your views as to the practicability of the Western Line, and the advantages which it offers in comparison with the Line which is to run by the route of Campbellton and Metis.

I have the honor to be,

Your obliged and faithfully,

(Signed)

GEORGE R. YOUNG.

T. Bailey, Esquire.

APPENDIX B.

Fredericton, May 13th, 1848.

SIR—

I have the honor of enclosing to you, at the request of His Excellency the Lieutenant Governor, a Minute in writing of the action which I would respectfully suggest on the part of the Executive of this Province, in relation to the contemplated enterprize of connecting the shores of the Atlantic and Quebec by Railroad; and an estimate of the expense. The policy which the Executive of Nova Scotia has determined to pursue is referred to in the Minute itself. A strong desire exists that an uniform course should be adopted in the three Provinces. I beg the favour of your submitting the enclosed to the consideration of His Excellency and the Honorable Members of the Executive Council, at the first suitable opportunity.

And have the honor to be,

Your very obedient and faithful Servant,

(Signed) GEO. R. YOUNG.

Honorable J. S. Saunders, &c. &c. &c.

APPENDIX C.

Proposed Action on the part of the Executive Council of New Brunswick.

1. That this Province co-operate with the Province of Nova Scotia, and agree, at their mutual expense, to take the Statistics of Road Travel—say at the Bridge beyond Amherst. This point is selected because it is thought that it will embrace all the Road travelling between the two Provinces.

2. That the Statistics of the Road travelling be taken at some point at or near the Bend of the Peticodiac—which will embrace all the travelling from the Eastern coast of New Brunswick, North and South of this line to the Capital.

3. That similar Statistics be taken at some point near the City of St. John—so as to embrace the travelling by the line of Sussex Vale; and also at a point between St. John and St. Andrews, to test the extent of intercourse between St. John, St. Andrew's, and the States.

The object of these enquiries is to ascertain what return the present travel on these roads would yield, so that the feasibility of laying a Line of Railway from Halifax to Amherst, and thence passing through the City of St. John to the States, may be determined.

In Nova Scotia the Executive have determined to take these Statistics on three points of the Line—at Scott's on the Dartmouth Road, ten miles from Halifax, which will embrace all the Eastern travel; at Onslow Bridge, to embrace all the travel at a second point, going West to Amherst and New Brunswick; and at Amherst Bridge for the purpose above explained.

The forms of the tables prepared to be filled up are enclosed.

It is submitted that they ought to be kept for six months, from the 1st July to 1st January next.

In Nova Scotia tenders have been taken, and suitable persons have agreed to make these returns for the sum of £50.

The expense in New Brunswick of obtaining this information would be, say :

Half at Amherst Bridge,	£25	0	0
Expense at Peticodiac,	50	0	0
“ in Sussex Vale,	50	0	0
	<hr/>		
	£125	0	0

If deemed expedient to add the proposed station between St. John and St. Andrew's, the cost of £50 would of course be added.

With a view to ascertain the extent of travelling between St. John and the United States, the Executive might issue a Circular to the Custom House officers at St. John, to keep an accurate account of the number of passengers passing from and to that part, by sailing and steam vessels.

It is proposed that the Executive of Canada be applied to, to have similar tables of Statistics kept at one or two of the principal points of travel on the Line from Quebec to Metis.

The Statistics kept last season on the Windsor Road have so far exceeded expectation, and promise so large a Revenue to a Line of Railroad from Halifax to that point, that it is believed these proposed returns will have a material effect in enabling the Imperial Government and Capitalists to settle the question of profit.

5. That the Surveyor General be requested to prepare and furnish a return of the lands, granted and ungranted, in the Counties through which the contemplated Line of Railroad from the Atlantic to Quebec is to pass, and also a map and plan of the quantity of ungranted lands within five miles on each side of the Line, and a report of its quality and fitness for sale and cultivation.

On enquiry being made, by permission of His Excellency the Lieutenant Governor, at Mr. Bailley, he has sent a note to state that his return can be furnished in his office, and free of expense.

In preparing these returns care ought to be taken that the Line of the Railroad is not made public, in conformity with the instructions of the Colonial Secretary.

6. It is lastly suggested that a Geological recognizance of the useful Minerals lying contiguous to the Line of Railroad, coals, iron, &c., and the advantages they present for working, &c., be obtained.

It is intended to obtain a similar recognizance in the Province of Nova Scotia, and to put it in charge of Mr. James W. Dawson, of Pictou, a Geologist of very high reputation and character. He has offered to do this service in the three Counties of Nova Scotia for a sum not exceeding £50. If he is instructed to extend his labours into this Province his charge will not exceed a similar sum; but if the Executive will agree to have such a recognizance made, the charge will be ascertained by Mr. Young before the service is embarked in.

The object of these enquiries is sufficiently apparent. It is to collect these statistics under the requisite guarantees to ensure accuracy and to give them weight; and to submit the enterprize, when the final Report of the survey is made, in such shape, that the Government may be able to determine not only the question of feasibility, but of profit.

(Signed) GEO. R. YOUNG,

Commissioner for the Province of Nova Scotia.

Fredericton, 13th May, 1848.

APPENDIX D.

[This paper was handed by Mr. Young, to the Hon. R. B. Sullivan, the Provincial Secretary, in person.]

Memoranda relative to the proposed Railway to connect Halifax and Quebec, by the Bend of the Peticodiac and Metis.

The questions in relation to this enterprize are of a twofold character—1st, those which are national and inter-Colonial; and 2ndly, those which bear upon it as one of finance, and which require the probable returns to be investigated with the view of estimating its profits.

The *first* is more Imperial than Local, and embraces a very wide field of enquiry—it will not be dealt with here. The object now is to approach the *second*, and to meet it, as far as possible, not in a theoretical, but in a close and practical point of view.

At the next Sessions of the Colonial Legislatures, it will be incumbent on the respective Governments of the three Provinces, to take decisive and final action. The report of the officers of Engineers appointed by Her Majesty's Government to conduct the survey of the Line, will be sent to London in September. The Minister at home will not, I presume, enter upon its consideration until the Executives and Legislatures, or at least those of Canada, have passed upon it—and are prepared to give it, not only their sanction, but a pledge of aid and co-operation in the shape of funds.

To conduct now all the preliminary enquiries to guide to a sound conclusion, before this step is taken—to ascertain how far it can be proved to be safe and vindicated before Parliament—is not only a wise, it has become an imperative duty. It is due to the Imperial Government as well as to ourselves. The entirely new intercourse and trade which it will open by its becoming the high road of travel between the Old World and the New—from the Atlantic and Southern States, by the route of Calais, St. John, and Amherst; and from Canada and the West, by the North Shore of the Lakes, Quebec and Metis—cannot, of course, be yet investigated. In looking at the probable returns and results of this enterprize, the effect which it must have in shortening the distance and curtailing the time of transit to Europe; and in rendering both the East and the West of the Republic dependent upon the Colonies—if speed in their journey be required—is an all important consideration. It is now generally conceded in the Atlantic States that Halifax must become the first point of disembarkation from, and the last point of departure to, Europe; and if these Lines of Railroad were completed, the Mails and all who travel, either for business or pleasure, will seek the most rapid and convenient route, and of course the shortest passage by sea.

His Excellency the Lieutenant Governor of Nova Scotia and the Executive Council, in conformity with a Resolution passed by the Assembly at its late Session, have lately had this subject under consideration. They have done me the honor of placing me in Commission, and since my appointment have met readily the suggestions made.

In consequence of certain Returns collected last year on the Road from Halifax to Windsor, with the view of ascertaining the possibility of connecting these two points by a Railroad, having far exceeded the calculations made, and furnished *reasonable* proof that it would be a safe and paying speculation, it has been deemed expedient to collect similar returns on the great Post Road passing thro' the Eastern Counties of Nova Scotia. It is hoped that these returns will prove equally favorable to these obtained on the Western Road, and establish this important

portant fact, that the passengers and way-trade in Nova Scotia alone will go far to support the line of Railroad—forming, of course, the Atlantic branch of the Great Line. It has therefore been determined to collect these statistics—of which tables are annexed—at three different points on the Road between Halifax and New Brunswick; from the first day of July to the first day of January next (1849). Suitable persons have been appointed for the service, and the outlays at each of the three stations has been limited to £50.

Before the close of this season it is intended also to obtain a Surveyor's Report of the character and value of the Lands lying within five miles of each side of the Line. This Report is to be founded on actual inspection, and to have the sanction of the Surveyor General's name. The object of it is, of course, to interest the British Government in the completion of the undertaking by shewing the large field for settlement it will open up; from New Brunswick, it is thought, the information thus obtained will be most valuable. It is also designed to obtain a Geological Report upon the extent and value of the Minerals lying contiguous to the contemplated Line. Nova Scotia is rich in Mineral wealth, and it is clearly an important element to ascertain how far this Railroad will render available, for practical purposes, the beds of Coal and Iron which lie in that portion of Nova Scotia and New Brunswick through which it will penetrate. Both of these services in Nova Scotia will not entail an outlay of £100.

It appearing to be important that similar returns should be obtained in the two other Provinces, His Excellency Sir John Harvey was graciously pleased to request me to proceed to Fredericton and to Montreal, giving me the requisite credentials and letters missive; the one addressed to His Excellency the Governor General, I had the honor of presenting yesterday to his Lordship in person.

The object of my mission has been already completed in the sister Province. While recently at St. John and Fredericton, I saw His Excellency Sir Edmund Head and several members of the Executive Council. His Excellency and they gave me assurances, before I left, that they highly approved of the course pursued in Nova Scotia—that the necessary statistics would be collected there—that the Surveyor General would be requested to furnish the Report and Map of the Crown Lands sought for, and that they would readily co-operate in obtaining a Geological Report of the Mineral resources of the County of Westmoreland. In the Northern section of this fine Province a coal field is said to exist covering an area of 5000 square miles. By directions of His Excellency, I furnished a Memorandum to the Provincial Secretary and a letter to the Surveyor General, detailing the points on which information was required, and I have no doubt that the necessary action has been already taken there by the Executive. It is right to add that the feeling among the leading men in that Province is more favorable to the branch of this great Line which turns South from the Bend of the Peticodiac to St. John, and thence onwards to the States. The capital and energies of the people will, I think, be first directed, as in the construction of the Electric Telegraph, to complete the Line from Halifax to Calais, and thence to the South, leaving the Northern route mainly to the supervision and care of Canada, of Nova Scotia and the Imperial authorities. Last Session the Legislature voted the sum of £1000 to have a survey and *reconnoissance* of the Line from St. John to Shediac, passing through the Sussex Vale; and since the arrival of His Excellency Sir Edmund Head, the survey has been put in progress.

It is respectfully suggested that His Excellency the Governor General, in Council, should direct that similar returns be collected in Canada, and that the extent of travel, between Quebec and Metis, should be gauged at three or four points of the Great Post Road, between these two *termini*. The best points for collecting

lecting this information may be selected by Colonel Simpson, the Associate Commissioner for this Province; and also that the Commissioner of Crown Lands be instructed to procure a report and map of the quality and capacity of the tract through which the Line will pass, especially over the Portage lying between the River St. Lawrence and the Restigouche. I admit that I have been disappointed in my late journey across the Kempt or Military Road. At the distance of 12 miles from the ferry at the Indian Mission, situate on the North bank of the Restigouche, the road passes over a hilly, broken, and, I may add, till it descends upon the valley of the St. Lawrence about four miles from Metis, a bleak and desolate country—the land is wholly unfit for cultivation, and offers no field for settlers. The Line of Railroad follows the valley of the Metipediack River, —this I did not approach, but the report suggested becomes more valuable to ascertain if in the low grounds a better quality of soil does not exist. A Geological *recognizance* of this tract is not important, as it is conceded that no minerals of any value are there extant.

While referring to the inferiority of the soil on the Portage to Metis, it is proper to state that the country from Metis to Point Levi, far surpassed any previous conception I had formed in the numbers of its population, in its fertility and style of cultivation. Nothing indeed could surpass the verdure and beauty of the scenery from a point about seven or eight miles below Kamarouska till we approached Quebec. The villages, the farm-houses, the barns, the drainage, the ridges, all conveyed impressions of skill, taste, comfort, and agricultural wealth. Some of the parishes are equal to an English landscape, and presuming it to be in the possession of a population who will respond to the fresh impulse which a Railway gives, I do not hesitate to say that this tract, while affording in its unbroken level peculiar facilities for construction, has reached already that state of advancement which would justify the building of a Railroad, as a hopeful and remunerating enterprize.

Before leaving Nova Scotia I felt anxious to ascertain from Major Robinson, some facts in relation to the exact points and the extent of information which the final Report would afford. I annex an extract (Appendix F) of the letter I then addressed to him,—it is to be regretted that he was unable, from the nature of his instructions, to give the information sought for. I trust, however, that the Right Honorable the Colonial Secretary will permit these officers to communicate to the Executives all the facts they apply for in relation to the survey, in order that there may be ample time and opportunity afforded for further enquiry, if thought requisite before the action of the Legislatures be required.

In the absence of this information, it would be prudent to pursue here one or two points of enquiry which more particularly belong to this Province.

The Line from Halifax to Quebec has ever been treated as the basis of a great inter-Colonial Line, which is yet to circulate the Northern side of the St. Lawrence and Lakes, and to penetrate West. Without touching too prominently these views of a distant future it is obvious that, for national purposes, in other words, for military centralization and protection, it would be important that it should cross the St. Lawrence as near Quebec as possible, and pursue its course with the river between it and danger. It is a question I beg therefore to submit—if some means could not be adopted to ascertain this season if the St. Lawrence could not be *bridged*, and at what point and cost. It might be done by the Officers of Engineers or under the superintendance of the Board of Works, and at no great expense.

In the letter to Major Robinson it will be perceived that attention is particularly directed to the possibility of keeping the rails free of snows. My impression of

the necessity of a thorough examination of this enquiry have been deepened by the broken and hilly aspect of the *Portage* lying between Metis and Restigouche. The Valleys, through which the Railway is to be run, must be subject to deep falls of snow, and to heavy drifts. Not depreciating the value of the report which may be expected from Major Robinson on this subject, I confess that it has occurred to me that it would be a most desirable and judicious step if His Excellency, in Council, would adopt means to have the Line inspected and reported upon, from Metis to Campbeltown, by some competent Engineer who has had experience in dealing with the heavy snow storms which occasionally occur in the Eastern States, and particularly in the hilly country over which the Line from Springfield to Albany is thrown.

In conclusion I beg to state that I feel gratified to find, from the personal communication with which I have been honored by His Excellency the Governor General and the Members of his Government, that the question pending between Canada and Nova Scotia in relation to the expenses of the survey is to be met in so liberal and conciliatory a spirit. In seeking to have it adjusted upon equitable terms, His Excellency the Lieutenant Governor of Nova Scotia, and the Members of his Council, submit their views with great deference, with a most anxious desire to avoid even the appearance of difference,—and to cultivate and soften these close, friendly, and inter-Colonial ties which are yet destined, I hope, to bind these fine Provinces into one, and perpetuate them, under the protection of the British flag, as a cheering and expanding reflex of what the genius and spirit of our ancient Institutions are capable of reaching, when placed upon so noble and wide a territory as Great Britain yet holds in this hemisphere.

The case is very succinctly and ably stated in the Despatch sent by his Excellency Sir John Harvey to the Right Honorable the Governor General. I may add that I know it was written with no view of relieving our Sister Province of New Brunswick from any portion of those expenses for which she was fairly hable. The suggestion made by his Excellency was founded solely upon an apprehension of its being *just*.

Although in the accounts furnished of the £12,000 expended, £6,400 appears to have been disbursed in New Brunswick, it is known that a large part of this sum was incurred at Fredericton in the office-work of two winters. This, of course, forms a rateable charge which ought to fall proportionately over the whole Line.

It ought to be recollected also that New Brunswick has less interest in and is likely to derive less benefit from the Line, from Campbeltown to Amherst, than either Canada or Nova Scotia, from the portions passing through their territory—because the one is to form the *inland*, and the other the *Atlantic*, terminus. The central stages of a Railroad receive less advantage from its construction than the two extremes; and, for this reason, it occurred to his Excellency that it would not be inequitable to accept from New Brunswick the third which her Legislature has agreed to pay; and as to the balance, to resort to the principle of mileage to adjust the relative proportions which Canada and Nova Scotia ought to bear. It of course increases to a very moderate extent the proportion which both would be required to contribute, provided the principle of mileage were extended to the territory of New Brunswick; but it will not be overlooked that Nova Scotia is ready to bear her proportion of the excess, and that Canada is only sought to bear that proportion which his Excellency has proposed should be borne by the Treasury of his own Province.

These views are submitted with very great deference to his Excellency the
Governor

Governor General and the Members of his Council, and it is respectfully hoped that they may recommend themselves to favourable consideration.

GEO. R. YOUNG,

Commissioner for the Province of Nova Scotia.

Montreal, June 6, 1848.

APPENDIX E.

Memorandum of a Wooden Railroad, furnished by L. R. Darrow, Esq., of New York.

The form, no sills, a solid bed of hemlock plank three or three and a half inches wide, on seven feet length or width of road.

It may be laid with plank 9 feet in length, and at a gore or angle of fifteen or twenty degrees.

The plank to be laid on a rolled bed.

Then put down the rails, hemlock the best, eight inches square, and the length to be seventeen feet,—to be fastened to the plank by cast iron knees, with holes in them—then fastened on both sides, eight to a rail, and four on each side, one at each end, and the rest in the centre.—A lip on each side of the knee to give it strength.

On the top of the rail put a ribbon of red beach three inches wide by one and a half inches thick, nailed down by large rod nails, twenty to a pound.

The red beach ought to be prepared—so also the hemlock.

Prepare the sills by an infusion of zine, according to the Burnet patent.

The red beach according to the Payne and Loder's patent.

The ordinary process of laying the Wooden rails has been in dry land, to lay down the ties or cross pieces for the support of the rail, and the rails are set in a mortice cut in each of them. In wet land the ties are laid on rough timber hewed on the upper side.

As they are all bound together, the frost will raise the whole frame alike; but before working it in the spring it is necessary to level it, by filling in &c., with mud or what is called "*puddling*" it.

After the line is graded, a Line of Railroad could be laid in these Provinces for £800 a mile.

It would require the same outlay as a road of seven feet in width.

In the States where the iron or strap rail is used, the rail is three inches wide by three fourths of an inch in thickness.

It is made of wrought iron and each is either tongued into each other or connected by an angle,—they are spiked to the sleepers, say two feet from each other, the spikes four or five to the pound, wrought iron spikes, they cost seven dollars per hundred pounds, seven cents a pound.

The rails cost three dollars and seventy-five cents to four dollars and twenty-five cents for an hundred pounds.

The price now is sixty-five dollars a ton.

Straps are now used which were used ten years ago.

They last usually six or seven years.

On the Michigan road from Detroit to Calamazoo, the straps after six years use are worn out, and they are unfit for use.

The danger of the strap rails is that they form snags or snake heads, by springing

ing at the end, and injuring the goods and passengers, they throw the cars off the rails.

In the State of New York they have abandoned the wooden rails, and have laid iron.

Fredericton, May 14th 1848.

APPENDIX F.

Extract from Mr. Young's Letter to Major Robinson, R. E.

In regard to the last Resolution of the series, his Excellency is requested "to take the necessary measures to aid in having the Survey, Estimate of Cost, and final Report, completed with all convenient speed." Being aware, from previous communications, that the field work is completed, and that the sappers and others now under your control do not again intend to return to the ground, I beg to enquire if you are now prepared to say at what time your final Report is likely to be ready, and to be submitted to Her Majesty's Government, and how far it will afford accurate and reliable information as to the embankments, bridging, form and width of the rail, weight of iron and cost of the work. Before the question of profit can be determined an estimate of the probable cost must of course be obtained, and the object I have now in view is to ascertain if your final Report will give a working estimate per mile; or if, after such Report be submitted, any further survey and enquiry will be required before the work could be begun. If the final Report will not embrace these points, I will feel obliged if you will communicate what further enquiries and calculations will be required, and the probable expense they will entail. My object in making these enquiries is first to ascertain if the enterprize can be submitted to Her Majesty's Government and to the Provincial Legislatures at their next sittings, as a practicable question in a pecuniary point of view, and to offer the aid of the Executive here, as I feel warranted to do, to have these *preliminary* questions speedily and satisfactorily worked out. It will afford me pleasure to co-operate, if in my power, in any labour or enquiries which may be requisite here.

I beg further to enquire if satisfactory information has yet been collected relative to the cost of Wooden Rails, and to the possibility of keeping the Line free of snow during the more severe months of the winter; and, if not yet collected, whether these subjects will be fully treated in the final Report to be sent in.

Extract from a Report of a Committee of the Honorable the Executive Council, dated 14th June, 1848, approved by His Excellency the Governor General, in Council, on the same day.

On the Memoranda submitted by the Hon. George R. Young, Commissioner for the Province of Nova Scotia, on the subject of the projected line of Railroad between Quebec and Halifax, dated 7th June, instant.

The Committee of the Executive Council, in obedience to your Excellency's commands, have taken into consideration the Memoranda submitted by the Hon. George R. Young, Commissioner for the Province of Nova Scotia, on the subject of the projected line of Railroad between Quebec and Halifax.

After shortly and generally referring to the advantages to arise from the construction of this great work, Mr. Young observes as follows:

"In

“ In consequence of certain returns collected last year on the road from Halifax to Windsor, with a view of ascertaining the possibility of connecting these two points by a Railroad, having far exceeded the calculations made, and furnishing reasonable proof that it would be a safe and paying speculation, it has been deemed expedient to collect similar returns on the great Post Road passing through the Eastern counties of Nova Scotia. It is hoped that these returns will prove equally favorable to those obtained on the Western Road, and establish this important fact that the passenger and way-trade will go far to support the Line of Railroad, forming, of course, the Atlantic travel of the great Line. It has therefore been determined to collect the Statistics, of which forms of tables are annexed, at three different points on the road between Halifax and New Brunswick, from the first day of July to the first day of January next; suitable persons have been appointed for this service, and the outlay at each of the three stations has been limited to £50.

“ Before the close of this season it is intended also to obtain a Surveyor’s Report of the character and value of the lands lying within five miles of each side of the Line. This Report is to be founded on actual inspection, and to have the sanction of the Surveyor General’s name.

“ The object of it is, of course, to interest the British Government in the completion of the undertaking, by shewing the large field for settlement it will open up. From New Brunswick, it is thought the information thus obtained will be most valuable. It is also designed to obtain a Geological Report upon the extent and value of the Minerals lying contiguous to the contemplated Line. Nova Scotia is rich in Mineral wealth, and it is clearly an important element to ascertain how far this Railroad will render available for practical purposes, the beds of coal and iron which lie in that portion of Nova Scotia and New Brunswick through which it will penetrate. Both of these services in Nova Scotia will not entail an expense of £100.

“ It appearing important that similar returns should be obtained in the two other Provinces, his Excellency Sir John Harvey was graciously pleased to request me to proceed to Fredericton and to Montreal, giving me the requisite credentials and letters *missive*—the one addressed to his Excellency the Governor General, I had the honor of handing yesterday to his Lordship in person. The object of my Mission has already been completed in the Sister Province.

“ It is respectfully suggested that his Excellency the Governor General, in Council, should direct similar returns to be collected in Canada, and that the extent of travel between Quebec and Metis should be gauged at three or four points of the great Post Road between these two termini. The best points for collecting this information may be selected by Colonel Simpson, the associate Commissioner for this Province; and also, that the Commissioner of Crown Lands be instructed to procure a Report and Map of the quality and character of the Land through which the Line will pass, lying between the River St. Lawrence and Restigouche.”

The Committee of Council, without entering at present into the question of the importance of the proposed Line of Railroad, or into its prospects of being a safe and paying speculation, are of opinion that the project has sufficiently engaged the attention of the Legislature and Government of this Province, to make it most desirable that all the information necessary to a consideration of the question of the construction of the Railroad, should be collected.

They therefore respectfully recommend that the Commissioners of Public Works be directed, without any delay, and before the first day of July next, to select three or four points on the Post Road between Quebec and Metis, at which

the information recommended by Mr. Young to be collected may be best obtained ; and to appoint a person at each station to collect the facts and make the necessary returns. The printed forms furnished by Mr. Young will be a sufficient guide as to the nature of the information required, and the same forms will be used in making the Returns in this Province. The expense of the investigation and Returns, as stated by Mr. Young, to have been incurred by the Government of Nova Scotia, at each station, will also be a guide to the Commissioners of Public Works, as to the outlay in procuring like returns in this Province.

The Provincial Secretary will convey the necessary instructions to the Commissioners of Public Works, and furnish that Department with the printed forms of Returns left by Mr. Young.

The Committee of Council also think it desirable that the nature of the soil within five miles of each side of the projected Railroad should be ascertained, either from official information already in possession of the Commissioner of Crown Lands, or from actual inspection.

The Provincial Secretary will convey the necessary instructions to the Commissioner of Crown Lands, and inform that officer of the amount of expense incurred in Nova Scotia, for his guidance, should an inspection be found necessary.

As to the minerals to be found on the Railway Line projected in the Province of Canada, it is not believed that they are of sufficient value or importance to affect the questions of construction of the Railroad ; but such information as the Provincial Geologist can furnish, may be added to a Report for the Legislature.

Mr. Young proceeds to another portion of the subject of his Memoranda, as follows :—

“ Before leaving Nova Scotia, I felt anxious to ascertain from Major Robinson, some facts in relation to exact points, and the extent of information which the final Report would afford. I annex an extract of the letter I addressed to him. It is to be regretted that he was unable, from the nature of his instructions, to give the information sought for. I trust however, that the Right Honorable the Colonial Secretary will permit these officers to communicate to the Executives, all the facts they apply for in relation to the survey, in order that there may be ample time for further enquiry, if thought requisite, before the action of the Legislatures is required.”

The Committee, on reference to the extract of a letter to Major Robinson above referred to, find that the inquiries made of that officer, were to the following points :—

1st. As to the time at which the final Report would be ready.

2nd. As to the embankments, bridging, form and width of Rail, weight of iron, and cost of the work.

Mr. Young states his object in writing that letter was to ascertain if the final Report would give a working estimate per mile, or if, after such Report, any further survey or enquiry would be required, before the work could be begun ; and to learn if the enterprize can be submitted to Her Majesty's Government, and to the Provincial Legislatures at their next Sessions, as a practical question, in a pecuniary point of view.

The Committee of Council agree with Mr. Young in thinking it of great importance that the information sought for by him, should be communicated to the Provincial Governments, without delay ; and they respectfully suggest to your Excellency, an application to Her Majesty's Secretary of State for the Colonies, for the purpose of removing any impediment offered by the nature of the instructions

tions of the officer employed on the survey, in the way of their communicating information as to the nature of the Report they are about to make for the information of Her Majesty's Government, so that the Provincial Governments may be made aware of the extent of information the Report is likely to afford, so as to be enabled to judge of the necessity for obtaining further examination and information, before the meeting of the Provincial Parliaments.

Mr. Young in his Memoranda alludes to the subject of the falls of snow which may be expected on the line of road, and to the means which may be found necessary to obviate the difficulties arising from this source. He observes that the valley through which the Railway is to be run between Quebec and Restigouche, must be subject to deep falls of snow and heavy drifts, and that it has occurred to him that it would be a judicious and desirable step, if your Excellency would adopt means to have the Line inspected and reported upon from Metis to Campbellton, by some competent Engineer who has had experience in dealing with heavy snow storms which occasionally occur in the Eastern States, and particularly in the hilly country over which the line from Springfield to Albany is thrown.

As regards this suggestion, the Committee are not prepared to advise your Excellency to incur the expense of bringing an Engineer from the United States, to inspect the line of road. They respectfully conceive that the Commissioners of Public Works can ascertain from persons acquainted with the valley in question, the general depths of snow to which it is subject in winter, and the parts of it where heavy snow drifts are usually found. It would also not be difficult to ascertain what means are used in the United States for overcoming difficulties arising from heavy falls of snow; and the Engineers could, it is supposed, easily judge whether these means are adequate on the Canadian Line. An inspection by an Engineer, in the summer season, or even at any one period in the winter, would not enable him to judge of the fact of probable depth of snow which has to be encountered; and when this is ascertained from persons acquainted with the locality, the calculations as to the mode of freeing the road, cannot be difficult.

The Committee would respectfully recommend inquiry by the Commissioners of Public Works, as to the usual depths of snow in the valley between Metis and Restigouche, and also into the means found most effectual in the hilly country in the United States for keeping the road free.

The last subject upon which the Memoranda of Mr. Young touches, is the adjustment of the propositions in which the three Provinces ought respectively to bear the expense incurred in the survey, which appears in the whole to be £11,877 1s. 8d. sterling.

It appears that the Legislative Assembly of this Province addressed the late Governor General, Earl Cathcart, expressing the opinion of that body, that a survey and estimate should be made for the purpose of ascertaining the best route for constructing a Railroad from Quebec to the South Eastern boundary of this Province, to unite with a Railroad to be constructed onward to Halifax, and that a Report should be obtained of the nature of the country—its population, resources and trade, and other statistical information as would enable the Legislature to judge of the commercial value and importance of the projected improvement, and to decide as to the extent to which it may be for the interest of the Province to co-operate with the Imperial Government and Sister Colonies, in undertaking and assisting in the completion of this undertaking.

The Assembly therefore prayed His Excellency to take the necessary measures to procure such survey, estimate, report, and information, assuring His Excellency that the House would make good the expense attending the same.

Like

Like measures having been adopted in the Provinces of New Brunswick and Nova Scotia, a joint survey was set on foot, which was manifestly expedient, as each Province was more or less interested in the facilities offered for making the projected Railroad in the other, and in the means of supporting the road, which each afforded.

The survey having been made, it became a question in what proportion the expenses should be borne.

It appears that the projected road would run through the Province of Nova Scotia, one hundred and twenty miles; through New Brunswick, two hundred and forty miles; and through this Province two hundred and eighty miles.

It appears also, that the most difficult part of the Line was found in the Province of New Brunswick; and that the most expensive part of the survey was in that Province.

In the opinion of Mr. Young, in which the Committee fully concur, the Province of New Brunswick is far less interested in the proposed Railroad than the Provinces of Canada and Nova Scotia: the one being inland, and the other the Atlantic terminus of the Line.

It therefore appeared to the Government of Nova Scotia that it would be unjust to place the expense of the survey through New Brunswick wholly on that Province.

The Government of New Brunswick has consented to pay, and has paid £3959 0s. 6 $\frac{1}{2}$ d. sterling, being one third of the whole expense. This amount, the Government of Nova Scotia is of opinion, is as much as can with propriety or justice be required of the Province of New Brunswick.

Mr. Young, on the part of the Government of Nova Scotia, proposes in his Memoranda that the remaining portion of the expense should be borne by the Provinces of Canada and Nova Scotia, on the principle of mileage, or according to the length of Road surveyed in each.

But the distance being so short in the Province of Nova Scotia through which the Line passes, the Committee have not been willing to assume this principle of division; at the same time they have not thought it fair to insist upon Nova Scotia, with so short a Line of Survey, paying as much as this Province. But as a medium course, after some discussion of the point with Mr. Young, and with Messrs. Uniacke and Tobin, Members of the Executive Council of Nova Scotia, at present in Montreal on public business with your Excellency, the Committee have thought it would be a fair adjustment of the question, for this Province to pay on the principle of mileage as if New Brunswick were included also paying on that principle, and that Nova Scotia, in consideration of her interest in the work, and of the comparative smallness of her expenses of Survey, calculated upon the principle of mileage, be left to pay the amount from which New Brunswick is relieved.

This arrangement, Mr. Young says, will be assented to on the part of the Province of Nova Scotia, and if it meets the approbation of your Excellency, will leave the sum of £11,877 1s. 8d. sterling, to be distributed as follows:

Canada, according to mileage,		£5196	4	5
Nova Scotia, do. do.	£2226	19	1	
Do. additional,	494	17	7 $\frac{1}{2}$	
		2721	16	8 $\frac{1}{2}$
New Brunswick,		3959	0	6 $\frac{1}{2}$
		<hr/>		
		£11,877	1	8

The Committee of Council have had great pleasure in communicating, by your Excellency's permission, with the above named gentlemen accredited to your Excellency by the Lieutenant Governor of Nova Scotia. The Committee feel that such interchange of friendly communications between Provinces of the Empire so nearly connected by position and interest, cannot fail to have a tendency to perpetuate the connection of the Provinces in a common political family with the other portion of Her Majesty's dominions.

[Certified.]

J. JOSEPH, C. E. C.

CIRCULAR.

Halifax, 4th January, 1849.

SIR—

At the ensuing meeting of the Legislature the proposed project of connecting Halifax and Quebec by Railroad, will be submitted for the consideration of the Country. The very able Report lately returned by the Commissioners appointed by Her Majesty's Government, for this service, which is in the course of publication in the *Royal Gazette*, and other Newspapers, will satisfy you that it has now assumed a practical shape, and is reduced to a simple question of finance and calculation.

In ascertaining the exact estimate of its cost, there is an item, regarding which it is important to ascertain, at the earliest possible time, the opinion of the Proprietors of the soil, over which the line of Railway will run.

Two parts of the Line, from Halifax to Amherst, and from the River du Loup to Quebec, the latter a distance in Canada of 110 miles, will pass chiefly through a settled country, and considerable portions of it through cultivated fields—the enquiry now is, whether the Proprietors here will be prepared to afford “a breadth of way” for the Railway, free of charge?

In the consideration of this question, it is necessary to solicit attention to the fact that its completion will, according to the invariable experience of other countries, double or treble the price of our forest lands, and add largely to the marketable value of the Farms through which it passes. Abundant evidence can be adduced in support of this assertion—in some of the Western States land sold at an upset price of \$1 20 per acre, realized in a short time after the introduction of the Railway \$10 and \$16 per acre. Cultivated lands in the immediate vicinity of Railroads in Great Britain and on the Continent of Europe have received a large increase to their value by the facilities which they afford for the transport of the products of the soil, by the centralization of an increased population, and the rise of villages and towns.

To show the sense in which they are appreciated in the neighbouring Republic and in Canada, it is stated that, in the new Lines of Railroad about to be laid in the State of Maine, a large body of the proprietors have given a sufficient breadth of way without compensation—extensive concessions have also been made by the owners of the soil on the Line of Railway now building, to connect Montreal and Portland; and in the Report of the Engineers upon the Great Western Railroad to traverse Canada West, from Hamilton to Windsor, situate on the waters of Lake St. Clair, it is stated:—“The right of way has been gratuitously released for a distance of nearly one hundred and eighty-two miles, embracing two thou-

sand four hundred and sixty-four acres of land, exclusive of ground given for 'depots.' From the liberal spirit of the Charter, which allows benefits to offset damages, and from the great interest manifested by the land-holders generally throughout the entire Line in favour of the work, it is anticipated that most of the remaining portion will also be obtained without expense. The item of land damages, therefore, has not been included in the estimates of the cost of the work."

I was assured, when at Quebec in January, 1846, that the feeling in Canada East ran so strong in favor of this enterprize, "that the Surveyors would receive a *carte blanche*, and permission to select the best Line, free of charge, although it penetrated the very centre of a farm."

The estimate contained in the Report is, that the Railway will cost £7000 stg. per mile—the entire cost Five Millions sterling. Three Millions to be raised in London, under a guarantee of the Imperial State—the Colonial Legislatures having previously pledged their Revenues to secure the payment of an annual Interest of four per cent. on a certain proportion, or 7-10ths of the loan. The proportion which Nova Scotia will require to provide will be equal to £20,000 per annum.

If the Railroad is to be completed this burden must be assumed by the Legislature, for and in behalf of the *whole* people—those whom it will more immediately and directly benefit ought not to hesitate to afford a liberal contribution, and to give up a portion of the soil they own, when an additional value will be given to the residue of their properties.

In the Report and estimate of the Penobscot and Kennebec Railroad, dated 1st May last,—to run from Waterville to Bangor, in Maine, a distance of 54½ miles, and intended to form a part of that line which, it is hoped, will yet connect Calais, St. John, Amherst, Truro, and Halifax, with the cities of the United States—the whole cost of which is equal to \$982,599, only \$20,000 is set apart for land damages and fencing.

Some of the proprietors in the County of Halifax have already said, that they will be prepared to set off the "width of way" required.

It is of course in vain to expect that great public improvements of this kind can be effected, unless aided by the cordial co-operation and contributions of the people; and equally vain to anticipate that the Legislature will be prepared to assume the large responsibilities required, unless a liberal spirit is exhibited by those whom this great work will at once enrich and benefit.

The feeling may be tested by personal application to, and by letters from, the proprietors individually; or by a petition being got up in the different settlements, soliciting that a Bill should be passed by the Legislature, giving the Commissioners the power of laying off the breadth of way required.

In some localities, where a large space may be demanded, for stations, houses, &c., suitable compensation will no doubt be made; and in the case of absent or poor proprietors, the outlay for fencing may be repaid by a surrender of an equivalent value in land; but it is right that it should be generally known, that in the United States and in Canada, it is invariably provided that land shall be taken at its *then* value, without regard to the increase which the Railroad will occasion. This provision is necessary to control selfish or reluctant proprietors, who would oppose the progress of public improvement, to protect their own interests, by the obstruction and sacrifice of those of the public.

It is for you to decide in what way the feeling of the proprietors in your own immediate neighbourhood may be best ascertained—but a confident hope is cherished that a liberal and encouraging example will be set in this Province, and

that

that such immediate action will be taken as to guide the Legislature, when the question of the Railway comes before it for decision.

I have the honor to be,
Your obedient Servant,
(Signed) **GEO. R. YOUNG,**
Commissioner.

Memorandum relative to the project of connecting Halifax and Quebec by Railroad.

The Report lately returned by Major Robinson, R. E., to Her Majesty's Government detailing the survey of a practical line, and giving an estimate of cost; and the Despatch of Earl Grey, dated the 17th November last, addressed to His Excellency Sir John Harvey, suspending the action of the Imperial Government until the Legislature of the three Provinces have passed upon it, place this project in an entirely new phase, and reduce it to a question of calculation and finance.

The enquiries now are—Is it to be prosecuted or abandoned? Can the requisite means be raised to complete it and in what way?—and, the main and material enquiry here,—Ought the Legislature of Nova Scotia to pledge the revenues of the Country to the extent required.

Before proceeding to the details, by which these enquiries are to be solved, it may be judicious to state certain preliminary points, upon which no difference of opinion is likely to arise.

First—Of the four lines referred to in the Report No. 2, called “the Halifax and Eastern or Bay Chaleurs Route, through New Brunswick to Quebec,” may be adopted as the best. It seems to be the easiest line,—it possesses the most extensive and profitable field for colonization,—it is most distant from the American territory, and will collect the largest amount of returns. The grounds upon which it is recommended, appear, therefore, to be ample and conclusive.

Second.—It will not be contested that the Railway ought to be built upon the most approved model, to combine at once strength and durability. Although its centre will pass, for at least three hundred miles, through a new and unsettled country, it must be constructed with a view to meet the requisites of the two *termini*—to provide at once for the transit of heavy freights, and to afford the comfort and speed, if not elegance, which passengers, travelling, whether for business or pleasure, between the Old and New World, will require. An inferior and cheaper line would defeat the ends in view, and be, therefore, an unwise and injudicious saving.

Third.—It may be expedient here to touch, although not to pass decisively upon, two prominent questions suggested by the Report. *First*—the height at which the Rails should be laid to prevent impediment from the snows; and *second*—the width of the gauge.

As to the first of these, the evidence is most satisfactory and complete, that snow will not impede the working of the Railroad. The elevation of the Rails above the surface,—the erection of snow fences to guard against heavy drifts,—and the use of the snow plough, have been found in the Great Northern Railroad in Great Britain, and on the Railways both in the United States and in Russia, effective in keeping the rails free. The fears very generally entertained on this subject, when the project was first mooted, are now dissipated. On the Line from
Montreal

Montreal to Hyacinthe, being part of the St. Lawrence and Atlantic Railway, the rails have been elevated above the surface to the height of from four to five feet : the height at which they ought to be placed on the Great Trunk Line, will depend, of course, upon the nature of the ground—the inequalities of its surface, and upon the results of experiments, still trying out both in Canada and the United States.

As to the gauge, the Report states “that as no Railways have as yet been built in that part of British North America through which the Line is intended to be run, the question of the gauge is clear and open.” An intermediate gauge, however, has been recommended, and the width five feet six inches is stated as that “*probably* most suitable, combining the greatest amount of practical utility, with the least amount of increased expense.”

No single point in Railway science has been more warmly discussed, or produced a greater variety* of opinions among scientific men. A break of Railway entails all the inconvenience of crossing a ferry,—change of freights and passengers, from one set of carriages to another, loss of baggage, annoyance and delay. The question has been referred to the consideration of the Committee of the Commons, voluminous reports have been published : and, at last, the Imperial Parliament interfered, and passed an Act to introduce uniformity. By the 9th and 10th Victoria, it is enacted, “That five feet three inches shall be the gauge for Ireland, and that all Lines in England south of the Great Western Railway from London to Bristol, shall be of the gauge of seven feet ; and those north of this Line, except certain undefined Lines connected with the Great Western, shall be of the gauge of four feet eight and a half inches.

There are many reasons for establishing that the intermediate gauge is the best adapted for the Colonies ; and although the question may be left open, the fact that the Directors of the St. Lawrence and Atlantic Railway, and of the Great Western Railway of Canada West, have both adopted the gauge of five feet six inches, ought to have material bearing. How far West this Line will yet penetrate—whether it is yet destined to cross the St. Lawrence, and to circulate the northern edge of Lake Ontario, is a problem for the future. In laying, however, this Atlantic basis of a great Trunk, uniformity of gauge from one end of the Provinces to the other ought to be kept steadily in view.

In

* In his evidence before a Committee of the House of Commons, Mr Wyndham Harding said : (Nov. 6, 1846.)

“Among the peculiar advantages of Railways is punctuality, as well as dispatch ; whereas where you have a break of gauge, it is quite impossible to ensure punctuality. Taking a passenger out of one carriage, moving him with all his articles of luggage, and all that accompanies him, into another carriage, gives rise to delay ; but when horses and carriages accompany passengers, that increases the delay. I have seen two or three hours occupied in getting a restive horse into a train (trunk). With regard to merchandize, you stop your train ; you take it to pieces and damage it, to unpack and repack them in bulks of a different size, to take an inventory of the whole as you pass them over. This costs a great deal of money and time. The goods are continually injured, wrongly invoiced, and misdirected ; it must always be so when work is done in a hurry.” Mr. Chaplain, the great forwarder, stated “that a break of gauge necessarily involves transshipment ; and that this involves loss by misdirection and pilferage, as well as a detention of hours and days, and an actual money tax of from 1s. 6d. to 3s. 6d. sterling per ton.”

In the Report the estimate of cost is thus given:—

Total distance, Halifax to Quebec, 635 miles at £7000 steg. per mile,	£4,445,000
Add 1-10th for contingencies,	444,500
	£4,889,500

In round numbers, Five Millions. Estimate for each Province according to distance:—

124 miles in Nova Scotia at £7000 per mile,	£868,000	
Add 1-10th as above,	86,000	
	£954,800	
243 miles in New Brunswick,	1,638,000	
Add 1-10th as above,	163,800	
	1,801,800	
277 miles in Canada,	1,929,000	
Add 1-10th as above,	193,900	
	2,132,900	
		£4,889,500

Looking at the table of gradients, as returned by Captain Henderson, R. E., it will be obvious that, in proportion to distance, these are higher and more difficult in our own Province than in Canada and New Brunswick. The results in the table are thus stated:

Heights of gradients:	Canada.	New Brunswick.	Nova Scotia.	
50 to 40 feet	5	8	10	miles,
50 to 60 feet	8	4	7	“
60 to 70 feet	0	0	4	“
	13	12	21	
Totals,				

In Report, page 17, it is said—“In Nova Scotia the passage over the Cobequid Hills cannot be effected without heavy grades of 1 in 79 and in 85; but as these occur, the one in ascending, and the other immediately descending, and only for 10 miles, the inconvenience can be easily got over by affording an assistant Engine for the goods train at that part.” The effect of these gradients is to increase the cost of construction and tariff of working expense, and will, of course, swell the relative proportions of both against the Province.

It is an ascertained fact, says Colonel Simpson, in his preliminary Report, page 2, that an inclination of a Railway rising only 15 feet in a mile, an inclination not distinguishable from a level, without the aid of levelling instruments, would double the resistance of a Railway. An Engine of 20 tons, capable of drawing a train of cars carrying 800 tons, on a level, would carry in an ascent of 15 feet in a mile, only 400 tons, and were that ascent to increase to 60 feet, only 220 tons. To overcome the difficulties occasioned by the heavy gradients on this Line, it is suggested in the Report, page 26, that an extra Engine should be provided for the distance of 25 miles.

The estimate of £7000 sterling—£8750 currency—per mile, based upon the experience of Massachusetts, may be regarded as sufficiently large to cover all contingencies—it might be stated at a lower sum. The cost of 369 miles of Railway in the State of New York, as ascertained by an official Return on the 1st January, 1847, was equal to £6252 currency, or \$25,008 per mile. Most of these

had only the plate rail—but the iron rail was then laying on some of them, at the cost of \$10,000 per mile; this would increase the cost there to \$35,008 per mile. In Colonel Simpson's Report, page 7, an estimate is given of six of the least expensive Roads laid in the United States, being 158 miles at \$2,065,852, equal to \$13,156 per mile, and, at the same page, he states that the Champlains and St. Lawrence Railroad, 15 miles, cost \$212,000, equal to \$14,140 per mile. The estimate for the Great Western Railway of Canada West was, for the

Eastern division,	42,10	\$23,682,	or	£5,920	currency per mile,
Central “	75,84	27,067,	“	6,767	“ “
Western, “	109,95	15,875,	“	3,969	“ “

In the Report of a Survey and Estimate for building a Railroad from Waterville to Bangor in the State of Maine, dated 1st May, 1848, the expense of grading and superstructure, with iron rails, for the distance of 54½ miles is stated at \$16,709 or £4,189 currency per mile—the estimate for running Furniture, Engines, Cars, Snow Ploughs, &c., at \$73,700 for the whole length, equal to about \$1380 per mile, making the entire cost of this Line only £4522 5s., a little more than one half of the estimate contained in the Report. The estimate for the line from Portland to Kennebec (measuring 38 miles) was £6,400 per mile; from Concord to Haverhill, N. H., \$25,809 per mile. Considering the large outlay required in New York and Massachusetts for land damages, and the sums paid for stations, depots, the additional cost of labour and materials there, the tariff upon iron, which, according to an estimate made by Mr. Stuart, in his Report on the Great Western Line for Canada West, 1st September, 1847, page 12, and in the Report is calculated at £500 per mile, and the larger experience now required—this estimate of £8750 per mile will be rather above than below the mark.

A point here worthy of due consideration is; whether it ought to be undertaken as a public work, or whether such adequate security and encouragement ought to be afforded as to induce capitalists to embark in it. Both modes are suggested in Earl Grey's Despatch.

The former is no doubt the preferable course. In the first place, it is thought that no Company will be organized for the purpose, unless interest on the capital be secured by the Imperial Government for a certain number of years. The risk must therefore be assumed by the Colonial Legislatures; in such case they ought to retain the management and control. But there are other equally cogent reasons,—as the funds must come from abroad, to incorporate a Company would be to create a monopoly, held by absent proprietors, over whom the Legislature could ensure no effective check or controul.

In the United States many of these works have been prosecuted mainly with the view of advancing the *indirect* effects—the changes they produce in the channels of trade, and the increase they give to the value of real estate. In the adjustment and reduction of their tariffs these objects are kept steadily in view. If a Company were formed in London, or elsewhere, it is obvious that no such policy would govern them.

The next enquiry is—ought the Imperial Government and the Provincial Legislatures to undertake it as a joint work—or should the Colonies build and work the Line each within the limits of its own territory.

If the statistical tables kept from the 1st July to the 1st January last in Canada and Nova Scotia should establish the fact that the Line from Halifax to Amherst (124 miles), and from Quebec to River du Loup (110 miles), will, as soon as completed, pay the working expenses and interest upon capital, these two Provinces might gain by a severance of interest, and by confining their responsibilities

bilities to the charge of the Line each within its own territory. Nova Scotia would gain even more than Canada by the adoption of the principle,—but as it is put forward *as a great inter-Colonial project*, as the British Government is expected to aid it *as such*, as the gradients in Nova Scotia are the most difficult; and as both Canada and New Brunswick are required to furnish larger quotas of Crown Lands, which this Province has not now in reserve, the fairest and simplest mode will be to treat it as a general undertaking, and to build and conduct it without reference to territorial distinctions.

The fact that both of these sections are expected to remunerate, will, of course, diminish the responsibility on the whole;—so far as regards them, however, all that is required will be payment of the interest until they are completed. With this prospect they are the sites where operations ought to be first begun.

The more unproductive portions of the Line will then lay thus:—

In Canada,	277 miles
Off from Quebec to River du Loup,	110
	—167 miles
New Brunswick,	233
	—
	400 miles.

In addition to the Five Millions New Brunswick may stipulate for aid to enable her to complete the branch of which a survey has been made last season, running from the Bend of the Peticodiac to the City of St. John and onwards to the United States. In this branch Nova Scotia has an immediate and equal interest, and whenever completed it will, from her territorial position, give the Railroad in this Province two sources of revenue. Her separate interests in this ought to be protected, in any agreement now made.

It is proposed in the Report that the Five Millions required should be raised by a loan of Three Millions upon the credit of the Provincial Revenues, and under an Imperial guarantee; and that the residue should be drawn out of Two Millions of acres of the wild land lying along the Line, to be reserved and sold from time to time for the exclusive benefit of the work. And further, “that, upon the reserved lands, and the loan as a basis, notes should be issued in payment of wages and salaries,” receivable for Customs and Excise Duties, and made payable at the different ports of immigration in the United Kingdom. “The amount,” adds the Report, “to be issued might be limited to the extent of acres, and as these were sold an equal amount of the notes should be cancelled.”

First, as regards the sales of land, it cannot be calculated with certainty that they will yield so large a sum and at such an advance in price.

In Nova Scotia the upset price of Crown Lands is 1s. 9d. per acre; a Bill has twice passed the Legislature reducing the price to 1s. 3d. per acre. In New Brunswick the price has varied from 2s. 6d. to 3s. per acre; and in Canada so far from their being held as a source of revenue, during the last year large tracts have been laid off by survey, public roads formed to intersect them, and gratuitous grants offered, on condition of their being settled; and a certain proportion cultivated within a limited period. It is a calculation too sanguine to rest upon, that these lands, now selling at 2s. 6d. or 3s. an acre, would ascend so rapidly in value, and be realized at 20s. sterling, or 25s. currency per acre.

In the United States the upset price of public lands is limited to 7s. 6d. per acre. By the last report of the Commissioners submitted to Congress at the Session of 1847, the quantity of land sold in the States of Ohio, Indiana, Illinois, Missouri, Alabama, Mississippi, Louisiana, Michigan, Arkansas, Wisconsin, Iowa,

Iowa, and Florida, up to 1st January, 1848, was 94,749,271 acres, and the money received therefor was \$130,851,448, the average price being \$1 38 cents per acre. In a second report dated November 30, 1847, and submitted to Congress by the Secretary of the Treasury, it is stated that during the year 1846, 2,263,730 acres were sold, amounting to \$2,904,637; and in the first, second and third quarters of the year (1847) 1,839,024 acres have been sold, producing \$2,300,332—the average produce, it will thus be seen of the sales of 1847, were equal to \$1 40c. per acre. Speaking from memory, the average sales of the Canada Land Company did not exceed 12s.; and those of the B. N. A. Land Company not over 6s. for 1847.

Although doubtful of the success of this part of the scheme, the Crown Lands, I still incline to think, may be made to yield the sum required. The three Provinces will not hesitate to set off a larger quantity, provided it will insure the completion of the work. Wild lands are comparatively valueless in themselves—they become valuable by being settled, and by the growth of villages and towns. The Railway will amply repay the appropriation required by increasing population, and adding to the marketable value of the residue.

They will unquestionably be made available to a large extent by voluntary sales—by inducing the contractors and workmen to accept part of their payment in lands; but the preferable, and more certain mode, would be to lay off the best tracts—to dispose of them to some of those companies in Great Britain now organizing for the purpose of promoting systematic emigration, or to guarantee them to the Imperial Government as a suitable field for a great scheme of National Colonization. In this way the Two Millions might be obtained.

The agitation of late years in the Mother Country, indicates clearly that the public mind is preparing for some vigorous movement of this kind. Mr. Godley's letter to Lord John Russell, 1st March, 1847; Lord Lincoln's speech in the Commons; Lord Monteagle's report to the House of Lords, with the mass of startling and prophetic evidence attached to it; the publication of the Colonial Circular, under official authority; the formation of no less than three Societies in London during the last year—Captain Lewis's letter to Earl Fitzwilliam, and the tone of the British Press, are the visible symbols of that outward pressure which ever precedes the action of the Government. The famine of 1847, which produced such fearful effects in the Highlands of Scotland and in Ireland, requiring the immense sum of 14 Millions in public and private contributions to alleviate its misery; and at one time, throwing the support of three and a half millions of a starved and dying population upon property, have produced "a crisis," which will induce measures to secure relief against the recurrence of a similar calamity; and guard, in fact, against the impending dangers of such an overcrowded and surplus mass.

The remedial measures passed for Ireland in the Session of 1847, founded upon the apothegm that "property has its duties as well as its rights,"—telling the Landlords "that a surplus population upon an Estate, like barrenness, or the absence of improvements, is one of those disadvantages, contingent upon its possession, against which they are bound to provide relief"—that they must either encrease the produce of their land and improve the habits of their tenantry, or support them by poor rates,—making them, in fact, a tax upon Rent Roll or income, will induce them, like the landlords in England and Scotland, to turn to this new field for emigration, with an eager desire, to avail themselves of its advantages.

Great Britain has now no field for her surplus millions, comparable to that afforded by the Crown Lands of these Lower Colonies. In the United States, there is

is a feeling daily expanding, hostile to the admission of foreign emigrants to the rights of citizenship—Hunterian Societies are on the increase,—some pamphlets full of prophecy and threatened danger to their Institutions have been published in 1848. It has been proposed that a residence of years should be required before the emigrant is admitted to a full enjoyment of Constitutional rights, and new guards have been introduced by recent Acts passed in New York and Massachusetts. In Boston the local authorities may now demand from the Captain of an Emigrant Ship a bond of \$1000 to insure that the emigrant should not become chargeable upon the State for a period of 10 years; and in New York a bond of \$300 may be enforced to guard there against the same risks. The redundant population of the Atlantic cities—the high price of unsettled lands in the Northern States—the long distance inland to be travelled before a suitable location can be had—and the feeling of antipathy alluded to, render the United States less available now than formerly as a receptacle for British emigrants.

The Cape, again, has no attractions to Europeans. The Convict Colonies have reached a frightful state of demoralization. The cost of conveying an adult to Australia, as stated by Earl Grey, in his speech, August 10th last, before the House of Lords, cost £20 sterling. The upset price of Lands there, as settled in 1843, and confirmed by a recent Despatch, is 20s. sterling per acre. To convey a man and his wife, and three children, equal to three adults, to Australia, would cost £60 sterling; and fifty acres of Land £50 sterling additional. To land the same family in a port in British America would cost £12 to £15 currency; and, if the emigrant be a man of good character and steady habits, a suitable location of 50 acres would be conceded by a gratuitous grant.

To secure the successful and practical working of a National Scheme, the Railroad would be an invaluable auxiliary. It will provide employment and food to the emigrant while he is “waging his war upon the wilderness,” raising his log hut, and preparing his first crop.

These views are thoroughly understood by the Ministry, and other Statesmen in Parliament. They are referred to in Lord Lincoln's speech—they have been propagated by Lord Stanley; and Earl Grey has said—“I am of opinion that the mode in which Colonization may, with most prospect of success be promoted, is by the application of any money which may hereafter be granted or advanced by Parliament for this purpose, in opening Land for settlement, by making such improvements as I have described, or by constructing public works of a more important character, such as Railways and Canals.”

Neither need it be apprehended that, with this influx of population, the Colonies will be overrun by an inundation of Paupers. The new Passenger Act, passed last Session of the Imperial Parliament—the liberal grant of £130,000 sterling voted to compensate Canada and New Brunswick for the *extra* expenditures to which they had been subjected by the Emigrant Fever of 1847; and the sounder views now propagated, that to ensure success it is necessary “to Colonize”—to transport capital and industry, as well as numbers, to the new field, is a sufficient guarantee that the necessary guards will be adopted to transfer only a valuable and superior class. But it is, of course, in the power of the Colonial Legislature to pass such Acts as they deem requisite to ensure safety.

The following table exhibits the extent of this vast area :—

	ACRES.		
	Total area.	Granted.	Not Granted.
CANADA WEST, - - -	31,742,639		
Lands surveyed and disposed of - - -		18,150,289	
Do. unsurveyed and not disposed of			13,592,350
CANADA EAST, - - -	125,629,769		
Surveyed in Seiguories, 9,027,800			
Do. Crown Lands and Clergy Reserves laid out in Townships 8,748,758			
		17,773,769	
Disposable Lands - - -			107,856,000
Total undisposed of Canada East & West, (See Report of Surveyor General, dated Montreal, 28th January, 1845.)			121,455,350
NEW BRUNSWICK, - - -	16,207,369		
Granted and located Lands, - - -		6,355,729	
Lands not granted - - -			9,851,631
NOVA SCOTIA, - - -	9,500,000		
Lands granted in Western Counties, about, - - -		2,200,000	
Lands granted in Eastern Counties, including Halifax County - - -		3,060,000	
Lands not granted in Western Counties, Do. do. Eastern Counties, (Return of Surveyor Gen., Jan. 12, 1849.)			1,780,000
Cape Breton has an area of - - -	2,146,850		2,460,000
Of this there is granted - - -		851,741	
Not granted, - - -			1,295,109
Total area not yet granted - - -			136,642,000

Since the foregoing was prepared, a Despatch from the Right Honorable Earl Grey to Sir Edmund W. Head, dated 10th July, 1848, has been laid before the House of Assembly in New Brunswick. [See Journals for 1849, p. 54.] In reference to the sale of Crown lands His Lordship says: "I am of opinion that the principle of selling and not of granting lands, should exclusively prevail, but that the whole price for it should be invested in such a manner as to render it more valuable to the bona-fide occupier. To this end, in the Southern hemisphere, the sums received for land sales are mainly expended in the introduction of laborers, by which means the value of land is most doubly increased. A similar principle is, I conceive, advantageously applicable to New Brunswick, where all money received for land ought to be expended in improving the means of communication, by opening roads." Along with this His Excellency sent down an admirable Minute on Immigration and the settlement of wild lands, prepared

prepared by the Honbles. L. A. Wilmot, J. R. Partelow, and W. B. Kinnear, three Members of the Executive, and passed in Council, Feb'y. inst. It presents a graphic and elaborate view of the geographical features, present condition, character, crops, and resources of that fine Province, and the capabilities it affords for emigrants of enterprise and small capital. It also embodies some excellent practical views relative to the mode of laying out Crown Lands, and of conducting preliminary surveys. I give the following extracts from this valuable Minute:—

“Viewing our wilderness lands as a raw material, which is only rendered valuable by the application of labor, and considering that the addition of every industrious settler largely enhances the productive value of the Province, it is deemed of more importance that our wilderness land should be at once brought into cultivation, even without producing a direct Revenue from the sale, than that it should remain in its present unproductive and comparatively valueless condition.

“But it is not considered that the free granting is necessary to ensure its early occupation and improvement, as it may be so disposed of as to yield a large return to the Province, and yet be less difficult of acquisition by the settler than under the present system.

“It is universally admitted to be indispensable to the prosperity of every Settlement that it have good roads of communication; and the Provincial Legislature, prompted by the consideration, has from time to time appropriated large sums of money for roads, even in districts where the population is scattered; so that, in fact many parts of the Province have received more public money towards the making of the roads than has been paid to the Revenue for the purchase of lands through which those roads pass.

“It will be in vain to expect that our millions of ungranted lands will be disposed of for centuries to come, unless opened up by roads; and as the Provincial Revenue is not in a condition to advance a sufficient amount for the purpose, it becomes necessary, nay, indispensable, to devise some other mode whereby the roads may be opened and settlements at once proceeded with.

“The question then arises, can the land be made to open the roads? This may undoubtedly be accomplished, but in order that it shall be done effectually, the utmost caution and the most stringent regulations will be required, and every failure of performance on the part of the settler must be followed by absolute forfeiture, and the allotment resold.

“The price recommended for a lot of 80 acres is 4s. per acre, which will give £16; of this amount, but 1s. per acre, amounting to £4, should be paid on the application being complied with, which will be sufficient to cover the expense of survey, preparing the grant, &c.; the remaining £12 to be paid by the settler in labor upon the roads, as near as may be to his own lot, not by day's work, but at a stipulated rate per rod, and to be performed according to such specifications as may be furnished by the Government.

“It is recommended, however, that the grant should not issue until, in addition to the road work, at least four acres of the lot be cleared and put into crop, and a house built thereon; and upon a certificate being produced to the Government, properly vouched, that the work has been satisfactorily performed on the roads, and the other conditions fulfilled, the grant shall immediately issue. The settlement duties should be performed within two years from the date of the application.”

It will not be forgotten that the Hon. Mr. Bailey, the Surveyor General of New Brunswick, in his Report laid before the Legislature last year, suggested these improvements as to the mode of conducting surveys, and of taking pay-
ment

ment for Crown Land by labor expended on making roads, and that the Minute adopts the principle before recognized by the Executive in Canada, and so fully explained in the Hon. Mr. Sullivan's letter to the Bishop of Montréal. The subject of emigration may now be regarded as a separate branch of administration in the Colonial Office,—the Hon. T. F. Elliot, for so many years the head of the Board of Commissioners in London, and so justly celebrated for his knowledge on that subject, having been recently transferred to the Colonial Department, as one of the Under Secretaries of State.

The value of the Crown Lands of New Brunswick, as a field for emigration, are fully described in Major Robinson's Report, and a vast body of statistical information will be found in Mr. Perley's most valuable Report, submitted to the Assembly of New Brunswick by Sir W. Colebrooke, in the Session of 1847, and subsequently laid before the Imperial Parliament 9th Jan'y, 1847. It was ordered by the House of Commons, along with other returns relating to Colonial Railways, to be printed July 21, 1847, and these have since been circulated in the form of a Blue Book.

The Surveyor's Report of the extent and value of the Crown Lands in this Province, and Mr. Dawson's Report upon the Minerals to be found on the Line as promised in the Memoranda, submitted to the Executives of the Sister Provinces in June last, have not been obtained this season, from causes beyond my control. They will be supplied at an early period in the following spring. Since the Report was prepared an admirable Report of the quality of the Crown Lands lying in the valley of the Metapediac, between Metis and Campbelltown, and of the Statistics of Road Travel kept last season between Quebec and Metis, and prepared by Mr. Simms, under the direction of the Hon. Mr. Tache, Chief Commissioner of the Board of Works, have been forwarded to me by the latter. It establishes that, on this line, there are large tracts of vacant Crown Lands eligible for settlement. Although not added to this Report they will appear in the Journals of the House. Mr. Simm's Report is a practical and most valuable document.

By the returns of 1846 the area of France was stated at 130,339,000 English acres—the population, 35,400,486 souls. In these three Provinces there is a larger area of ungranted Land than is in the entire surface of France, and while it supports a population of 35 millions, there are not here 2 millions in all.

In Great Britain there are:—

Acres of Land cultivated,	46,522,970
“ “ uncultivated,	15,000,000
“ “ unprofitable,	15,871,455
	77,394,455

In these Colonies we have nearly double the extent of acres in the whole area of Great Britain yet to be disposed of. In 1841 the population of the United Kingdom was 27,019,558.

Upon the advantages and feasibility of issuing redeemable notes, as proposed, doubts are seriously entertained. If the loan of Three Millions is obtained under the sanction and with the guarantee of the British Government, the capital ought to be drawn to the extent only to which it may be required. It would, of course, be injudicious to borrow and deposit actual capital or specie, upon which Interest was accruing, to support the credit of a fictitious capital—valuable only because the representative of that which is tangible and real.

If, again, the amount issued is “to be limited to the extent of acres, and as these

these are sold an equal amount of notes should be cancelled," it would follow that they are intended to be redeemable out of the sales of land. But, it is obvious that no paper redeemable out of so uncertain and precarious a fund, would circulate at par. These notes would assume the character of land scrip, and in Canada scrip of this kind have been depreciated to a twentieth part of their nominal value. If, however, to be made redeemable in cash, at the respective Treasuries of the three Provinces, and at the chief ports of emigration in the United Kingdom, they would effect no saving, because, if payable on demand, and such a condition would be essential to maintain their value at par, a sufficient quantity of money would be required to be kept at all times on hand to redeem them when presented. If, indeed, in each Province a certain amount of negotiable paper were issued, redeemable only at its own Treasury, a relative amount of the precious metals might be deposited to meet the probable demand; but, if issued in the three Provinces, payable in England and throughout the Colonies, whenever and wherever presented, it would create, I fear, inextricable confusion and embarrassment.

Had it been proposed that debentures or scrip should be issued to a limited extent, under the guarantee of the British Government, payable in a period of five or ten years, with a fund set apart for the payment annually of the accruing interest, like the stock certificates issued by the Government of Nova Scotia, or the scrip issued by the State of New York for raising capital to complete the Great Western and the New York and Erie Railroads, such a proposition would be tangible and might be adopted; but to issue redeemable paper, in the mode suggested would, it is feared, violate the established principles upon which a sound currency can only be based, and would, of necessity, fail to realize the beneficial consequences anticipated from it.

In the Report two estimates are given:

First—"Upon the loan of Three Millions, the Interest at four per cent. would amount to £120,000 per annum.

"Of this sum it may fairly be assumed that, for the conveyance of the Mails between Halifax and Quebec, the Post Office Department would be willing to pay annually an equal amount to what is now paid for the same service. This has not been officially obtained—but there are good grounds for supposing that it is nearly £20,000.

"In the case, then, that beyond this the Railway only paid its own working expenses, the sum of £100,000 would have to be made good out of the Revenues of the Provinces.

"The proportion of this, or of whatever sum might be deficient to pay the Interest on the loan, would have to be arranged; and it may, for the sake of illustration, be supposed to be as follows:—

Nova Scotia,	20,000—proportion	2
New Brunswick,	20,000	2
Canada,	30,000	3
The Imperial Government,	30,000	3
	Total,	10
	£100,000	

The second estimate is:—

"There is some reason to believe that these two portions of the Line will be found to have sufficient traffic to pay, over and above working expenses, the moderate interest upon capital of four per cent.

“ If such should prove to be correct, then the foregoing statement would be modified, and stand thus :—

Total distance, Halifax to Quebec,	635
† Quebec to River du Loup,	110
Halifax to Amherst and Bay Verte,	125
	— 235
Leaving unproductive still,	400 miles.

“ If the total Line can be done for £3,000,000, then the proportion for the 400 miles would be £1,889,600 or 2,000,000 nearly.

“ The interest for which would amount to £80,000.

“ Deducting £20,000 for the conveyance of the Mails, then the sum to be responsible for would be £60,000, which, divided proportionally as before, would give for—

Nova Scotia,	£12,000—proportion	2
New Brunswick,	12,000	“ 2
Canada,	18,000	“ 3
Great Britain,	18,000	“ 3
	—	—
Total,	£60,000	10

“ Therefore, for the responsibility (perhaps for *assuming it only*) of £100,000 or as the case may prove £60,000, the Quebec and Halifax Railway may be made.”

Founding our present calculations upon the higher estimate, and presuming that Nova Scotia will be required to provide adequate security for the payment of £20,000 per annum, as the interest on her share of the capital,—it may now be enquired, what the extent of liability actually is necessary to be assumed,—what the best way in which the security can be given, and what may be the probable risk.

In the Report no opinion is given upon this subject, but it has been supposed upon the best authority, that it will take five years to complete the whole. Supposing the expenditure to be equally apportioned over this whole period—then Nova Scotia would require to provide in

1849	£4,000 only, in
1850	8,000
1851	12,000
1852	16,000
1853	20,000 Sterling.

But in 1849 the Line may be completed to Truro, and in 1850 to Amherst. As soon as the Roads are laid the cars may be put in operation—just as the cars are now running from Portland, forty miles into the State of Maine, and from Montreal thirty miles to St. Hyacinth, both of these forming branches of the St. Lawrence and Atlantic trunk. This practice is invariably adopted in the United States,—they gradually complete the Line, from village to village, and one half of a long Line may actually be yielding a profit, before the grading on the other half has even been begun.

At the end of the second year the portion of the Line from Quebec to River du Loup, and from Halifax to Amherst, on the Bend of the Peticodiac, may be completed; and if, as is anticipated, they yield enough to pay the working expenses and

and interest on capital, this will proportionably reduce the amount of interest to be contributed in the three last years. If they pay the contribution would be reduced in

1851	to	£4,000
1852	to	8,000
1853	to	12,000

To meet the payment of £4,000 and £8,000, the people of Nova Scotia will have the profits derived from the expenditure of £954,800 sterling of British capital—£1,193,500 currency; and during the next three years they will have all the advantages which the Railway must confer,—the increase of population, intercourse and trade, the wealth, development and activity which it will produce.

It is believed, that the introduction and expenditure of such an amount of foreign capital, the increase of mechanics, laborers, and settlers, which it will necessarily bring, will, even under the existing tariff, increase the Revenue to a larger amount than is required.

The Revenue in Canada is equal to about 10s. a head—in New Brunswick it is about 14s.—in Nova Scotia last year it was equal to about 7s. 6d.; if the Railroad add 50,000 to our population, this addition of itself would nearly yield the Revenue demanded.

Such an addition would create a new market for agricultural produce, elevate prices and add to the prosperity and comfort of the whole agricultural class. It would create a demand—a market at home.

From the calculations made in the States of New York and Massachusetts, it has been found, that the population situate within any given area, to whom the facilities of Railway communication are extended yield a Revenue of* 11s. stg. per head, to the Railway fund. Supposing the average would be 10s. stg. per head, the returns would be as follows:—

Halifax City, say	20,000
County (beyond the city)	10,000
Colchester,	12,000
Cumberland,	10,000
	<hr/>
	52,000
Hants, say	5,000
Pictou, say of the population of 30,000,	5,000
Sydney,	1,000
Guysborough,	1,000
Cape Breton of the population of 40,000 say	5,000
Prince Edward's Island,	5,000
	<hr/>

74,000 persons.

within the verge of the Railway.

At 10s. stg. a head, these would yield a revenue say of £37,000 sterling.

This represents only the way or local traffic; but the great source of income will be the inter-colonial or *through* traffic—for the most imposing feature of this Railroad, is, that it is to become the great thoroughfare for travelling between the Old World and the New—from the Atlantic States by the way of Boston, Portland,

*This calculation in these States, are based upon a division of the Railway returns by the entire number of the population. The above is differently stated.

Portland, and St. John, to Halifax; and from the Western States, Ohio, Iowa, Michigan and Canada, by St. Joseph, Detroit, Windsor, to Hamilton, and thence by the lines circling the Northern sides of the Canada Lakes, to Quebec, and onwards to Halifax—clearly destined yet to become the great maritime entrepot—the point, first and nearest, of disembarkation, and of departure, from and to Europe.

Before the magnitude of this scheme and its future effects can be realized, there are subsidiary enterprizes yet to be accomplished. The Railroad is now completed from London to Holyhead, and the Dublin Mail Steamers make the latter their starting point. With a rapid steam communication from Holyhead across the channel, and a Railroad traversing Ireland to Valentia Bay, the Mail Steamers may take their departure from the latter port, enter at once upon the Western Ocean, avoid the dangers of the Irish Channel, and with the lighter weight of coal which the shorter voyage will require, may accomplish the voyage to Halifax, not 1800 geographical miles, in less than six days. With a Railroad to Quebec, 635 miles, at 30 miles an hour, and to Boston, 600 miles, at the same speed, the distance would be accomplished, to the former in 7 days 21 and to the latter in 20 hours.

	Days.	Hours.
London to Valentia, say	1	
Valentia to Halifax,	6	
Halifax to Quebec,		21
	<hr/>	
Time to Quebec,	7	21
Time to Boston,	7 days 20 hours.	

A project is now on foot to convey the Mails from Boston to New York, in six hours, which, when accomplished, will lessen the distance from London to New York, now varying from thirteen to sixteen days, to eight days and three hours.

The average speed of the passenger trains in New England, is twenty-five miles an hour. Mr. Robert Stephenson in his examination before a Committee of the House of Commons on the Gauge question, August 5, 1846, said, "Every day we are running upwards of 51 miles an hour with our passenger trains, and these trains are not made with a view of obtaining an enormous speed, but such a speed as we deemed them advisable to run. There is no difficulty, whatever, in making an engine upon the narrow gauge to take 40 tons at 60 miles per hour; not the least difficulty, or even more than that. I believe that the highest speed that I have heard mentioned was by Mr. Locke to me, but that was an engine by itself, it ran 68 miles an hour on the Grand Junction. On an *experimental* trip on the 13th June, 1846, the Great Western engine in running from London to Bristol, with 100 tons, reached in some places the speed of 63 miles an hour. The highest speed of a Steamer varies from 10 to 13 miles an hour. The relative proportions between a Railway and Steamboat is three to one in favour of the former."

The expense of the voyage will be diminished, not increased.

All these results are feasible, and may be attained by the advances now made in science, and hence it is that the projectors of this Railroad have ever looked forward to the time when Halifax will become the great depot for the Mails and Passengers passing to and from the Old World and the New. The United States will become dependent upon us for the rapid transition of letters and news, as of telegraphic information. These Mails would yield a very large sum annually.

If this Line of intercourse were once established, the fund derived from passengers, mails, traffic, &c. on that portion of the Railroad running from Halifax to the

the Bend of the Petticodiac, would far exceed any estimate which could now be made.

It would, besides, have two sources of Revenue—one, derived from the traffic between our Atlantic port and the States; the other, between Halifax and the Eastern Counties of New Brunswick, Canada, and the distant and fruitful West.

If, again, the contemplated system of national colonization be carried out, it is expected that the worn out or *hack* fleet of Steamers now beginning to crowd the docks of Great Britain, unfit for the higher requirements of the route they once occupied, may be converted into Emigrant Ships, and land their cargoes, after a twelve day voyage, at the Railroad terminus in Halifax. The Emigrant Act now requires that a ship should provide seventy days' food for every passenger. In Steamships twenty or twenty-five days' provisions would be sufficient. This Railway would become the highway for all who sought a home in British North America or West in the United States, and thus yield a large fund to augment the annual returns.

Let such a facile communication be opened between Halifax and the United States, and Canada, the desire for travelling would increase—the Colonists in summer would pass to the South and West, and that immense body of travellers who now periodically come from the South to Canada, would seek, in the pursuit of health and recreation, our Atlantic breezes and pure atmosphere. This would create an entirely new, and it is calculated an ample, source of revenue.

The following table gives the number of Emigrants who have arrived at Quebec in

1840	22,065
1841	28,060
1842	44,374
1843	20,714
1844	20,142
1845	24,440
1846	32,753
1847	98,016

Up to the 27th May, 1848, being an increase over the same period in 1847 of 1329

6,443

At the rate of 2 cents per mile, or a 1d. sterling, which is the lowest rate established in England for 3rd class carriages by Act of Parliament, the revenue in 1847 from this source alone would have been equal to £200,000 and upwards.

To give some idea of the increase of passengers resulting from the establishment of Railway, the following extract is taken from the Baron Charles Dupin's Report on the Paris and Orleans Railway: "Experience has proved both in France and abroad, that in a short space of time the facility, expedition, and economy, afforded by Railways, more than doubles the number of passengers and the quantity of merchandize." In order to support such statements we will quote the following facts relative to the Railways of Belgium, England, and Scotland, in positions of extreme difference, and giving rise to a variation in the returns which far exceed all anticipation.

"Comparison of the number of travellers conveyed daily throughout the whole or a portion of the Line:—

Railways.	No. of Passengers before the establishment.	No. of Passengers after the establishment.
Manchester & Liverpool,	400	1,620
Stockton & Darlington,	130	630
Newcastle & Carlisle,	90	500
Arbroath & Forfar,	20	200
Brussels & Antwerp,	200	3,000

Increase of the number of passengers by the establishment of a Railway :—

Liverpool & Manchester,	300 per cent.
Stockton & Darlington,	380 “ “
Newcastle & Carlisle,	465 “ “
Arbroath & Forfar,	900 “ “
Brussels & Antwerp,	1,400 “ “

“ Progress in the conveyance of Merchandize by Railway compared to that of Passengers :—

Year.	Passengers.	Tons.
1834	924,063	22,909
1836	1,248,552	161,501
1838	1,535,189	274,808

“ Thus while the number of passengers increased 60 per cent. in four years, in the same time the quantity of goods increased, 1,100 per cent.”

The following is drawn from an official Report on English Railways made to the French Government by a competent agent sent for the special purpose of prosecuting the enquiry :

“ The Darlington Railway has produced, by its low rates of passage and freight, a complete revolution in the trade of the country which it traverses. It has increased the value of land 100 or 200 per cent. By these low rates the freight estimated at 80,000 tons has been increased to 640,000 tons. The passengers estimated at 4,000 have been increased 200,000.”

The Irish Railway Commissioners in their second Report state :

“ On the Newcastle and Carlisle road, prior to the Railway, the whole number of persons the public coaches were licenced to carry in a week were 343, or both ways 686. Now the average daily number of passengers by Railway for the whole length, viz. 61 8-10 miles is 228, or 1,596 per week.”

“ The number of passengers on the Dundee and Newtyle Line, exceeds at this time 50,000 annually ; the estimated number of persons, who performed the same journey, previous to the opening of the Railway, having been 4,000.”

“ Previous to the opening of the Railway between Liverpool and Manchester, there were about 400 passengers per day, or 146,000 per year, travelling between those places by coaches, whereas the present number by Railway alone exceeds 500,000.”

“ In foreign Countries the results arising from the same cause are equally if not more striking. The number of persons who usually passed between Brussels and Antwerp was 75,000 in the year ; but since the Railroad has been opened from the former place to Malines, it has increased to 500,000, and since it was carried all through to Antwerp the number has exceeded a million. The opening of a branch from Malines to Termonde, appears to have added 200,000 to the

latter

latter number, so that the passenger traffic of that Railroad superseding a road traffic of only 75,000 persons, now amount to 1,200,000."

To illustrate the gradual increase of business on various Railroads, the following statements are adduced:—

Boston and Lowell net Revenue, 1836,	£22,450
“ “ “ “ 1845,	44,356

Increase in 9 years, 21,806

Western Railroad—Boston to Worcester, Net Revenue, 1842,	£61,517
“ “ “ “ 1845,	110,715

Increase in 3 years, 49,198

Boston and Providence net Revenue, 1842,	£30,911
“ “ “ “ 1845,	49,457

Increase in 3 years, 18,456

Boston and Maine net Revenue, 1842,	£19,150
“ “ “ “ 1845,	33,241

Increase in 3 years, £14,091

The following returns relative to the Railways of Great Britain for the last five years, extracted from the Report of Commissioners laid before Parliament last Session, and dated the 31st March, 1848, furnished some valuable data:—

Traffic for the Year ending 30th June.

	Miles.	Passengers.	Paid by Passengers.	Freights.	Total.
1843,	1857	23 Millions,	£3,110,257	£1,424,932	£4,535,189
1844,	1952	27 “	3,439,294	1,635,380	5,074,674
1845,	2148	33 “	3,976,341	2,233,373	6,209,714
1846,	2441	43 “	4,725,215	2,840,353	7,565,569
1847,	3036	51 “	5,148,002	3,362,883	8,510,886

In the year ending 30th June, 1847, the relative proportions were:—

From Passengers,	£5,148,002 sterling.
“ Freight,	3,362,883 “

In the year 1847, the relative proportions derived from Railroads in the State of New York were:—

From Passengers,	\$
“ Freight,	\$

In the year 1847

Boston and Lowell Road yielded—	Passengers,	\$209,601
	Freight,	234,815
	Mails,	4,129
	Total,	\$448,555

Boston

Boston and Maine—	Passengers,	\$321,181
	Freight,	179,988
	Mails,	10,334
	Total,	\$511,504
Boston and Providence—	Passengers,	\$236,103
	Freight,	118,172
	Total,	\$354,275
Boston and Worcester—	Passengers,	\$304,580
	Freight,	374,662
	Mails, &c.	42,927
	Total,	\$722,170

In England in the year ending 30th June, 1847, the Passengers were conveyed in—

Ist. Class,	6,572,714
2nd. “	18,699,288
3rd. “	15,865,310
Parliamentary Class,	6,695,494
Mixed Class,	3,229,357

Total, 51,352,163

The fares on Railroads in the New England States may be stated at an average of two cents and a fraction per mile. On some of the Lines there is a division of 1st. and 2nd. class; the four rates or classes in England are not required here, because there is nearer approximation to equality in wealth and station in these Colonies than has grown up amidst the aristocratic forms and ancient institutions existing in the Old World. In July last the rates of fare were:—

Boston to Plymouth,	37½ Miles,	Fare, \$1 00
“ to Bridgewater,	28½ “	“ 0 65
“ to Worcester,	44 “	“ 1 25
“ to Newton,	11½ “	“ 0 25
Worcester to Albany,	156 “	“ 4 25 } 1 Class.
		“ 3 30 } 2 Class.
Boston to Fall River,	53½ “	“ 1 35
Utica to Schenectady,	77¾ “	“ 3 00
“ to Rochester,	77 “	“ 3 00
Michigan Central Railroad—De-		
troit to Kalanazoo,	146 “	“ 4 30
Antrim to Springfield,	84 “	“ 2 00
New York to Otisville (Erie)	87 “	“ 1 50
Brooklyn, Greenfield, Long Island,	95 “	“ 2 00

If the proposed project be carried into effect, and if of the Five Millions required, Two Millions be realized out of the sales or appropriation of the Crown Lands, upon which, of course, no dividends for interest will require to be paid; and deducting, from the interest on the balance of Three Millions—equal to £120,000, £20,000 expected to be paid by the Post Office for the transit of Mails, and

and £30,000 to be contributed by Great Britain for the privilege of carrying Military stores &c., interest would then only be required on a capital of £1,750,000. Interest on 5 Millions at 4 per cent. would be equal to £200,000. By this contemplated saving of £130,000 per annum on the capital required, the fares upon this Line ought to be established upon a lower scale.

The following shews the English and Belgian fares in juxtaposition :

	British.	Belgian.
	10ths of a penny.	10ths of a penny.
1st Class per head per mile	26	14 8-10
2nd do. " "	18 6-10	.8
3rd do. " "	10	.6

The fares on British Railways are higher than on any other European Lines. The first class fares are 63 per cent. higher than the French or German; 100 per cent. higher than the Italian, and 160 per cent. higher than the Danish Lines.— The 2nd class are 50 per cent. higher than those of France and Germany, and 130 per cent. than those of Belgium and Denmark. The 3rd class fares are 66 per cent. higher than those in Belgium, and 100 per cent. higher than in Denmark and Italy. The Railways of England have cost, on an average, £25,000 sterling per mile. In order to protect the poorer classes, Parliament have interposed, and by the Act 7 & 8 Vic. c. 85, sec. 6 to 10, it is incumbent on Railway Companies, to whom the Act extends, to provide one train, at the least, on every week day, and also on Sundays if they run other trains, to and from the termini, in which the charge is not to exceed 1d. per mile; children under 3 years of age to be taken without charge, and above 3 years and under 12 at half the charge for an adult passenger. Some of the Railways charge even less.

Dublin and Drogheda,	3-4d. per mile.
Glasgow and Greenock, 3rd class,	66-100th. of a penny.
" " Parliamentary,	30-100th. "
Newcastle and Berwick,	662-1000th. "
South Eastern,	90-100th. "

At the New England rates the fares would be nearly as follows :—

Halifax to Truro,	60 miles, at 2 cents,	\$1 20
" Amherst,	122 " "	2 44
" St. John,	220 " "	4 40
" Quebec,	635 " "	12 70

For the reasons already given, these rates ought to be regarded as too high.

The Belgium rates may be adopted as enough to yield an adequate return.—

The fares on this scale would be as follows :—

		1st class.	2nd class.	3rd class.
Halifax to Truro,	60 miles,	7s. 6d.	4s.	2s. 6d.
" Amherst,	122 " "	15s. 3d.	8s. 2d.	5s. 2d.
" St. John,	220 " "	27s. 6d.	14s. 6d.	9s. 4d.
" Quebec,	635 " "	81s. 7d.	49s. 3d.	29s. 7d.

Without going into minute detail, which here would be supererogatory, it may be stated, upon the best authority, that the working expenses of Railroads in New England have been found not to exceed 1200 dollars, or £300 currency, per mile per annum.

For the whole distance from Halifax to Amherst and Bay Verte, 122 miles, at £300 per mile, the annual expense would be, £36,600 Cy.
 But it has been already shewn, by the table of population, &c., (in p. 265 ante.) that the *way* trade—that is to say, the traffic in Nova Scotia alone—would probably yield, £37,000 Stg.
 1-4th Exchange, 9,350
 £46,250 Cy.

So far as respects this Province there are two additional items, which, on looking to the Returns, ought not to be overlooked.

In estimating the results of this speculation it has been calculated that, according to the experience of other countries, the value of the Real Estate in the City of Halifax, and in the Counties of Colchester and Cumberland, and the Eastern part of Hants, through which it will penetrate, will be largely increased in value—to state that it will *double* is not thought unreasonable. The assessed value of the Real Estate is thus estimated:—

Halifax City,	£1,800,000
“ County,	1,000,000
Colchester,	600,000
Cumberland,	600,000
Part of Hants,	200,000
	<hr/>
	£4,200,000

If its value be doubled the returns will then be £8,400,000. This, of course, is independent of the increased value which will be given to the Real Estate in the other Counties of the Province, and of the addition to the *exchangeable* value of all our products, which must result from an expanding capital, an increased trade, and a growing population.

Another—the consumption of Coal in Halifax is estimated at from 18,000 to 20,000 chaldrons per annum. If Coal can be raised and sold at Onslow or Londonderry for 10s. per chaldron, and transported to Halifax so as to be purchased here at 15s. this saving alone of 10s. or 12s. 6d. per chaldron on the extent of our consumption being equal to £10,000 or £12,500 per annum, would of itself twice repay the amount of that proportion of the pledge of £20,000 stg., say one fourth, which the City of Halifax would require to contribute, even supposing the improbable result that it were ever exacted.

In addition to which there is to be added the Returns of the inter-Colonial or *through* traffic.

In the first part of Colonel Simpson's excellent preliminary Report, dated Montreal, 13th May, 1847, and prepared under the authority of the Governor General, Lord Elgin, there is a valuable collection of Statistics relative to working expenses, and the net cost of freight per ton. In the items of cost on the Philadelphia and Reading Railroad, of the total aggregate of \$109.46 the wood for fuel, 12 62-100 cords at \$3.50 per cord, is equal to \$44.17, about 17-40ths of the whole. In this single item a large saving would be effected here. Cordwood could be furnished at less than one half, say 7s. 6d. per cord, and if the locomotives were fed with coal, the Line passes through the coal fields at Folly River and Dorchester, where they could be loaded at the pit mouth, and at an expense varying from 10s. to 17s. currency per chaldron.

There still remains a branch of Revenue which ought to be thoroughly surveyed;

veyed ;—I allude to the transit of heavy goods. The facts, relating to these, are very fully elaborated in Colonel Simpson's and Major Robinson's Reports.

Mr. Joseph Pease, Chairman of the Stockton and Darlington Railroad in England, has stated, before a Committee of the House of Commons, that, in the transportation of Coal on the London and York Railroad, one farthing per ton per mile would be found ample to cover transportation expenses including interest on capital, and allowance for wear and tear. At this rate a ton of mineral ore could be conveyed from Halifax to Quebec, at the cost of 12s. 6d. stg. per ton, and as there are 11 barrels of flour in a ton, at the cost of 1s. 4½d. cy. per barrel. On the Philadelphia and Reading Railroad a ton of coals is conveyed at the rate of 23 cents per ton for 93 miles—nearly the same rate as stated by Mr. Pease. In Major Robinson's Report, taking the average of five of the leading Railroads in Great Britain, the cost of transporting goods upon them is stated at .10 of a penny per ton, being *gross weight*, including carriages—or one fifth of a penny per ton *net weight*. Between Halifax and Quebec, it is estimated, that 100 tons of goods may be conveyed at the rate of 8 or 10 miles per hour, at the cost of £15, or 11s. stg. per ton—and a barrel of flour at the cost of 1s. 1d. stg., or nearly the same price, 1s. 4½d. cy. as estimated by Colonel Simpson. These statements are far beneath previous calculations.

At the cost price above stated a barrel of Flour

from Halifax to Truro would cost	1d 388-1000. parts of a penny
To Amherst	2d 776-1000. " "

Less than 2d. to Truro ; less than 3d. to Amherst ; to charge 6d. for the first would yield more than 300 per cent. profit, and 1s. for the other would yield over 400 per cent.

The cost of a quintal of Codfish to Quebec would be	9d. currency.
A barrel of Pork	2s. "
A barrel of Fish	2s. "

At this rate a ton of Coals from Londonderry to Halifax would cost, say distance from Folly River 80 miles 1s. 4d. 400-635th or 2-3d of a penny.

A ton of Iron would of course cost the same.

A ton of Hay from Truro to Halifax 62 miles, would cost 1s. 1d.

From Onslow " 70 " " say 1s. 3d.
--

From Amherst " 124 " " " 2s. 2d.
--

The charge in Massachusetts for freight is 2½ to 4 cents. per ton per mile.

In England it varies from* 1d. on Coal, to 4d. and 6d. sterling per ton per mile on goods.

In Russia the average is 2½d. sterling per ton.

In France per ton, 1st. class 6 cents, 2nd class 4 cents per ton.

The rates of fares as now charged on the Railroads in the United States, obtained from the freight bills of July last, are as follows :—

Boston to Providence 105 miles, Coal, Iron, Manure, Timber,	\$3.55 per ton.
Butter, Dry Goods, &c.,	
Light and bulky Merchandize,	
Worcester	5.00 " "

*See Parliamentary Returns for 1846-7.

Worcester and Albany 156 miles, Coal, Iron, Lumber, Corn, Butter, &c.,	\$4 for 2000 lbs.
Light and bulky Merchandize and Dry Goods,	7 " " "
Grains,	4 " " "
Charleston to Fetchburgh 50 miles, Coal, Iron, Manure, Lumber, Grain, Butter,	4 cents per ton per mile.
And Dry Goods,	} 4 cents per ton of 150 cubic feet.
Light and bulky Merchandize,	
Cincinnati to Springfield 84 miles, Coal, Iron, Sugar, Butter, Groceries, and Dry Goods, Lumber,	\$3,20 cents per ton through. 4,00 per M. feet.
New York to Otisville 87 miles, Coal and Manure,	\$2,20 per ton.
Iron,	2,50 " "
Lumber,	3,00 " "
Heavy Merchandize,	3,50 to \$4
Brooklyn to Greenport, Long Island, 95 miles, Coal,	\$1,50 for 2000 lbs.
Lumber,	2,12 for 1000 feet.
Baltimore to Columbia, 71 miles, Coal,	\$1,37½ per ton.
Iron,	1,84 " "
Lumber,	1,75 " "
Groceries and Dry Goods,	2,50 " "
Baltimore and Ohio Railroad, 179 miles, Coal,	\$2,73 per ton.
Iron,	3,50 " "
Dry Goods,	7,00 " "

The difference between these charges, and the estimate of cost, constitutes the profits of the different Companies—in estimating the responsibility or risk entailed by this project, regard must be had of course only to the first.

In Nova Scotia at moderate rates the transport of ores, coal, iron, &c., must furnish a considerable income, and will of necessity open up a new branch of traffic and of foreign trade, both from the Bay of Fundy and from Halifax and St. John.

If the Coal Mines at Folly River and at Maecan are as promising as they are reported to be, the Railroad will facilitate the projected operations at both.

Since the introduction of the Mail Steamers a change has been produced in the transportation of light or fancy goods: The retailers in Halifax, in place of laying in heavy stocks, by single spring and fall importations, receive now periodical or monthly supplies. If the Railroad were opened, Halifax would probably become like New York or New Orleans, a great wholesale mart for the sale of the light and fancy goods obtained from Europe, and supply the whole interior, extending in winter to the most distant parts of Canada. Halifax would be the nearest and cheapest port of debarkation; bulk would here be broken; and the Railroad, presenting an easier mode of transit than a River, would be available for their transportation into the interior.

The

The transportation of these, and of light goods in bales, would yield a considerable return.

In the Memorandum of the Executive Council of Canada, transmitted by His Excellency the Governor General, May 12th, to Earl Grey, and laid before the House of Commons in July last, relative to the anticipated removal of the Navigation Laws, the comparative cost of conveying Flour from the West, destined to Europe, by the route of the Erie Canals to New York, and by the River St. Lawrence, is clearly stated. The cost of conveying a barrel from Cleveland, Ohio, to New York, is estimated at 4s. 6d. per barrel—to Montreal by the Canals it can be carried at 2s. 9d.—the difference in favour of the latter route is therefore 1s. 9d. per barrel. The freight from Montreal and New York to Liverpool, on the average of the four past years, is 5s. 1d. per barrel from the former, and 2s. 1d. per barrel from the latter.

By New York, total, 4s. 9d. \times 2s. 1d. = 6s. 10d. per barrel.
 By Montreal, “ 2s. 9d. \times 5s. 1d. = 7s. 10d. “ “

It is estimated, however, that the Canal and River freights can yet be largely reduced.

The present high rate of freights from Canada are kept up by the effect of the Navigation Laws, by the dangers of the navigation in the River St. Lawrence, and by the heavy rates of Insurance charged on vessels leaving the river ports, after the month of October.

The question here is,—what effect the Railroad will have upon this trade?—will it embrace any, and what portion of it?

It is obvious that this will afford the only land route through British territory leading to a British port. The route by the New York Canals and the Railroad from Montreal to Portland pass through the territory of the United States, and terminate on the seaboard at American ports. This will render the whole exports of the West, and of the most fertile portion of Canada, dependent upon American legislation, and the policy of a foreign State.

But the Railroad to Portland is not yet completed; and although now in progress, dependent as it is upon private capitalists solely, it may yet be some years before it is in operation.

Again, although completed, such is the mighty progress of the West, it is asserted that ample materials will be afforded for the three—the New York Canals, the Atlantic Railroad, and the Grand Trunk Line.

The following facts will exhibit the rapid growth of the West within the last ten years:—

In 1816 the tonnage on the latter, above	tons.	sail.
Niagara, was	2180	42
On the 1st July, 1847, they were estimated at	108,457	490

At Buffalo the entries and departures were—	
1816,	80
1818, when the first steamboat was built,	100
1846, they were	7714—tonnage 1,825,914

The exports from the Upper Lakes in the following years, were—

	1835	1845	1846
Flour,	86,233	717,466	1,280,897 barrels
Wheat,	98,071	1,354,990	3,611,224 bushels.

In addition to the above, the following articles passed through the Welland Canal

Canal to Lake Ontario, from the West, and the Canadian Ports on the North side of Lake Erie.

	1845	1846
Flour,	207,555	273,284 barrels
Wheat,	1,891,667	3,162,969 bushels

The following are the returns of population in the State of Wisconsin :

In 1830 the population was	3,245
1842	46,678
1846	245,228
1847	390,000

Up to 1840 Wisconsin imported their supplies of every kind, including provisions. In 1846 they fed themselves, supplied an army of over 100,000 new emigrants, and of their surplus remaining, they exported through the Lakes between three and four millions of dollars in value, mostly in agricultural products.

In this increase and progression Canada has now a direct interest, for the reasons already stated.

From Michigan in 1846 the exports were :

748,533 barrels of Flour,	Value, \$2,555,221
650,889 bushels of Wheat,	" 447,826
23,289 barrels of Beef and Pork,	" 138,693
Total value of Exports, \$4,647,608.	

Tonnage of Vessels enrolled at the Collection District of Detroit.

Steam Vessels,	8,400 tons
Sail Vessels,	18,527
	<hr/>
	26,927 tons.

Detroit.

Exports in 1842	\$1,108,200
1844	1,747,000
1846	2,495,333

Total commerce of the Lakes, close of 1847.

Nett value of the bona fide trade for 1846, being nearly double the amount in 1841, \$61,914,910

Number of Clearances and Entries :

Steam tonnage of the latter in 1846,	60,825
Sailing tonnage,	46,011
British Shipping employed in the Lake Trade,	30,000

136,000

The average rates of freight from Montreal to Liverpool for the last four years has been 5s. 1d. per barrel.

The charge of conveying a barrel of flour from Halifax to Liverpool is estimated at 2s. 6d. to 3s. per barrel; by the Railway from Quebec to Halifax the cost will be 1s. 1½d. per barrel; the charge, according to Major Robinson's Report, 2s. 2d. per barrel.

Cost.

Cost from Quebec to Halifax,	2s. 2d.
Do. Halifax to Liverpool, say	2s. 9d.
	4s. 11d.
Average Freight,	5s. 1d.
	2d. saving.

How far, and to what extent this trade will be embraced by the Railroad, it would be speculative to estimate. We refer to those facts that the prospects may be fairly understood,—for independent of it altogether, we have ever been of opinion that the inter-Colonial way trade in different Provinces, the transit of Passengers from the Old World to the New, the opening up and settlement of the Eastern parts of New Brunswick and Canada, the entire new world of population of producers and consumers it will create, will afford an ample return for the outlay. In the event of a war between the United States and Great Britain, the traffic along this line, and the returns from the produce and goods passing to and from the Atlantic to Canada, would be boundless.

The following table is prepared from official documents :

Table of Exports from Canada by Sea.

	Flour. Bbls.	Wheat. Bushels.	Oatmeal. Bbls.	Oats. Bushels.	Pork. Bbls.	Butter. Tubs.	Beef. Bbls.	Peas. Bushels.
1845,	444,228	396,252	1570	53,535	3493	812,745	2140	220,912
1846,	555,602	554,747	5930	44,060	5598	786,701	2826	216,339
1847,	651,030	628,001	21990	165,805	4674	1,036,585	1899	119,202

Export of Timber.

1845	-	-	-	24,000,000 and upwards.
1846	-	-	-	23,000,000
1847	-	-	-	17,000,000

But it will be recollected that the Canals in Canada, affording passage for a larger class of boats, were not opened till last year, and therefore that the exports for future years will exceed those above stated.

From these Statistics it may be gathered how far the probable returns will justify the Legislature of the three Provinces to embark in it as a paying or remunerating speculation. No work of such magnitude can be begun without some risk of failure ; but it can be said that it offers every reasonable prospect of success, and all we can do is to exercise a sound discretion. With the aids and guarantees suggested, the most prudent financier would not hesitate to go on.

But there are other reasons equally potent, which ought to induce the Imperial Government and the Legislature to co-operate in having it speedily accomplished.

Nothing can be added to what has already been written relative to the effect which it is likely to exercise in binding the Colonies together, in diminishing the danger of invasion, and adding to our political safety without and within.

Nova Scotia and New Brunswick for the last three years have been visited with a blight, which have diminished their crops fully one half. The losses by the farming classes in the former are moderately estimated at two and a half Millions ; this being the surplus produce of the soil which supplied the main elements of trade. The British West Indian Islands, formerly a secure market for fish, have

have been opened to foreign competition, and have been reduced by the introduction of free trade, and foreign sugars at reduced duties, into the British markets, to a state of bankruptcy and ruin. This main branch of our trade has become profitless. Our vast mineral resources are held in the hands of monopolists; and with natural resources far superior to any State of New England, it is in vain to deny the fact that we are retrograding. Capitalists are withdrawing their funds and making foreign investments; the young enterprising men of our Country are leaving it to push their fortunes in the more favored lands of the South; the value of Real Estate is lessening; rents are falling, and numerous houses in Halifax are empty; trade languishes; our revenue is diminishing, the sources of professional income are cramped, and a gloom is gathering over the public mind. In Nova Scotia we want physical development—we want fresh sources of employment for our industry—we require the principles of free trade to be carried further—we want the controul of our minerals, we want in short the Railroad, easy and more frequent intercourse with the broad country in the rear, and a free trade with the United States for our fish and the boundless fields of coal and iron which we possess, and we only, on the Atlantic side of the Alleghanies. The whole market of the Atlantic States for bituminous coal is open to us, if our beds were made free to competition.

The table beneath gives an estimate of the extent and condition of the coal trade in the United States.

The Anthracite Coal Trade, from the different regions of the State of Pennsylvania gives the following returns:

In 1820	365 tons were sent to the Market			
1830	174,754	“	“	“
1840	845,414	“	“	“
1845	2,021,474	“	“	“
1847	2,982,309	“	“	“
1848	3,089,238	“	“	“

Gross Importations of Foreign Coal in the United States.

1845	85,771 tons	\$224,483	official value
1846	156,853	“	378,597
1847	148,021	“	370,985

Of these, one twenty-fifth part was re-exported.

The duties on coals imported into the United States were:

From 1825 to 1842	6 cents per bushel.
“ 1842 to 1847	\$1 75 cents. per ton.
“ 1847	30 per cent. advalorem.

It is of vast importance to Nova Scotia that these duties should be modified as soon as possible, “because the use of Anthracite for all domestic purposes will become so firmly established on the seaboard, that no other quality will find admittance into their houses.” To shew the effect of this exclusion I refer to the following table of the comparative business in coal at Boston for the years 1840 and 1847.

	Tons in 1840.	Tons in 1847.
Pennsylvania Anthracite received,	73,847	258,093
American Bituminous Coal,	3,299	4,554
Foreign do. do.	49,997	65,203

“ Thus

“ Thus while the Anthracite importation has increased three and a half times, that of the foreign and the American Bituminous Coal has been almost stationary.”

How stands New Brunswick? She has hitherto advanced from the returns of her timber trade and ship-building. Both of these have become unproductive.— She has flourished hitherto by *protection*. Her forests have been exhausted of their best timber, and that which she sends to Britain has to meet competition with the produce of the Baltic, upon more equal terms. Upon the Saint John the timber comes down from the Aristook, and is cut on that disputed territory, which the late treaty transferred to the United States. The great fire of 1824 cut off the supply for 20 years on the Eastern side of that fine Province. Superior timber can now only be got far North from the Restigouche and its tributaries. Upon the St. John, and from Shediac to the North branch of the Miramichi, their trade must for the future be confined chiefly to deals and lumber. Their command of logs is boundless—but their best, we may say their only market, the United States, is shut from them by a tariff of twenty to thirty per cent. The depression in New Brunswick during the last year is alarming. Trade in St. John has been at a stand. Bankruptcies have been numerous. In Miramichi the value of Real Estate is nominal—while there in June last property was pointed out to me which cost £1100 and had been sold for £300. Young men of enterprize and steady habits are moving off. New Brunswick has a crisis to pass through. She must wait till the habits of her population have changed, and her fruitful soil is more widely cultivated. Singular, with the prolific Bay of Chaleur to the North, and its waters fairly alive with schools of superior fish, there is but one solitary fishing establishment on the New Brunswick side, and that belongs to a House in Jersey! The export of fish there is confined to the Salmon which enter her noble Rivers. She wants also physical developement, employment for her industry, markets for her products—hence the anxiety expressed there for free trade with the States in lumber, and for the building of Railroads from St. Andrew's to Woodstock, from St. John to Shediac, from Westmoreland to Cumberland.

But in Canada the discontent which prevails with their present prospects in Montreal and Quebec, is even more conspicuous than in the lower Provinces.— The Atlantic States have opened the war of commercial rivalry with the two great cities, whose ambition it has been to centralize the trade of Canada and the far West. It has been lately proposed to give a bounty equal to one-third of the duty imposed on all goods imported by the route of the St. Lawrence. The Legislature has favoured this policy, and has incurred heavy responsibilities and a debt of Two Millions and a half to improve the navigation of the St. Lawrence, and to permit the descent of deep laden boats from Chicago to Quebec. These facilities have been opened. Boats, carrying 3000 to 4000 barrels, have this season prosecuted this wonderful voyage, but their rivals have not been asleep. The supply of groceries and West India produce, till lately engrossed by the merchants in Canada, have been transferred to Troy and Albany. Foreign goods are permitted to be entered at American ports, and to pass by their canals and railways to Canada duty free. New lines of Railroad are laying—no less than seven, to tap the waters of the Canadian Lakes and the St. Lawrence at different points, and to arrest the produce of the West in its downward voyage. Choice timber can now only be got at a long distance from the St. Lawrence. Logs and deals are abundant. Protection has been removed there as in New Brunswick. Canada has suffered this year largely in its revenue. One fifth of the city of Montreal is said to be empty. 12,000 to 15,000 of the population have moved off.

off. The people of Canada want free trade. They want a canal from La Prairie to St. John to float their timber from the St. Lawrence unto Lake Champlain, and thus to find a market at Whitehall, Albany and New York—they want a free interchange of their respective products—they want the tariff reduced. A Bill was before Congress last session and two of the Members of the Executive Government were at Washington in June last, to press its passage and arrange the basis of future reciprocity. They wish the Navigation Laws of the Empire to be modified, so that the flag of all nations may float under the citadel of Quebec and at Montreal, and the Western produce, which the descending current of the lakes and their costly canals bring down, may be carried at the lowest freights unto the markets of the world; and while Montreal seeks to connect herself with the Atlantic by her Railroad to Portland, Quebec, and the lower towns on the south side of the St. Lawrence seek their outlet, in peace and war, and a new developement of the fertile forest lands lying between the River du Loup and the Bay of Chaleur, by having this great national undertaking begun and finished.

It would lead to tedious discussion, and be esteemed entirely out of place, to enquire why it is that there is such a contrast between the Colonies of British North America and the neighbouring Republic. Why it is that the line of demarkation is so strongly marked; and the glowing comparisons, between the one and the other, so vigorously and eloquently sketched in Lord Durham's Report, must be admitted to be true.

Whatever may have been the past policy, and the vices of the former system, new principles have been acknowledged, and if we are retarded for the future in the measures which enrich, elevate and dignify a people, the fault will be here—we have now constitutional freedom, and are responsible to ourselves.

But the retarding influence in these Colonies have certainly been disastrous.—Let us contrast, for example, the State of Maine, and the Province of New Brunswick. Until the late settlement of the boundary dispute, Maine had an extent of territory equal only to about 2-5ths of that of New Brunswick. She had a long rocky front upon the sea on the South. New Brunswick had three sides of her parallelogram washed by the tide. Maine had three rivers running inland. New Brunswick is cut up by rivers and lakes; and it is said there is not a point distant more than eight miles from navigable water. There is no comparison between the two, as regards the extent and value of their forests or the fertility of their soils. New Brunswick has minerals, coals, iron and fisheries—Maine has neither; and yet with all this admitted inferiority, mark the contrast! Maine has now a population of 700,000 souls—New Brunswick has not yet 300,000.

Maine.		New Brunswick.	
1820	298,335	1824	74,116
1830	399,955	1834	119,457
1840	501,793	1840	158,162
1848	700,000	1848	208,000

It is not requisite to pursue the contrast further in relation to the comparative extent of their foreign trade, amount of shipping, revenue, manufactures, steam-boats, railroads, cities—the one is all activity, life, wealth, progress—in the other, there are depression, languor, and fearful bodings for the future.

One of the prominent retarding causes is, that much of the wealth and capital created in the Colonies has been withdrawn from them, and invested in foreign securities. We have not the advantage of that accumulated wealth, which our own resources have actually created. Nothing can be more destructive to the growth of a new Country. Neither have we the power of attracting it from abroad.

abroad. In Mr. Godley's celebrated letter to Lord John Russell, dated 31st March, 1847, detailing "a plan for the colonization of Ireland," this subject is referred to. After enquiring what it is that prevents Canada from obtaining "a supply of capital equal to the opportunities of profitable investment which Canada presents," and referring to the causes in detail, the latter proceeds:—

"But there is another circumstance, relating to Colonies in general, which operates with still more effect. It is the discredit which at present attaches in public opinion to everything relating to Colonies and Colonization. In the City of London, the great money mart of the world, the disposition to engage in Colonial enterprize is extinct, and its estimation is there attributed to causes utterly beyond the control of those who have lost their money by engaging in Colonial enterprize. It is idle to reason with this sentiment, it is a prolonged panic which cannot cease till its causes shall be forgotten, or till a better system in the administration of Colonial affairs shall have had time to create new impressions."

Not so in the United States—the Old are ready to assist the New—look at the large investments recently made in the coal fields of the Ohio, in the copper mines of Lake Superior, in the Railroads of the South and West. In 1847 the State of Michigan began the Line of Railroad from Detroit to Michigan City, it was finished to St. Joseph's, about half way across the peninsula—the State became embarrassed—a body of capitalists in Boston stepped forward, bought the enterprize from the State, and completed it with their own funds. The Colonies have no such aids to rely upon, and hence in this project, as Canada in the sums borrowed to complete her Canals, they would, even when united, be powerless, unless the Government offered their guarantee.

The Statesmen of Great Britain have to decide whether they will open up a great highway to this boundless and promising home for her surplus population, which, while removing the victims of starvation, and lessening the burthen of the poor rates, will convert a nation of paupers into consumers, and give a new spring to our prosperity; whether they will effectually aid these Colonies in their season of distress, whether they will adopt this certain mode of restoring hope to the public mind, and binding two millions of loyal subjects by stronger ties to the Throne.

The question has been reasoned out as one mainly of calculation—of comparative outlay and return—assuming that the halcyon days of peace were never again to be disturbed. Suppose, however, *they are!* Suppose Great Britain and the United States to separate upon some question of inter-national policy, and to man their rival fleets, and to marshal their armies, for hostile conflict.—What the effect of such a crisis upon that vast and growing empire which lies to the North of the St. Lawrence and her magnificent Lakes? Canada West, accustomed by the facilities of Canals and Railroads, and the late commercial polity which Congress has wisely adopted, to rapid intercourse, or rather to daily transit to and from the sea, is at once deprived of these enjoyments—her trade interrupted—her progress stunted—her prosperity clouded—for six months of the year her outlet by the St. Lawrence inaccessible, and bound in icy fetters. Canada, in fact, unless she have a highway over British ground, becomes hermetically sealed. The effect of this upon her material interests are too obvious to require illustration; and hence it is that, to those who look around and peer into the future, it appears to be an imperative duty that this Railway ought to be laid in peace, to preserve and stimulate these Colonies in time of war.

The state of feeling, and the actual condition of these Colonies has been thus prominently and freely sketched. Discontent has been alluded to,—let the term not be misunderstood. It is not discontent on the part of the people, with their institutions—

institutions—no feeling adverse to the Crown, nor to British usages and allegiance. Their pride—their hope—their feeling of security in these, are still the same. The loyalty of the people is as intense and lively now as in the war of 1816, when the Colonial Militia gave such brilliant examples—or when the border difference aroused and inflamed their national predilections. They seek no political change—*most certainly* they desire no separation. They are discontented with the present state of things, because they believe the present depression has been largely influenced by causes which it is in the power of the Imperial Parliament and our own Legislature to modify and control. British America may remain British for ages to come. It is the interest of the Parent State and of the Colonies mutually to promote their common prosperity; and if these free suggestions will accomplish the remedy desired, the sole and only object in view will be attained.

Halifax, January 24th, 1849.

GEORGE R. YOUNG,
Commissioner.

ABSTRACT OF TRAVEL FOR THE THREE STATIONS.

Onslow.

Waggons.		Horses.	Passengers.	
1 Horse	11341	11341	In Waggons	21571
2 id.	221	442	Footmen	5109
3 id.	87	261	Horsemen	6070
4 id.	503	2012	In Coaches	410
Coaches	209	836		
	<hr/>	<hr/>		<hr/>
	12361	14892		33140.

Amherst.

1 Horse	73	73	In Waggons	8091
2 id.	70	140	Horsemen	1484
Chaise	1073	1073	Footmen	1484
Light Waggons	3327	3327	Coaches	561
Coaches	394	1576		
	<hr/>	<hr/>		<hr/>
	4937	6099		11620.

10 Mile House.

1 Horse	4904	4904	In Waggons	2874
2 id.	920	1840	Footmen	9131
3 id.	255	765	In Coaches	1458
4 id.	141	564	Horsemen	1500
Light Carriages	1573	1573		
Coaches	247	988		
	<hr/>	<hr/>		<hr/>
	8040	10634		13963.

Total—Waggons, &c. 25338; Horses, 31625; Passengers, 58723.

GEORGE R. YOUNG,
Commissioner.

Halifax, February 20, 1849.

Statistical

Statistical Returns at Onslow Bridge for Six Months.

	1 H. W.	2 H. T.	3 H. T.	4 H. T.	1 H. R. W.	Passengers in wagons.	Horsemen.	Foot Passengers.	Coaches.	Passengers in Coaches.	Timber.	Slaves.	Laths.	Hoops.	Shingles.	Horned Cattle.	Sheep, Pigs and Calves.	Potatoes.	Oats.	Hay.	Meal, &c.	Luggage.	Hay Seed.	Truck Bo-dies.	Spars.
Londonderry to Truro, From Truro.	6	10	8	3	1098	2064	545	137			22	1			3	16	10			150	101	60			
Halifax to Londonderry, From Londonderry.	10	2	2		621	1986	556	111			20				2	3				40	24	41			
Truro to Onslow, From Onslow.	134	27	5	8	49	599	9	11	2	17	50				2	209	1089		98	43	54				
Onslow to Halifax, From Halifax.	11	41	26	47	4124	7061	2061	2054	14	35	40			9	9	27	469	576	50	1390	589	20	259	18	
Amherst to Halifax, From Halifax.	33	41	20	5	46	90	14	6	6	20	20					230			234	2	48	15			
Truro to Amherst, From Amherst.	4	6	1	1	76	152	17	4	6	27									4	4	22	46			
Truro to Tatmagouche, From Tatmagouche.	8	2			70	150	4	8	6	141											10	25			
Halifax to Tatmagouche, From Tatmagouche.	4	3			61	127	7	16	99	159											42	77			
Total.	472	221	87	503	10869	21571	6070	5109	209	410	152	1				930	2126	576	50	1958	3371	1291	118		

JOHN BLAIR.

Towards Westmoreland, N. B.

1848.	I H W	I H T	Chaise.	Ox Teams	I H R. W	Passenger Wagons	Horsemen.	Footmen.	Coaches.	Passenger Coaches.	Lumber.	Shingles.	Horned Cattle.	Sheep, &c.	Oats, &c.	Meal, &c.	Luggage.	Butter.	Beef and Pork.	Wood.	Lime, Bricks, & Stone.	
											Feet.	M.			Bus.		Cwt			Cd.	Tons.	
July	18	8	207	27	446	1337	163	152	26	65	7700	19	2			57	93½			5	4	
August	7	9	123	31	310	779	89	105	33	77	13500	14	30			15	62					
Sept.	4	2	111	2	314	768	82	118	25	60		22	33			5	92	11				
October	3	2	8	12	286	627	104	93	26	45	1000	16	90			4	41	117		1	3	
Nov.	3	8	35	22	154	298	137	163	20	28		20	21	70	100	42	75	68	22	1	2	
Dec.	2	4	18	9	142	268	126	124	22	24		8	3		20	38	29	46			5	
Div. by 6	37	33	502	102	1652	4077	701	755	152	299	22200	20	100	228	161	161	392½	242	22	7	14	
	6½	5¾	83¼	17	275½	679¾	116½	125½	25½	49½	3700	3¾	16¼	38	26½	26½	65½	40½	3¼	1½	2¾	

Number of Persons from different parts during Six Months.

From	Amherst.	Fort Laurence.	Parrsboro'.	Colchester	Unknown.
July,	902	393	36	37	349
August,	544	293	28	48	137
September,	566	292	55	39	68
October,	481	229	62	38	59
November,	326	227	29	25	19
December,	314	193	16	6	13
Add	3133	1627	229	193	645
					5827 total for 6 months.

Towards

Towards Amherst, N. S.

1848	I H. W.	2 H. T.	Chaise	Ox Teams	I H. R. W.	Passengers in waggon.	Horsemen	Footmen	Coaches	Passengers in coaches	Shingles	Horned Cattle	Sheep, &c.	Meal and Flour	Luggage	Stone	Salt	Iron	Butter	Fish	Oats	Hay	Lumber.	
											M.			Bbbs	Cwt	Tns.	Fir.	Bbl	Bus.	Tns.	Tns.	Tns.	Feet	
July,	23	11	197	32	465	1275	202	162	18	54	13	35	3	208	153	4	27							
August,	5	9	122	29	308	786	86	84	35	88		16		99	86	5	3	1						
Sept.	4	2	108	3	329	761	94	116	25	41		40	30	34	56				1					
October,	3	4	88	11	285	641	114	93	24	37		39		11	36	2		1			50	3		
Novr.	1	7	36	20	147	292	151	140	22	21		18	3	2	106	1					72	1	500	
Decr.		4	20	11	141	259	136	134	18	21		17	5	4	4			1					2	
Divide by 6	36	37	571	106	1675	4014	783	729	142	262	13	163	41	358	441	12	30	3	1		122	6	500	
Pr month	6	6	95	17	279	669	130	121	23	42	2	27	6	59	73	2	5	0	1	1	20	1	83	

Number of Persons from different parts during Six Months.

	Westmoreland.	Sackville.	Miramichi.	Valley.	Bay Verte.	Unknown.
From July,	505	782	4	13	137	252
August,	404	450	15	25	46	104
September,	383	492	8	33	46	49
October,	356	396	24	33	45	31
November,	324	222	10	23	29	15
December,	274	219	11	11	27	8
Add	2246	2563	72	138	330	469
Total for six months.						5618

Statistical Returns for Six Months, July to December, at Ten Mile House.

	I H. W.	2 H. T.	3 & 4 H. T.	H. R. W.	Passengers in Waggon	Foot Passengers	Coaches	Passengers	Cattle.	Sheep, Pigs &c.	Flour.	Hay, tons.	Baggage.	Lumber.	Shingles.	Hoops.	Butter.	Laths.	Meat.	Potatoes & Corn.
											BBL.	TONS	TONS	M.	M.	M.	TONS	M.	TONS	
Hants, from the City,	366	78	31	34	56	608			79	8	238	62	62							
To the City,	379	91	21	68	83	631			204	508	2	65	37	168	107	116	18			
Musquodoboit, from the City,	653	70	16	113	180	1316			93	15	422	26	125	33	172	202	9			
To the City,	512	62	19	132	263	1319			442	937		25	177	83	97	212	15			
Gay's River, from the City,	512	74	28	80	132	845			34	24	828	25	123	83	97	212	9			
To the City,	416	84	19	100	151	817			367	1399	36	63	56	74	122	104	11			
Shubenacadie, from the City,	454	108	67	292	623	1134			81	112	486	4	67	71	122	104	11			
To the City,	434	128	59	329	759	1005			73	1616	35	63	71	74	122	104	11			
Truro, from the City,	374	89	58	101	135	584	121	687	1	13	765	4	128	69						
To the City,	266	86	47	106	210	543	123	631	70	1000	1	4	50	69						
Cumberland, from the City,	96	10	5	26	39	154			2		88		31							
To the City,	55	5	5	19	43	149			64	359	3		22							
Onslow, from the City,	164	14	6	17	43	230			378	71	112		9							
To the City,	158	14	9	9	20	252			14	26	13		11							
Pictou, from the City,	22		4	49	73	119			14	26			6							
To the City,	11	3	6	78	108	171			646	724			4							
New Brunswick, from the City,	6		2	5	2															
To the City,	6		15	2	2	119														
Total	4884	916	411	1568	2977	9996	244	1318	2548	6812	3028	183	934	428	498	646	75	10	100	56000

ARCHIBALD SCOTT.

*Preliminary Report on the Projected Railway, between the Ports of Halifax and Quebec.**Montreal, 13th May, 1847.*

SIR—

In obedience to His Excellency's command, conveyed to me by your Letter of the 21st July last, I proceeded to Halifax, and on the 3rd August following placed myself in communication with Captain Pison of the Royal Engineers, the Officer appointed by the Imperial Government to make the Survey and Estimates for the proposed Railroad between Halifax and Quebec. Captain Pison having but recently arrived could not supply me with any such designation of the probable line of Road as would enable me to commence upon that part of the duties assigned to me by the instructions which related to the statistics of the Districts through which it was to pass. It was agreed that I should join him in the neighbourhood of the Tobique, after he had made a certain portion of his exploration. I occupied myself in the mean time in acquiring a knowledge of those general details of the Provinces of Nova Scotia and New Brunswick as would serve for my Report on the natural productions of those Countries, their present industrial resources, and the probable augmentation of those under the favoring influences of a Railroad.

Before my departure from Halifax, His Excellency Sir John Harvey arrived from Newfoundland, to assume the Government of the Province. I had no difficulty in enlisting His Excellency's warmest efforts, in favor of a project so important to the interests of Nova Scotia and the Empire. His Excellency declared his resolution to promote by every means at his disposal, the completion of this great work, and he has since imparted his views, and earnestly pressed their adoption on the Legislature.

Among the many from whom I received assistance, most cordially rendered, while I was in Halifax, I must not omit to mention Mr. G. R. Young, with whose untiring and well directed efforts, to rouse public attention, and gain supporters to the scheme of a Railroad between Halifax and Quebec, His Lordship the Governor General is well acquainted.

From the fullness of Mr. Young's knowledge upon a subject he has so attentively studied, I could not fail to derive the most valuable information; and I have only to add that the information obtained was most freely communicated.

At Fredericton, I was honored with several interviews with Sir William Colebrooke on the subject of the Railroad, and I found His Excellency, equally with Sir John Harvey, disposed to second with all his efforts, a work calculated in an eminent degree to develop the resources of the Province, and powerfully aid in case of need in its Military defence. From Fredericton I proceeded on towards the mouth of the Tobique, where from information I expected to find Captain Pison, who was continuing his exploration from Fredericton to Boystown, and from thence to the Tobique, on the line to the Grand Falls on the St. John River. Captain Pison had not emerged from the woods, when I reached the mouth of the Tobique. Upon his arrival, we at once started on the route towards the Grand Falls.

About eighteen or twenty miles above the Grand Falls, Captain Pison diverged in quest of a better line than he had yet discovered, in order to avoid a great ascent, by a curvature and lower land, and hoped to accomplish this object before the cold weather arrived. But, he was driven from the field, by an early setting in of the winter. It was already late in October, and Captain Pison pronounced

nounced against the practicability of further exploration, and we separated to meet again in Montreal, from thence to proceed to the United States, for the purpose of collecting information, essential to our common object.

This meeting it was destined should not take place. When about to start for Quebec, a sudden mildness in the weather induced him to return to the headwaters of the Restigouche, and on the 28th October, returning from thence to the Grand Falls to the rendez-vous, where all parties were to unite on the termination of their labors, I lament to have to record that in this attempt, his valuable life was sacrificed. Upset in a rapid, he by swimming, effected his own approach to the shore, so as to secure a safe landing; but perceiving that the boy who attended him was still drifting with the Pirogue in the centre of the dangerous current, he generously turned to save him, and in the effort perished.

In his untimely end, I may be permitted to remark, the service lost a zealous and talented Officer, and society, a most amiable, and accomplished Gentleman. From my personal observation of him, I can bear testimony to the persevering energy of his character; to his high daring, which no danger could appal; to his scientific attainments; and his possession of a light, and cheerful temper, which under all discouragements, lessened the weight of difficulties.

Further proceedings under my Commission in this direction, were necessarily stayed, by the melancholy event narrated; and I employed the winter in prosecuting enquiries in the United States, into all those matters, connected with the actual working of the Railroads in that Country, that could possibly have a bearing on the main question in the projected undertaking between Quebec and Halifax, the practicability of making a profitable operation of it. Until the line shall have been completely surveyed, the extent, cost of construction, and amount of Capital required ascertained, and the gradients known, it is obvious, that the materials for even commencing the calculation, will not exist.

In the mean time, whilst collecting the general statistics of all Railroads, upon which authentic details were attainable, I have particularly directed my attention to the important question of the cost of motive power.

The amount of profit in a Railroad will be found to be a resulting sum, from the amount of capital absorbed, the degree of motive power acquired, and the extent of the traffic. Upon the motive power, and the extent of the traffic, I will submit those established facts, from which alone, in the present stage of the enquiry, an approximative estimate can be formed. It is an ascertained fact, that an inclination of the Rail, rising at the rate of only 15 feet in a mile, an inclination not distinguishable from a level, without the aid of levelling instruments, would double the resistance of a Railway. An engine of 20 tons, capable of drawing a train of cars carrying 800 tons, on a level, could carry on an ascent of 15 feet in a mile, only 400 tons; and were that ascent to increase to 60 feet, only 220 tons. Mr. Joseph Pease, Chairman of the Stockton and Darlington Railroad in England, recently stated to a Committee of the House of Commons, upon the subject of motive power, that in the transportation of coal, on the proposed London and York Railroad, one farthing per ton, per mile, would be found ample to cover all transportation expenses, including 5 per cent. interest on the capital employed in the moveable stock, and the proportion of the maintenance of way, belonging to this branch of the traffic. At this rate, the transportation expense of a ton of mineral ore, or 11 barrels of flour, would be 12s. 6d. Sterling, or 1s. 4½d. Currency, per barrel, between Quebec and Halifax. The lowest cost of the motive power that has come under my observation in the United States, is that on the Philadelphia and Reading Road. This road was made to contend against the Scuykill Canal, in the conveyance of coal to Philadelphia; the

the design was, for a heavy tonnage, passing in one direction, and its grades are perhaps unparalleled for such a business. The road is 94 miles in length, 40 miles are level, and 37 varying from 2 to 15 feet per mile.

On this road the items of cost in detail of hauling coal for the year ended the 30th November, 1845, were, per round trip of 186 miles, from the coal region to tide water and back, with the empty cars transporting on an average a load of 295 tons of coal :

Wages of Engineer	2 days at \$2 40 per day	\$4 80
" Fireman	2 " at 1 32 "	2 64
" Conductor	2 " at 1 40 "	2 80
" Breakman	5 " at 0 97 "	4 85
Wood for fuel	12 62-100 cords \$3 50 per cord	44 17
Oil for Engine and Tender	3 6-10 gallons at 90 cents per gal.	3 24
Oil and Tallow for Cars	295 tons at 1½ ct. per ton,	4 42
Repairs of Engine and Tender,	186 miles at 4 cts. 9-10 per mile,	9 11
Repairs of Coal Cars,	295 tons at 5 cts. 8-10 per ton,	17 11
Renewals of Sundries, Ropes, &c.	295 tons at 6-10 of a cent,	1 77
Supplying Water	13 M. gallons at 8 cents per M.	1 04
Use of Assistant Engine at Falls-grade,	295 tons at 1 ct. and 1-10 per ton,	3 25
Car-couplers, Greasers, Time Keepers, Despatchers, and Turning Crews,	295 tons at 9-10 of a cent per ton,	2 65
Allowance for Engine laying over, Assistant Engines in Snow Storms, Broken Trips, and sundry petty expenses,	295 tons at 2 cents 58-100 per ton,	7 61
		<hr/>
		\$109 46

equal to 399-1000 or 2-5ths of a cent per ton of coal per mile. As these 2-5ths do not include the interest on the moveable stock, nor the maintenance of way, both of which are in the price stated by Mr. Pease, in order to contrast the transport expenses of the two countries, it will be necessary to add to that above of the Philadelphia and Reading Railroad :

The interest on the cars and engines	75-1000	75
Maintenance of Way	108-1000	108
Motive power per ton		399
		<hr/>
		582

being 582-1000 of a cent per ton per mile.

In this calculation, I have taken everything against the cost of motive power ; I have supposed there will be no back carriage, as on the Philadelphia and Reading Road ; and the wood, one of the chief items of expense, at the high rate of 17s. 6d. currency per cord, when it would not cost more than 3s. 6d. currency, leaving back carriage still in doubt, and therefore counting the double distance, but taking the price of wood, at what it would be, the expense of transport would be nearly 1/3rd less.

Total cost as stated above,		\$109 46
Wood 12 62-100 cords at \$3 50	\$44 17	
" 12 62-100 " at 0 70	8 82	
	<hr/>	35 35
		<hr/>
		\$74 11

295 : : \$74 11=25 1-8 cts. per ton per 93 miles—	
93 : : 25 125-1000 cts.=270-1000 of a cent	
per ton per mile,	270
Interest on Engines and Cars,	75
Maintenance of Way,	108
	<hr/>
	453

453-1000 or 9-20ths of a cent per ton per mile.

453-1000 x 600 miles=\$2 71 per ton between Quebec and Halifax.

Under the former calculation, the wood at \$3 50 cents per cord, the expense of transportation per ton between Quebec and Halifax would be 349 cents, or

The Wood at 70 cents per cord, only 271,	£0 17 6
According to statement of Mr. Pease 12s. 6d. Sterling,	0 13 6 ¹ / ₂
	0 15 2 ¹ / ₂

The London and York Road is not yet built, the distance is 186 miles; contemplated cost £5,000,000 Sterling, £26,881 Sterling per mile.

The average cost of all the Roads in England is £27,000 Sterling.

£26,881 Sterling is \$130,820 per mile,	£32705 0 0
The Philadelphia and Reading cost \$94070 per mile,	23517 0 0
	<hr/>
	£9188 0 0

With the annual saving of Interest on

per mile on the Philadelphia Road, it is difficult to account for the Estimate of Mr. Pease being less than the actual cost on that Road. It cannot consist in the difference between the Levels of the two, for on the Philadelphia, an Engine starting from the Coal region, with her train of cars, has no greater difficulty to contend with, than that presented by an actual level, except in a short ascent of 42 feet per mile, in one mile and four-tenths, which is overcome by the help of an assistant Engine for eight-tenths of cent per ton per mile. At this rate of one farthing per ton, "Mr. Tucker, the intelligent and very able President of the Philadelphia and Reading Road, in the Report 10th January, 1846, observes the expense of conveying coal from Pottsville to Richmond, would be about 47 cents per ton; or deducting interest on Engines and Cars, 40 cents, including maintenance of way, or about 30 cents for mere transportation. This is rather less than our experience hitherto; though if the Railroad was exclusively stocked with the large Cars and Engines, the expense would be diminished within the estimate of Mr. Pease. Some of the elements of expense may be greater, and some less than here; but if on the whole this is somewhat in favor of the English Lines, it must be observed, that our gradients are infinitely more favorable than those on the proposed London and York Road, to which his evidence refers. The great knowledge of Mr. Pease upon this subject must be regarded as the reason for this reference to his views."

In 1845, the number of Tons of Coal carried on the Philadelphia and Reading Road, was 814,279, at a cost of 37 & 1-10 cents; but for the year 1846, it is estimated on an increased tonnage of 1,250,000 at 33 cents only, which will be within 3 cents per ton for 93 miles,—scarcely a difference with that of Mr. Pease.

The fact is, however evident, if the Motive Power cost less on the English Lines than on the Philadelphia and Reading, the actual charge for the carriage of freight on the latter must be at the lowest rate.

The elements of expense are:—interest on the Capital, whether expended in the formation of the Roads, or the purchase of the Locomotive Engines and Cars

on it, the Repairs of that Road, Engines and Cars, and the expense of Motive Power.

Although the cost of the Philadelphia and Reading Road be \$68,643 more per mile than the average of 83 American Roads, it nevertheless cost within \$37,230 of the average of the English Lines. This difference exists between the most expensive Road in the United States, and the average of all the Roads in England. Admitting that the Quebec and Halifax Roads may be 600 miles, and the average cost of the American Roads be, \$26,427 per mile, the cost of the Quebec and Halifax Road would be $26,427 \times 600 = \$15,856,200$ or £3,964,050 Cy., the Capital required for an English Road, the same distance would be £19,710,000 Cy.

I have cited in this instance the most expensive Road in the United States, on the one hand, where the lowest cost of Motive Power is obtained, by means of the favorable gradients, that vast outlay has procured.

The tonnage of that Road is only limited by its capacity to carry; each additional ton carried will lessen the expense of transport; particularly on the greatest element of expense, the permanent interest on the Capital for the Road, and the moveable Stock.

On this Road the supply and the demand are alike inexhaustible; it runs parallel with the Schuylkill Canal, and conveys Coal at a lower rate than by water; in the same way that Coals are brought to London cheaper from Newcastle, by Rail, than by the Colliers sea-wise.

If the projected Railroad can contend with the ordinary mode of transport between Quebec and Halifax, as Carriage by Rail does between the Coal Region and Philadelphia by Canal, and that of Newcastle and London by sea, the question of profit, I apprehend, is placed beyond a doubt. Seaborne freight has to contend against more than the actual expense of transit; and if the cost of the two modes approach each other, the difference of Insurance and Interest, would decide in favor of the Rail route; and in proportion as the Road may approach a level, will the guaranty of profit be found.

That I might not be deceived by the low rate of transport on the Philadelphia and Reading Road, and the lower rate resting on the authority of Mr. Pease, I took great pains to satisfy myself, that depending, as every thing connected with profit on Railroads must do, as to gradients obtainable; and these being favorable, that Coals and Timber can be carried at the rate asserted by Mr. Pease, and I have the best practical authority for saying, that Locomotive Engines, similar to those on the Baltimore and Ohio, or the Philadelphia and Reading, weighing 23 tons, with eight wheels, will draw over a well constructed Road, if level, having no curves of a less radius, than a thousand feet, a gross load of 800 tons; of which, if of Coal, the Net Load would be about 575 tons; of Lumber, 550; if of Produce or Merchandize, requiring protection from the weather, 466 tons.

That the cost of transport on such a Road, inclusive of 6 per cent. interest on the Capital invested in Machinery, wear and tear of Machinery, wages of Men, fuel, (Wood at \$1.50 per Cord, prepared for the Engines,) oil, and other contingencies, would be about 4-10 of a cent per ton per mile, for Coal and Lumber; or 6-10 of a cent for produce or merchandize. This is on the assumption that the Coal and Lumber Cars run in one direction without load; and that the merchandize and produce Cars are fully laden one way, but only one third loaded on the other.

“Upon the Baltimore and Ohio Road, the cost is greater than here given, in consequence of the severity of the gradients, and curvatures of the line. I have no doubt but that in some situations in this country (U. S.) Coal could be carried

over a well constructed level and moderately curved Road for 40 cents per ton, per 100 miles, actual cost, embracing the several items mentioned by Mr. Pease."

The cost upon the Philadelphia and Reading Road, which is a Road of favorable gradients and curvatures, was at the rate of about 40 cents per ton, per 100 miles, during the year 1846. The interest on the Capital of the Road, and the Machinery on it, will be a permanent charge constituting a principal item of the cost of transport. The cost of motive power can be exactly ascertained when the level is known, but the remunerating price of transport can only be calculated on the quantity of freight transmissible.

Though the quantity carried will add to the cost of maintenance of way, every ton will go in reduction of the interest on the Capital expended.

If the projected Road can contend against Freight by sea to Halifax, the gradients may possibly admit of it contending against it from there; in that case it will have an advantage over the Philadelphia and Reading Road which, carrying only one way, performs a distance of 186 miles to deliver Coals 93.

On this Road, then, if the gradients are favorable, the trains carrying the exports to Halifax might bring back Freight to Quebec, either in the imports from Great Britain, Coal from New Brunswick, or Plaster from Windsor; and altho' the imports from Halifax would not be of equal tonnage, they would, nevertheless, bear a higher rate of transport.

It must be borne in mind that the cost of motive power has been on the calculation of the Philadelphia and Reading Road, of freight only one way. Whatever then the freight from Great Britain, Halifax, or N. Brunswick would yield, would be without expense—therefore, entire profit. The gradients may be more favorable than those on the Philadelphia Road, or they may be altogether of an impracticable nature, except at an outlay of Capital to overcome heights, by tunnelling, that no transport of produce or merchandize, can bear.

Considering the water level between the extremities, it seems natural to imagine easy gradients may be found. The survey between Quebec and St. Andrews was made in 1836, by Major Yule, an officer of the Royal Engineers; and I have authority for saying that the line of Country was found to be highly favorable.

The St. Andrews and Quebec Railroad Company was incorporated in that year; but the action of the Company was stopped, by a remonstrance of the U. States Government, that the Railroad Company was about to interfere with the disputed Territory, on the Maine Frontier. Howison, in his *European Colonies*, observes, "of all the physical peculiarities of British America, the most remarkable is, the general levelness of its surface, for in her vast extent of territory comprehended between the coast of Labrador and the Rocky Mountains, there does not exist one range of hills, nor even a single peak of moderate elevation. The highest lands in that part of the globe seldom rise more than 400 feet above the level of the surrounding country, and in many places unbroken plains are found the same number of miles in circumference."

The gradients, whether favorable or unfavorable, in proportion as they diminish or increase, the power of transport must regulate the price of that transport. If, then, they should be such that a cargo of produce could be forwarded to Halifax by Rail, and from thence to the Ports of Great Britain, at a less cost, than *directly* by sea, from the Port of Quebec; then the cheaper mode of conveyance being also the speedier, would be universally adopted. If, on the contrary, the expense should prove to be greater, *then* the Railroad would only be resorted to during the *winter* months—probably from the 1st of October to the 1st of May, when Insurance is at the highest, or the navigation closed. The following statement

ment, by one of the most respectable houses, and of long standing, in Halifax, on this subject, may be relied on:

“Statement showing the comparative expense of transport of a cargo of 4000 barrels of Flour to Liverpool, from Montreal and Halifax respectively, in October and November, 1845:

From Montreal—Freight to Liverpool; 4000 barrels at 6s. Stg.	£1200	0	0
Insurance on cost, £4000, at 5 per cent,	200	0	0
	<hr/>		
	£1400		0

From Halifax—Freight to Liverpool, 4000 barrels at 3s. Stg.	£600	0	0
Insurance on cost, £4000, at 2 per cent,	80	0	0
	<hr/>		
	680	0	0
	<hr/>		
	£720	0	0

a difference of £720 Sterling—3s. 7d. Sterling per barrel, or 4s. 2½d. Currency. I have no doubt, if a regular business were established, it would be taken at 2s. 6d. per barrel, and the same the year round.”

Supposing, then, the saving of 1s. 8½d. Currency on a barrel of Flour would draw the Freight *via* Halifax, it remains to be seen how far the interest on the Capital to be expended on the Road, being a permanent charge, may militate against it.

If, however, instead of estimating the sum to be invested in the formation of the Road by the average of the cost of all the Roads in the United States, where some of them cost £25,000 Currency per mile, the calculations were made on six of the least expensive Roads of that Country, viz :

On the Berkshire, 21 miles,	\$250,000
Attica and Buffaloe, 31 miles,	336,211
Buffaloe and Niagara, 22 miles,	200,000
Hudson and Berkshire, 31 miles,	575,613
Saratoga and Schenectady, 22 miles,	303,658
Philadelphia, 30 miles,	400,000
	<hr/>
	\$2,065,582

equal to \$13,156 per mile. Or, relying upon our own experience and management, we adopt that of the Champlain and St. Lawrence,—15 miles, at a cost of \$212,000, equal to \$14,140 per mile. The Capital required, then, at that rate would be 14,140 x 600—\$8,484,000, £2,121,000 Currency.

The permanent charge or Interest would be £127,260 Currency; and calculating the expense of transport on Coal and Timber, at 4-10 of a cent, and on merchandize, at 6-10, it remains to be seen what prospect the Trade from Quebec affords in transmissible tonnage, at the saving of 1s. 8½d. Currency, per barrel.

The Tonnage arriving in Quebec, in 1845 and 1846, was—

In 1845, 1475 Vessels,	559,712 tons.
In 1846, 1439 “	573,208 “
	<hr/>
	1132,920

an average of 566,460 tons, considering the difference between Registration tonnage and actual tonnage to be at least 50 per cent,

283,230
566,460
<hr/>
849,690
Taking

Taking 1-5th part, that is to say, all the provisions being equal to 830,769 barrels and 100,000 tons of Lumber as likely to be diverted to this new Channel—the one at a loss, that is, instead of going down empty, say, 100,000 loads of Lumber.

	DR.	CR.
Cost of Transport on 100,000 tons of Lumber, at 4-10 of a cent per ton per mile, or 240 cents per Load,	£60,000	
Freight received at Halifax for the same at 7s. 6d. per Load,		£37,500
100,000 tons of Coals brought back cost 4s. per ton at a profit of 15s. per ton,		75,000
839,769 barrels of Flour, &c. at 2s. 6d.		107,694
Cost of transport of the above 830,769 bls. = 75,524 tons at 6-10 of a cent per ton per mile, \$3,60 per ton per 600 miles,	67,971	
50,000 tons of Merchandize brought back from Halifax at 27s. 6d.		68,750
	<hr/> 127,971	<hr/>
		£288,944
		127,971
		<hr/> £160,973

I have calculated on 100,000 tons of Lumber at 7s. 6d. per load, because the difference of freight from Halifax to Quebec, to the British Ports, would leave that quantity at least at the option of the Railroad; and supposing that 100,000 tons of Coal and Plaster could be brought back; insuring by this means, a profit on the round trip.

I have estimated 50,000 tons as the *least* quantity likely to be obtained from the Imports from Great Britain, Halifax and the West Indies, on Merchandize, Salt, Sugar and other Colonial Produce.

I have limited the estimate to the interchange between the termini, and that interchange to the supposition, of only 100,000 loads of Lumber, and 75,524 tons of Produce of Exports, and 100,000 tons of Coal and Plaster, and 50,000 tons of Merchandize Imports from Great Britain; when in 1844, there was imported more than 22,000 tons Salt only; and of Goods, paying an ad-valorem duty of £2,411,154, besides £50,384 free.

I have excluded from this estimate, all profits derivable from Emigrants, or Travellers from New Brunswick, and Canada, Passengers and way trade from Settlement to Settlement, or Province to Province, Canada produce for the supply of New Brunswick and Nova Scotia, in Flour, Pork, Beef and Grain, the quantity of Lumber brought down the River St. John, above the Falls to the Port of St. Johns, or the further quantity procurable through the Land, on the Line; or Coal to Halifax for shipment to the United States.

On the Pugwash River alone, there were, I was informed, 44 Vessels of from 300 to 500 tons loaded up to September last, almost entirely with deals, and the difficulty of getting them to the port, is such, that they could better afford to pay 1s. per ton, per mile, on the rail, to ship them to Halifax, than carry them for shipment at the port of Pugwash, added to which the port of Pugwash is closed as long by frost as the port of Quebec.

From Truro in Nova Scotia, through New Brunswick, a distance of 260 or

270 miles, is well timbered with white and red pine, an inexhaustible deal country, with hard timber. Here also abound exhaustless fields of coal, and lumber, within a profitable distance of the port of Halifax; both of which could afford to pay a remunerating rate of carriage, though the cars might return empty.

Considering the probable revenue these excluded sources are capable of yielding, and their boundless supply, the least sanguine might not unreasonably deem them, if not principal sources of profit, at least, *most powerful auxiliaries*; but as these profits will depend on the amount of capital to be expended, and the gradients procurable, it is unnecessary to offer further speculation on the subject.

That I may not mislead as to the importance of favorable gradients to the success of an enterprize demanding such an outlay, I beg to shew the items of cost of transport on other roads where the gradients are less favorable.

On the Baltimore and Ohio Railroad, the several items of cost in detail, per ton, per mile, for the years 1843, 1844, 1845 and 1846, were :

	1843	1844	1845	1846
Average of Motive Power,	1,097	1,055	0,748	0,804
Repairs of Railway,	828	833	574	603
" Bridges,	063	063	240	183
" Depots,	046	048	045	056
" Water Stations,	009	006	007	011
Pumping Water,	018	021	015	015
Watching Bridges,	027	048	043	035
Repairs and Renewals of Cars,	268	327	241	216
Transportation Department including salaries of Superintendent, Agents, and Clerks, (\$8,689,75,) Conductors and Breakmen of Passenger Trains (\$3,577, 56) Tonnage Trains (\$5,534,26,) Labor at Depot (\$7,299,77,) Oil for Cars (\$2802,13) and contingencies (\$4,794,10)	311	307	218	199
General Expenses including Salaries of President, Secretary, and Clerks in Secretary's Office, Taxes, Insurance, &c.,	159	110	057	039
	<u>\$2,826</u>	<u>2,818</u>	<u>2,188</u>	<u>2,161</u>

Being 2 cents 4-5ths for 1843 and 1844, 2 cents and 2-5ths for 1845 and 1846.

The average number of tons carried by each Train, was,	22½	21,67-100	29 20-100	31 50-100
The average charge for Freight per ton per mile	3,962	4,097	3,106	3,021

Contrasting with the statement of Mr. Pease, the Baltimore and Ohio and the Philadelphia Roads, it will be seen that from the difference of level the one carried on an average during the year 1845, 295 tons, whilst the other attained only 31½ tons.

The cost of a Train of Cars on the Philadelphia and Reading Road was \$109,046 for 93 miles, carrying 295 tons; that on the Baltimore and Ohio, \$56, or, returning with empty cars, \$112 carrying only 31½ tons. The actual cost of transport being 21 161-1000 cents per ton per mile, or for the 93 miles, to equal that on the Philadelphia and Reading \$201 or 10s. Currency.

By the Philadelphia and Reading,
London and York,

2s. 9d.
2 4½d.

Borne in mind, as it should be, that neither of these costs of transport affords any interest on the capital invested in their several roads, they establish no ground for the abandonment of the enterprise. The water levels at the Ports of Quebec and Halifax must be nearly the same; and it is yet to be ascertained whether the levels by land differ materially from it.

On the Boston and Providence, the New Jersey or the Washington branch, for a tonnage train of 12 double cars loaded with 48 tons of freight, a distance of 80 miles at a speed of 8 miles an hour, would be \$44,35, being at the rate of 1 cent 1550-10000 per ton per mile.

The Locomotive expenses, were	0,6727
Car,	0,3136
General,	0,1687
	<hr/>
	1,1550

A Passenger Train same distance, 2 cars containing 60 passengers each, and one containing 15, with baggage, \$35,78.

Locomotive Expenses,	0,2354
Car,	0,0935
General,	0,0600
	<hr/>
	0,3889

3889-10000 4-10ths of a cent per Passenger per mile.

On the Baltimore and Ohio Road, Main Stem, for the year ending 30th September, 1846.

Motive Power,	0,352
Repairs of Railway,	0,248
Do. and Renewals of Bridges,	0,075
Do. Depots,	0,023
Do. Water Stations,	0,005
Do. Pumping Water,	0,006
Do. Watching Bridges,	0,015
Do. and Renewals of Cars,	0,178
Sundries,	0,126
	<hr/>
	1,028 cents.

1 cent 28-1000 per Passenger per mile; the passage 3 cents 116-1000 per mile.

	In the years 1844 and 1845.	
Motive Power—Passengers per mile,	1,054	1,041
Charge for Passengers per mile,	3,141	3,151
Motive Power—Tonnage per mile,	2,818	2,188
Charge per ton per mile,	4,097	3,106

According to the revised Estimate, the cost of transporting Coal from the Mines to Baltimore with the Coal Car, as recently improved, the Locomotive Engines 20 tons weight, the Cars 2½ tons, with capacity to carry 7 tons of Coal, each engine will haul 182 tons, the Cars are returned empty; that equal to four days are required to make the round trip; that Six Locomotives are required to keep four in constant service.

Trip

Trip round,	\$212 74
Cost of Motive Power per ton, per mile,	0,622
Wear and Tear of Road,	0,324
Contingencies,	0,100
	<u>1,046</u>

1 46-1000 cent per ton, per mile.

Cost of transporting Coal from Cumberland to Dam No. 6, on the Chesapeake and Ohio Canal, with the Coal Cars as recently improved—distance 45 miles.

Locomotive Engines 20 tons weight, Cars $2\frac{1}{2}$ carrying 7 tons each, each Engine to haul 217 tons of Coal, Cars returned empty, that one round trip, 90 miles is made per day by each Engine, 3 Locomotives are required to keep 2 in constant service.

Cost of One Train per day,	\$51 19
Cost of Motive Power,	0,524
Wear and Tear of Road,	0,237
Contingencies,	0,100
	<u>0,861</u>

861-1000 of cent per ton, per mile.

Cost of transporting Coals from the Mines in the vicinity of Frostburgh to Baltimore, distance 188 miles, Locomotive Engines 20 tons weight, to haul 25 Cars carrying 7 tons each, or 175 tons.

Round Trip,	\$220 29
Cost of Motive Power,	0,670
Wear and Tear of Road, Ferry, &c.,	0,337
Contingencies,	0,100
	<u>1,107</u>

1 cent 107-1000 per ton, per mile.

On the sixteen of the following principal Railroads, viz: the Mohawk and Hudson, Troy and Schenectady, Utica and Schenectady, Utica and Syracuse, Auburn and Rochester, Auburn and Syracuse, Tonawanda, Attica and Buffalo, Boston and Lowell, Boston and Maine, Boston and Providence, Boston and Worcester, Boston and Portsmouth, Boston and Fitchburgh, Norwich and Worcester, Western, or Albany and Worcester, the average cost of running a Train of Cars in the year 1845, was 70 3-8 cents per mile, excluding the Trains run for repairing the Road. This charges on the Freight and Passenger Trains, the total cost, of repairing Roads, Engines, Cars and Stations, and all other expenses, general and special, required to conduct the business of a company for the year. The average length of the above Roads was 54 miles. Supposing the Road from Quebec to Halifax to be 600 miles $\times 70\frac{3}{8} = \$422\ 25$ £105 11s. 3d. Currency, would be the cost of a Train with a 15 ton Engine. A 15 ton Engine could transport 300 Passengers through in 20 hours. According to the estimate made for the Hudson River Railroad, in June last, at 85 cents per mile, £127

10s. Cy. per trip, about 9s. Cy. per Passenger, between Quebec and Halifax. An Engine of 18 tons could transport 500 Passengers through in 24 hours, at an additional expense of £25, being 6s. per Passenger.

I cannot terminate my references to the Statistics of the United States Railroads without acknowledging the ready assistance I received from the American Citizens during the period of my researches.

This acknowledgement is an obligation I owe to truth ; and it is with sincere pleasure I declare that, notwithstanding the feelings of rivalry that might be supposed naturally to arise in that land, at the project of a Railroad that was especially designed as a military defence, and to obviate the necessity of resorting to the American soil for any transatlantic advantage ; a better, a nobler feeling inspired all classes, from the President downwards, with the desire to give every practical facility to shew every possible courtesy to the Commissioner of the Canadian Government.

In the present stage of the enquiry it is difficult to pronounce on the indirect profits likely to accrue from the Investment required for this vast and comprehensive project, as it is, on other advantages derivable from it, without a knowledge of the price at which those results may be purchased. The advantages are Political, Commercial and Agricultural, alike important to Great Britain and her North American Provinces ; and it would be delusive to imagine that Great Britain will, or that the Provinces can, unassisted, undertake such a work.

If it be the interest of the Metropolitan and Provincial Governments that such a line of communication should exist, although the one may be unable, and the other unwilling to accomplish it—it is not difficult to foresee that the joint object of the two may draw a third party—the Capitalists of England to their aid ; and although the interests of neither may be paramount so as to induce the attempt, self-sustained, yet, each having separate and important objects to gain, may by combination deem it prudent to secure those objects, even at some sacrifice.

To effect this co-operation for a common object it may not be unnecessary to enquire, What the Provinces may be able to ?—What the Imperial Government may be willing to do ?—and what will induce the Capitalists to become actively interested in the Road ?

All who are in any way connected with the Trade and Commerce between the Mother Country and her North American Provinces, or in the intercourse, social or political, must view the project with unabating interest.

Vast as the project may appear of connecting Quebec and Halifax by a Railroad, 600 miles in length, the Rail is a universally demonstrated improvement, so much so indeed as to have become a modern exigency—more calculated to excite increasing exertions to accomplish it, than to lessen them by a doubt of its practicability.

Without extending the sphere of our vision to the Asiatic portion of the British Empire, attainable by this Western Route, contribute how it may, hereafter, to that magnificent end—this first link in the great chain of communication is at least within our reach, and may be encompassed without endangering the Capital that may administer to it.

It seems desirable, that however impossible it may be in the present stage of the enquiry to prove the remunerative result, yet the inevitable consequences that may ensue from its abandonment, it may be prudent, by almost any effort, to avert.

As it presents itself—though the speculation, as a mere money investment, afforded no prospect of adequate advantage—it may draw with it ulterior benefits, which now but faintly show themselves, and to which an expenditure, great as it may

may be, would not be unprofitably applied to secure. Amongst the most obvious consequences would be a dearer Military Defence—the loss of an opportunity of strengthening that defence by the settlement of the Country, by the infusion of an industrious population, by the proper and only use to which the Waste Lands in a new Country should be applied, viz: to the relief of the surplus population of the Mother Country.

Foremost among the manifold advantages would be the rapid communication with Great Britain—her Northern Provinces would then be as near to her as Edinburgh and York were forty years since—they would become what they ought to be, integral parts of her great Empire.

The moral influence and growth of public opinion, thus brought immediately to bear, would open a large field of improvement, and otherwise advance the destinies of these Provinces more in twenty years than their unaided progress could achieve in two hundred.

Within ten or twelve days' distance from the Parent Shores, these Colonies could be more easily defended than Edinburgh or York could have been.

It would bind her Colonies together, and to her in the closest ties of Commercial interests and friendly intercourse, quickly and easily reciprocated.

If Great Britain desire to continue the possession of these Colonies nothing could more strengthen her relations with them or her means of defending them, as well by her own power as by enabling the Provinces individually, by this speedy intercourse to unite their own numbers in their own defence.

The thousands of Nova Scotia, New Brunswick and Canada, could unite then on any given point of either Province in fewer hours, and with less fatigue, than the hundreds of any County in either, without this aid, could connect themselves on any given point in that County. In Military language, the whole population of the Country could, as it were, form square, against a sudden enemy—and with facility and celerity disperse upon the disappearance of the danger.

The Military Stores and Munitions would be with facility transported at seasons when, without it, it would be impossible, were the wealth of Great Britain applied to it; and at less cost than the transport of a Company now.

In the prosecution of a defensive War for the protection of these Colonies, Great Britain will depend much on her Steam Navy, whose element of strength is speed.

A means whereby the Fortress of Quebec, inaccessible for five months in the year, would be brought to within thirty hours' travelling distance of all seasons, of the Great Naval Station and Depot of the Military strength of Great Britain on this continent; Halifax, would be only another but a mighty step in the policy that appreciates all the advantages of a Steam Navy.

The value of such a communication need not be insisted upon. It must be clear to every vision.

Looking at the progress of causes, and at all the circumstances that naturally present themselves, in fore-shadowing the future of this Continent, to a reflecting mind it will appear by no means chimerical to suppose that the Military safety of these distant possessions of the British Crown, may hereafter depend wholly upon the question of time, that is to say, upon the promptitude with which succour can be transported to certain parts of the Territory.

In bettering the condition of the laboring classes it is unnecessary to dwell upon the important agency of a Railroad. Labour is the poor man's only property; but of how little comparative value without quick and cheap means of transporting the fruits. Apart from association with his kind, the human being, isolated in the wilderness is in a position to develop only a fraction of his faculties.—

Ceasing to know, he ceases to care for the business of the great world beyond his view ; and all feeling for the interests of his neighbours or species gradually sinks, until it becomes almost dead within him. On the other hand, intercommunication, through locomotive facilities, aiding the barter of produce, leading to the interchange of thought, exciting emulation, and multiplying dealings between man and man, under such auspices the vital principle of communities quickens, and civilization advances at its most rapid pace. It would seem, indeed, to be a principle of modern discovery that the developement of mind increases in the ratio of numbers and facility of intercourse. This moral impetus, these Provinces require. It is the great desideratum of their condition ; and it would be almost impossible to over-rate the vast and beneficent results, the national wealth and power, that would be seen to spring with rapid growth from the now inert masses, and slumbering human energies, scattered over the regions of British territory in this hemisphere, were the means taken for knitting them together, by the capacity of easy transition from place to place.

The early periods in the settlement of unreclaimed lands, exhibit only a scattered population, each individual depending upon what he can raise for his own consumption, of little use to his neighbour, and of none to the commonwealth.—The early settlers tax the soil for enough only to supply their own wants. If they raised a surplus, it would be labor wasted ; for it would have no exchangeable value but at a distance unattainable by the grower or his produce. Such populations contribute nothing to the State, by the consumption of dutiable articles, because these also are at a distance, and out of reach. Beyond the pale of citizenship, they perform none of its duties, and for all the benefit they confer on the land of their birth or adoption, they might as well be the subjects of another. Unregulated settlement originates in a band of squatters, who begin by clearing no more land than may promise a bare supply for their own wants. They remain uncivilized, because isolated from the rest of mankind, with few wants, and fewer enjoyments ; content with the lowest line of labor, for the lowest line of subsistence.

Capital cannot be expected to follow and seek out labor in the Wilds of the Forest, and labour, remote and sequestered, and sunk in apathy, will not emerge from its slothful seclusion, to go in search of capital, and the elements of national wealth must remain inoperative, until the slow progress of time, or the vivifying principles of locomotion bring them into contact. Then exchanges commence, and the thousand employments, sympathies, and interchanges belonging to freedom of intercourse, spring into existence ; labor is encouraged, and capital rewarded, and thus a union of purpose, sentiment, and feeling infusing itself, gives a social turn to the once inert and disjointed mass.

One of the most important consequences of the change thus wrought, is its tendency to elevate the lower classes in dress, manners, and acquirements. The improved manufactures of Great Britain, are brought within the reach of the settler, at one tenth part of the labor necessary for the rude substitute of his own wealth. Labor becomes no longer valueless or the field of production to the mere line of subsistence. In 1750, before Arkwright's invention, the whole amount of Cotton Manufactures of England did not exceed the value of £200,000 at that time, the quantity manufactured could not have been equal to one 500th part of that now manufactured for home consumption only. What has locomotion done for the manufacturing interest there. It has given to Manchester an inland manufacturing Town, a Sea Port at Liverpool. Within an hour after the arrival of the Cotton from India, or America, at Liverpool, it may be undergoing

a process of manufacture at Manchester, and in another hour, returning to Liverpool, on its passage to other climes, in payment of the cotton, or the silk, the material of its manufacture.

There was a communication by water between Liverpool and Manchester, as there is between Quebec and Halifax, yet time was the great object sought, and to gain this, an expense of £1,774,000 was incurred to overcome a distance of 30 miles. Twenty years since, Cotton crossed the Atlantic to Liverpool, for less money, and in less time, than between Liverpool and Manchester.

Here the adventurous spirit of trade made the first grand and successful experiment, nor has it slumbered since in America, or in any of the Great European States, Germany, France, Russia. From Boston it has extended an unbroken line to the Great Northern Lakes. From New York southward, another traversing the States of New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North and South Carolina, Georgia, terminating near the Bank of Alabama River, drawing the products of the distant interior to the Atlantic Cities.

England is intersected by her 2000 miles in every direction of the compass, on which thirty-four millions annually travel—the German States their 3500 miles communicating with each other—France, her 537 miles open to commerce, and her 1800 in progress of construction—joining the Mediterranean with the Adriatic and the Atlantic—Paris, with Lyons 357 miles—and from Marseilles to the East the means of internal transport for the commerce of the Levant—Belgium has her 400 miles, reaching the French and Prussian Frontiers—Russia has her thousands in progress and contemplation. India is awake to the necessity of its introduction there—three quarters of the world imbued with the same irrepressible spirit of enterprise.

Had the genius of Arkwright been doomed to contend against inaccessible Alps or endless forests, he might have rivalled the world in the articles of Lace or manufactures transportable by human labour—but he never could have extended the empire of our Commerce to every habitable latitude of the Earth's surface. Had the Collieries of Newcastle been as unapproachable as the Millions of feet of Timber through which this Railroad will pass and give value to, two Millions of People could not have formed a City on the Banks of the Thames. London might have been in the Palatinate of Durham, and Middlesex a Pastoral County, to supply it with food. A Watch-maker might establish himself on the Northern confines of Lake Superior, and compete with his rivals in London or Paris—the transport of a chronometer could not cost 6d. to Paris or London, but the exportable products of the Provinces are of great weight, but little value where they abound, owing nearly all their value to the expense of transportation to the place of shipment. There are millions of acres fit for settlement—millions of tons of Timber fit for commerce—and inexhaustible fields of Coal in the uninhabited wilds of New Brunswick alone, but inaccessible; yet all this wealth is pent up where it grows—requiring only the possibility of outlet to give value to them all, employment to labour, and food to man.

If the power of Locomotion has such an important influence on mind and matter, what efforts can the Provinces make to secure the application of it, as the great permanent and a speedy Highway between them.

They can each pass an Act empowering the Commissioners or Company of the Railroad to appropriate to its use 100 feet on the Line of Road free of cost on all the ungranted Lands through which it may pass—and the right of purchasing that quantity at the price purchased by the owner, with liberty to take all the necessary materials of construction free of cost.

They might, by a guaranty sufficient, induce the Capitalists of England to supply

supply the Funds for the construction of the Road. This they might do by embarking in some of the risk, and thus give confidence; or, on the other hand, by insuring those who would embark in it an interest in the Capital for any given or satisfactory period, equal to what that Capital would receive if invested in the funded debt of Great Britain.

Supposing the capital required to be £4,000,000, and the Provinces should guarantee 3 per cent, per annum, for 10 years, on £3,000,000, in addition to any dividend under 3 per cent. the Railroad might pay.

Under this contingency, the Capitalists might require some assurance beyond the period of ten years against the total loss, should the project prove unproductive.

The guaranty might be any given quantity of Land, on the Line of Road wherever grantable—or by a mortgage of all the Lands of the Provinces, between Quebec and Halifax, on the condition of settlement. Canada has 6,242,000 acres, (besides 1,000,000 disputed by New Brunswick,) between Quebec and New Brunswick on the South side of the St. Lawrence alone.

To the Capitalist the advantages are of an extraordinary nature; whatever profit the Road may yield, that profit will belong to him.

During the progress of the work, when on other works, the capital expending is unproductive, he will receive 3 per cent. as much as if the money were still in the funds. He will have the Railroad itself in security—perhaps, 8 or 10,000,000 acres of Land, as collateral. He is guaranteed the interest for ten years and the principal afterwards. He may double his capital, if the enterprise be profitable; and he is indemnified against loss if it fail. During the ten years he will have learned the result of the investment whether it will maintain itself or not, should it prove only 1, 2 or 3 per cent., his dividend will be 4, 5 or 6 per cent. If at the end of ten years it will not pay an equivalent for the capital, the Road may be sold, the deficiency made up, out of the collateral Fund established by the 8 or 10,000,000 of acres, the money received for the sale of land, during the period accumulating, to be set apart for that purpose.

The inducements to the Capitalists to embark in the enterprise are plain, protected as they are against every contingency, of Principal or Interest.

Whether Great Britain can promise to herself advantages sufficient to counterbalance the sum of assistance required by the Provinces, may depend on events. But Canada has a claim on her justice. The change of her commercial policy compels her to continue the chain of internal communications which her former protection induced her to commence.

Large amounts of money are now in progress of expenditure in Canada and Halifax in Fortifications. Unassailable as each is by sea, each is alike approachable and weak by land,—at present incapable of speedy combination of force—to strengthen or support each other. A Military Road, at whatever expense it could be made, or afterwards maintained, could seldom, if ever, afford a passage to Troops in less than thirty days, whilst on the Railroad it could have been effected in as many hours. The defence of a Country, which is the first obligation of a citizen, is also the paramount duty of a Government. Perhaps, then, the speedy, easy and constant communication,—the free passage of Troops and munitions of war, so necessary to defence, may offer an equivalent for the difference between the cost of a Military Road, which must be made, (and which can only be maintained at great annual expense) and the sum of assistance, beyond the power of the Provinces to contribute to the construction of a permanent and when once constructed, but little costly Railroad. Keeping in view, the expense of moving the Troops in the one case,—with the free transport and expedition

pedition in the other—the military combination it would admit, and the readiness for action on their arrival—the strength of defence this ready and common line of communication would afford to the native force of the Provinces,—in their mutual assistance—the commercial facilities of an uninterrupted interchange of the Imports and Exports of the Parent State and her Colonies—the transmission of her Mail quicker through her own territory—the settlement of the country through which the Road will pass, and the consequent increase of the strength and wealth of the Province—the means of permanent relief to the over-populated districts of the Mother Country, to the under-populated lands of this—giving value to labour,—and value to land,—each valueless apart—making unproductive land increase the means of human support, and building up a vast population for the consumption of her manufactures,—in exchange for food. These prospects may, if they appear worthy of consideration, induce the Home Government to cooperate with the Provinces in an enterprize of common benefit. The natural desire to advance interests so long fostered may incline them to embark with the Provinces in this enterprize, at once national and colonial; and we cannot assign to her justice—her generosity, or her munificence—a less portion than one quarter of the liability. If, therefore, the Mother Country will advance One Million without interest for ten years, the achievement of the proposed Railroad may be found to be within the compass of Provincial resources.

This great work, whilst it would cause a stream of wealth to flow to the Parent State, would become, by increasing its power to defend, the fountain source of Colonial safety. It may be objected that a State should become a money lender, in competition with private interests, and that the securities a Railroad afford are inadequate; and it may further be questioned whether the Provinces should be burthened with a large debt to construct it. But the assistance invoked is in aid of private advantage, and to invite it there are other securities besides the Railroad; and the Provinces will have ample remuneration for a debt not forced on them, but willingly incurred to bring into culture and habitation improveable wilds; and out of the recesses of these wilds, find power not only to redeem those burthens, but to better the condition of every Colonist, and render easier of attainment all those things for which men plough, build, or sail. However carefully Her Majesty's Government has avoided any Proprietary interest, or interference with other undertakings of a magnitude sufficient to excite suspicion, or entitle them to favor, it seems extraordinary that a most important innovation, the adaptation of Steam to land carriage, has eluded all cautionary measures and effected a revolution in travel and transit, taking the thoroughfares and highways of the Kingdom out of the custody and control of the Crown.

Other Governments have been more vigilant or more apprehensive, and by extending assistance they have secured the power of control.

Out of the 3,565 miles of German Railroads 1,214 have been constructed by the Government, 190 miles guaranteed an interest of $3\frac{1}{2}$ per cent. and 65 an interest of 4 per cent.

The Government of France guaranteed 4 per cent. on the Capital of the Paris and Orleans Railroad during its construction, and 3 per cent. after its completion for 46 years, and 1 per cent. for the reimbursement of the Capital.

Of the 386 miles of the Belgian Railroads, 326 were built entirely by the Government, and 4 per cent. interest on the remaining 60 miles was guaranteed by the Belgic Government for 46 years.

In the United States, 212 miles in Pennsylvania and 178 in Michigan have been built by the U. States Government—and, with the exception of the Erie Canal, the only State projects that have yielded any return for the outlay. On this sub-

ject the joint Committee of the Senate and House of Representatives of the Commonwealth of Massachusetts, in their Report of the 17th March, 1845, observe—“while millions have been expended for the portions of the State and Country, which are interested in Commerce and the Fisheries, by the improvement of Harbors and Navigable Rivers, by the erection and support of Light Houses and other safeguards, by Fortifications and Ships of War, and by unnumbered other provisions for the accommodation and protection of those interests, surely no complaint will be heard from any part of the Seaboard that the distant interior for once derived some direct aid from the expenditure of public money. It would be gratifying if the system of internal improvement, of which the Western Railroad in part had been the result of national expenditure. But the policy of the general Government leaves the interior to the sole care of the States, and improvements there must be effected, if at all, by the States separately. It stands on the footing of a great public enterprize, too vast for individuals or private Corporations to accomplish, and requiring the resources of the State to carry it forward to its consummation. It has been deemed worthy of the State, and one to which its energies might well be directed. As a means of developing the resources of the Western part of our State and bringing into closer connexion with the rest of the Commonwealth, it has been regarded with great interest for many years by the Legislature and the People.”

The three Provinces unite in their ardent desire to procure this great channel of communication—whether it may be prudent in the absence of further information to pledge the future resources of their revenue to accomplish this desirable end, may be a subject for their calm deliberation.

In the mean time it may be relevant to the subject to enquire whether nothing can be done advantageous in itself, yet auxiliary to the great and primary object, whether that object would not be promoted as well as assured, by making the settlement of the land through which the Railroad will eventually pass, *antecedent*, rather than *consequent* upon its construction.

With this view, to facilitate as well as hasten it, I take the liberty to suggest that the Provinces invite Emigration—not that indiscriminate emigration which would overwhelm the Provinces, without relief to the unhappy subjects of it, but in such numbers only as would admit of settlement—and of that class only which would secure it. “We are not friendly” said an enlightened leading journal of the Mother Country a short time since “to those wholesale schemes of deportation which at different times have been dignified by the title of emigration. We have no feeling but that of extreme aversion for the plans which are perpetually promulgated under specious pretexts of shipping off helpless poverty and starving weakness, to the sands of Australia or the Forests of North America. If there is to be any emigration at all let it be of every sort and class. Let the highborn emigrate as well as the low born. Let colonization be what it pretends to be, let it be what it was, when the Spaniards colonized Mexico and Cuba, and the French, Canada—the establishment of a nucleus, round which a body politic may hereafter develope itself. Do not turn the ignorant, the vicious, the helpless adrift to found States and direct Legislatures. Do not intrust the infancy of a Country, destined perhaps to become independent and wealthy, to the caprices of the unlearned and the audacity of the unprincipled. See that the foundations of your remotest settlements be laid in the humanities of learning, integrity and wisdom, and that this may be brought about, a consummation devoutly to be desired by the present age, and essential to the happiness of future ages; see that the constitution of the Colonies be formed so as to encourage the patriotism, stimulate the energies, and reward the attainments of those who devote their lives to them.”

Every

Every effort has been made by the Metropolitan and Provincial Governments, to encourage *Emigration*,—but, with the exception of Perth in 1815, and Peterborough of later date, little or nothing has been done to promote *Settlement*.

It is in the power of the Legislatures to connect them inseparably, by a judicious encouragement of *Emigration* only, as the basis of settlement. The simplest, and most expeditious mode of doing this, is not by crowding together multitudes of men on board of Ships, but by removing the obstacles to settlement, not by the aggregation of masses of human wretchedness, on our shores, but by preparing before-hand the means of settlement for such as may bring with them moderate means to establish themselves. The only way to make settlement certain and prosperous, is to conduct it through its first difficulties; and there is no reason to be assigned why these difficulties may not be removed, before the arrival of the Immigrant, rather than after, by the substitution of labor purchased before-hand for him, rather than by labor to be performed or purchased afterwards by him. Securing for him and his family *on his arrival* by the expenditure of a few pounds, a hearth and a home; placing him more than twelve months in advance, at a less cost than his own labor, or labor hired by him, could place him.

He has then lost no time at public offices, none in search after land, as well as avoided the expenses of cities; he places his family at once in the house already built for him, takes the hoe, the rake, or the harrow, to the four acres already cleared for him, and thus makes the first year's labor produce the means of subsistence for the next years labor. What has he not surmounted!

The Earl of Selkirk, in 1803, accompanied 800 Highlanders from Scotland to Prince Edward Island. They reached it in August, before the middle of September they were all dispersed on their separate lots, and began clearing their land. In September following, His Lordship returned to the Island, and found them gathering their harvests. The potatoes alone he said, would have been sufficient for their entire support. The extent of land in cultivation, was at an average of two acres, to each able bodied working man. It took then, an able bodied Immigrant a year, to clear and crop two acres of land—at the present rate at which land could be cleared, the food and labor of an able bodied British Immigrant for the first year, applied to land, is not worth more than four pounds sterling, for two acres of land could be cleared for him at that price, a sum inadequate to sustain existence during the period. Forty days' labor, therefore, on the public road, would purchase equivalent for the food and labor of a British Immigrant during the first year.

Is it not evident then that labor so employed, is misemployed. That by the substitution of the labor of another accustomed to clearing land, and the proper direction of his own that the British Immigrant can clear his land. That by a proper system adapted to his capacity and habits, he may become at once a settler, when the commencement of the Railroad shall create a demand for his labour.

The proposition then I have the honor to submit to the consideration of the Legislatures of the Provinces, is, by the temporary advance of funds, to prepare the land for the reception of Immigrants, thus surmounting the first difficulties of settlement by the labor of others. To make the British Immigrant indirectly, clear his own land, by the substitution of the spade, the hammer, or the anvil, which he has been accustomed to instead of the axe, which he has not. To give labor a current and negotiable value, when required on public works, whether Railroads, Canals, or ordinary Roads, in payment of land, on which a log house has been erected and four acres cleared.

The

The course of Rivers in New Countries, is the base of settlement, as affording the easiest means of communication,—at first, the only one. The line on which the Railroad will run, may form the base of settlement for its whole length.—Supposing that 350 or 360 miles divided into Farms of 3 acres front, by 17 in depth, would make 2800 farms of 51 acres, on each side of the Railroad. To clear 4 acres on each of these farms, it would be necessary to clear a continuous strip of 3 acres wide leaving a width of 100 feet for the highroad, and Railroad, and to erect 5,600 log houses. It is probable at the most, that this could be done, by contract, for \$70 or \$80 per farm, clearing, building, and fencing—at the rate of £20 currency,—preparing 5,600 farms for the reception of Immigrants beforehand, would cost £112,000—285,600 acres of land, would be settled, and the settlers themselves not more than 50 yards apart.

Were the settlement continued 10 concessions deep, 2,856,000 acres would be thus applied, 56,000 families would be established upon them. The sale of the land through which the Railroad would pass on this 350 miles, would, perhaps, more than supply all the labor required on the whole line of the proposed Railroad. Estimating the

1st Concession, 285,600 at 10s. per acre,	£142,800
2nd & 3rd Concessions, 571,200 at 7s. 6d.,	228,400
7 other Concessions, 1,999,200 at 5s.,	499,800

they would produce the sum of

£871,000

It would not be difficult to procure 5,600 persons annually at least, ready and willing to come out, worth £40 Sterling each, if they were assured of such an arrangement having been made for them. This would reimburse the £112,000 already advanced, and lay the foundation of a fund of £142,800 for the settlement of the remaining nine Concessions in the same manner. Such a mode of settlement would ensure a steady, industrious, and well conducted Emigration on the line.

The other concessions might be sold on payment of the £20 advanced for the clearing, and the payment of the land be received in labor on the Railroad, from the parties who had become settlers by the deposit of the £20.

So far the proposition refers to Immigrants possessed of £20 and £40, but when the Railroad is about to be commenced, it might be advisable to bring it within the compass of skilled and able bodied men, without means, so as to make land actually to pay for the labor of the Railroad. To this end it may be necessary, either to continue the concessions on each side the road from the last settled, or to survey and lay out new Townships in other parts of the Province on the same system, if the system has been found to answer.

There will be one manifest advantage in making the Settlement as deep as it can be made on the Road; Towns will rise into existence, which the back Settlements will support.

Under the system here supposed, when workmen will become necessary for the Road, there will be candidates or applicants for Location Tickets. While working, such candidate might receive one-third price of his labor for food.

At the end of 180 days he would receive a certificate of 120 days, at 2s. 6d. or 3s., or such sum as would pay for the settlement duty already performed. He might then be entitled to take possession of his land, and following up the same course of labour might in the same way pay for the land.

In England it is supposed that one quarter of the cost of a Railroad is actual labour, and that the average number of labourers employed per mile is about thirty for the whole year. In this country the average would be greater, as with the exception of the iron, the materials are on the spot. Taking it, however, at 30 men

men per mile, it would require at least 18,000 laborers, who would at 51 acres each, settle on 918,000 acres, with a population, perhaps, of 90,000 souls, or calculating 50, as the more probable number required here, would require 30,000 laborers, who would settle 1,530,000 acres, and establish a population of, probably, 150,000 souls. The system proposed has a double operation; both beneficial to the country. The certainty of Settlement induces Emigration, and the *Lands* are sold; the certainty of employment on the Road draws laborers to it, which *that land* pays for.

Emigration and Settlement are thus connected, and the Provinces may be able to supply the whole labor on the Road, without a burden on the people.

In the former part of this Report, I have proposed one method of the making the Road, viz. : Her Majesty's Government lending One Million for ten years, without interest; the Provinces paying an interest of 3 per cent. on £3,000,000 for the same period, with the establishment of a Land Fund for the redemption of the Capital, if the Railroad failed to remunerate. Another mode suggests itself, which I have reason to believe, Capitalists may be found favorably to entertain.

It is, that the Government supply the One Million, free of interest for the 10 years; that the Provinces give all the land, which will represent in value, and supply all the labor required on the Road, and supposed to be another Million; that the Capitalists supply the remainder, taking all the risks and all the advantages of the enterprise.

I am not without apprehension, that the organic changes which I propose to secure settlement, may to some appear visionary, if only from its novelty; or impracticable to others from its magnitude: but the Railroad is not without its opposers, who deem it both visionary and impracticable.

The settlement of the country, however, is of vital importance, whether as a principal in itself, or secondary in promoting a Railroad; and confident as I feel in the practicability of the scheme, I have the less hesitation in recommending it, as a great means to a great object; the quick and certain Settlement of the Waste Lands of the Crown.

In obedience to His Excellency's commands, I have reported upon the question of profits likely to arise from the investment of the capital required for the construction of the projected Railroad, so far as the imperfect information attainable at the present stage of the enquiry could authorize me to hazard opinions. I have stated the basis of the calculation, rather than the calculation itself, for the obvious reason more than once adverted to, that no exact estimate of the profits can be made, until the estimate of outlay shall be known.

To the next head of enquiry to which my attention is directed, viz. : the quality, state, and present value of the several tracts of land through which the Road will pass, their adaptation for Settlement and agricultural improvements generally, and for the growth of Hemp, Wheat, Flax, &c., in particular; the climate, whether favourable or unfavourable for any of these objects; the description and quality of the Timber; and the extent to which the Railroad may be expected to increase the value of the lands, and the amount and value of the production. I have to report generally, that the greater portion of the 7,242,000 acres covering the surface of the North Shore of Canada, from Quebec to New Brunswick, is well timbered with rich growth of White Pine and Spruce, with Birch and Beech Ridges, and occasionally Maple. The soil is light, and of easy culture; but it is not generally adapted to the growth of Wheat, Hemp, or Flax. For the cultivation of Rye, Barley, Maize, Buckwheat, Potatoes and Turnips—the soil is as well adapted as any other in the District of Quebec; the climate of

this Region for all agricultural purposes may be stated to be the same as that of Quebec. The line of Railroad not having been yet surveyed, I am compelled in my answer to confine myself to generals.

The present value of these lands does not exceed 2s. 6d. per acre, from their distance to any settlement, but as the value of all lands in their natural state increases in proportion as settlement approaches, and as the Railroad must pass in the vicinity of these lands, their value must increase fourfold.

As far as can be judged by careful observation, by such views as the Highway may be supposed to afford, there is little appearance of Oak or Elm Timber, so that no accurate estimate can be made of the quantity of Staves, or Oak or Elm Timber procurable on the line.

The whole Country, however, abounds in Pine and Spruce of the finest quality—the quantity, therefore, of Deals and Pine Timber of the best description, as well as wood for fuel, will be inexhaustible. The proximity of these vast stores to the Ports of Quebec, St. Andrew's and St. John's, and the prospect of the facility of transport which a Railroad would afford, will give instant value to all the Woods of Commerce within reach of either side of the Railroad.

The transport of the Timber to the Seaports of Quebec, New Brunswick and Nova Scotia, would be less than the expense of like Timber from the upper parts of the Province, which now so amply supply the market of Quebec. The transport of Staves, for instance, from Port Dalhousie, on Lake Erie, to Kingston, is £3 15s. per 1000, and from Kingston to Quebec £6 5s.—being £10 from Lake Erie to Quebec, per M.

The cost of Oak and Elm, from the same place, Port Dalhousie, is £20 per M feet, or 20s. per load of 50 cubic feet.

The expense of bringing Oak and Elm from either side of the River St. Lawrence, below Kingston to Quebec, is £35 for every 8000 feet, about 5s. per load, and £35 for every 11,000 feet of Pine, 3s. 6d. per load of 50 cubic feet.

On the Ottawa, above Bytown, it is said, owing to the Slidage charge being heavy, and the great detention occasioned in passing, the cost of Red Pine from Lac au Calumet to Quebec is 1½d. per foot, or 6s. 3d. per load.

The Freight at the different Seaports will occasionally vary, but last year from Quebec for Timber it ranged from 42s. to 45s. For the last five years the average has been 37s 6d. to Liverpool, and 38s. to 40s. to London—Deals, £6.

Seldom more than two voyages are made from Quebec.

The rate of Freight from Halifax is 32s. per load of Timber, 65s. to 70s. of Deals per Petersburg standard; and as this Port is always open four voyages can be and are made per annum to the ports of Britain.

From St. John, during last year, the freight for Timber was from 34s. 6d. to 36s. per load; £5 5s. to £5 10s. for Deals.

The Harbour is never frozen, the Port always open, and draught of water for any vessel, and they can load a thousand ton ship in ten days in summer. Three voyages are made commonly to Europe.

As to the "probability or otherwise, of the Railroad being made to serve as a means of communication during the whole year," I have to observe that the Railroads of the United States, of Boston, New York, and Maine, suffer little more than occasional and temporary interruption from snow; and the opinion generally of intelligent men there, seemed to be, that the Line from Quebec to Halifax, would be less liable to interruption from snow than their own, the difference of climate preventing the thawing and freezing; the mere snow is easily removed when it has not been thawed and frozen. It is then the interruption and difficulty begins. It would therefore open a permanent communication during the whole year between the Metropolitan State and Canada.

Upon

Upon the next comprehensive enquiry in my Letter of Instructions, viz. : Whether any and what description of *Trade*, either within the Province, or between it and the Sister Provinces and the Parent State, are likely to be created ; or, if existing, encouraged and increased, by the construction of the Railroad, I can only remark, that the general effect of speedy intercourse has been stated before.

The diversion of Trade, by the introduction of the projected Railroad, in my opinion, will be the natural and inevitable result of its success ; as that success must depend upon the power to carry freight from Quebec to Halifax by Rail, and from thence by Sea to the Ports of Great Britain, at a cheaper rate than from Quebec to Great Britain by sea. In this case, Canada gets Halifax, St. Johns, and St. Andrews : three sea ports accessible *all* the year, for one closed nearly half of it.

I have already made such observations as appeared to me pertinent to the question confided to my investigation on the subject of " the Provinces aiding in the construction of the Railroad by Provincial Grants, or the engagement of the public credit." I cannot doubt that the policy of such a course would become speedily manifest in the advantages of a direct, prompt, and independent means of communication with the Atlantic Board, open at all seasons, passing through the British Territory, and tending actively to promote settlement, extensive cultivation of the soil, and the augmentation of the industrial resources of the most valuable Colonial Possessions of the British Crown.

I cannot conclude this imperfect Report without offering an expression of my regret at its deficiencies. To attempt to report in detail the features and statistics of the several tracts of country through which an intended Railroad may pass, before the line has been run or its direction known, must appear to be a somewhat premature task ; and I should not myself have thought it desirable to put forth a document so necessarily defective. I have, however, endeavoured, in the best manner possible under the circumstances, to meet the demand made upon me, avoiding specific details of a too local character, and giving such general information as I thought pertinent to the ultimate question to be decided.

I am nevertheless too sensible of my own inefficiency, from materials so inadequate, to work out, in a satisfactory manner, the comprehensive and important problem involved in my instructions, as not to desire earnestly to bespeak an indulgent consideration of the effort.

I have compiled, for the more prompt and ample information of His Excellency, a tabular view of all the Railroads in Great Britain, and in addition of six continental Railroads, shewing the length of each, the cost, ruling gradients, charges, amounts of receipt and expenditure, and profits, which I beg leave respectfully to subjoin.

I have the honor to be,

Sir,

Your most obedient humble servant,

J. SIMPSON.

The Honorable D. Daly, Provincial Secretary, &c.

TABLE OF RAILROADS.
Showing their Length, Number of Stations, Gauges, Gradients, Rise per Mile, Cost per Mile, Fares, Receipts, Expenditure and Dividend.

GREAT BRITAIN.	Miles.	Stations.	Gauges.	Gradients.	Rise per Mile.	Cost per Mile.	Fare 1st Class.			Fare 2d Class.			Repts. Six Months.	Expenditure Six Months.	Dividend per Annum.				
							£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.							
London and Birmingham	112,10	40	4	8½	1 in 330	528,821	7	0	0	18	0	0	5	450,478	182,543	10	0	0	
Great Western	118,20	37	7	0	1 " 100	56,372	1	7	0	18	6	0	9	11,440,046	143,279	8	0	0	
South Western	76,55	19	4	8½	1 " 250	27,874	1	0	0	14	0	0	6	1,90,631	89,439	8	0	0	
South Eastern	66,20	20	4	8½	1 " 264	44,415	0	18	6	12	0	0	7	3,139,042	103,599	3	1	4	
London and Brighton	42,33	13	4	9	1 " 264	56,981	0	12	0	8	0	0	5	0	135,532	82,074	6	0	0
Eastern Counties	51,10	13	4	8½	1 " 100	46,355	0	12	6	0	9	6	4	3	68,668	45,851	2	14	0
Northern and Eastern	53,11	27	4	8½	1 " 330	31,256								47,161	19,647	5	0	0	
Northern and Croyden	10,26	7	4	8½	1 " 100	80,400	1	3	0	1	0	0	0	36,027	18,722	6	0	0	
London and Greenwich	3,60	3	4	8½	level	266,320	0	8	0	0	6	0	4	27,661	27,391	6	0	0	
London and Blackwall	3,38	6	5	0	1 " 106	298,177	0	6	0	0	4			32,164	24,705	1	4	0	
Grand Junction	82,50	25	4	8½	1 " 177	22,293	1	3	0	18	0	0	8	229,169	99,703	10	0	0	
Manchester and Birmingham	31,0	12	4	8½	1 " 378	61,264	1	1	0	16	0	0	7	64,482	34,545	5	0	0	
Midland Counties	47,36	16	4	8½	1 " 330	30,012	6	6	0	4	6	0	2	68,153	40,830	4	5	0	
North Midland	38,68	15	4	9	1 " 339	24,683	0	11	0	8	0	0	6	36,063	23,563	2	16	0	
Liverpool and Manchester	22,1	7	4	8½	1 " 89	50,923	0	6	0	4	0	0	2	141,252	64,885	9	0	0	
North Union	30,53	11	4	8½	1 " 100	27,326	0	7	6	0	5	0	6	47,645	24,788	6	15	0	
Birmingham and Gloucester	51,30	23	4	8½	1 " 37	26,934	0	14	0	10	6	0	5	70,096	44,739	4	0	0	
Bristol and Gloucester	22,10	8	7	0	1 " 330	22,700	0	8	0	5	0	0	3	0	27,544	19,685	4	0	0
Bristol and Exeter	76,10	13	7	0	1 " 127	23,676	0	17	6	0	11	6	0	4	4	4	0	0	
Cheltenham and Great Western	42,0	6	7	0	1 " 180														
Great North of England	45,19	12	4	8½	1 " 330	26,855	0	13	0	9	0	0	6	54,048	26,800	6	0	0	
York and North Midland	23,11	5	4	8½	1 " 484	23,960	2	16	6	1	18	6		75,474	35,825	10	0	0	
Newcastle and Darlington	23,0	17	4	8½	1 " 330	20,000								29,142	7,993	8	0	0	
Leeds and Selby	20,0	7	4	8½	1 " 137	11,000	4	0	0	3	0								
Hull and Selby	30,51	9	4	8½	1 " 240	22,290	0	5	0	4	0	0	2	39,572	21,990	7	0	0	
Manchester and Leeds	49,76	20	4	8½	1 " 150	46,968	0	13	6	0	8	0	5	161,819	93,281	8	0	0	
Chester and Birkenhead	14,71	6	4	8½	1 " 330	34,198	0	2	6	0	2	0	1	15,109	8,238	2	0	0	
Durham and Sunderland	13,20	9	4	8½	1 " 60	14,281	0	1	6	0	1	3		17,347	11,334	3	0	0	

Stockton

Stockton and Darlington	25,30	6	4	9½	1 " 104	9,000	0	9	0	0	6	0	4	19,152	15,002	3	0	0	
Newcastle and Northshields	6,79	6	4	8½	1 " 180	44,233	0	0	0	8	6			78,484	64,501	4	0	0	
Newcastle and Carlisle	61,67	10	4	8½	1 " 106	17,838	0	11	0	0	4	0				5	0	0	
Mary Port and Carlisle	28,3	6	4	8½	1 " 209	11,500	0	5	6	0	4	0				6	0	0	
Sheffield and Manchester	40,66	11	4	8½	1 " 120	67,000								31,816	15,909	5	14	0	
Manchester, Bolton and Bury	10,0	7	4	8½	1 " 160	17,000								9,142	5,556	4	10	0	
Sheffield and Rotherham	5,26	3	4	8½	1 " 377														
Sheffield, Kenyon and Leigh	9,60	5	4	8½	1 " 30	25,000													
Bolton and Preston	14,46	7	4	8½	1 " 132	22,261	0	4	0	0	2	0	0	13,537	7,581	2	0	0	
Preston and Wym	19,60	6	4	8½	1 " 264	20,192	0	3	6	0	2	0		13,882		3	4	0	
Lancaster and Preston	20,18	6	4	8½	1 " 500														
Chester and Crewe	35,44	6	4	8½	1 " 400														
Yarmouth and Norwich	20,0	6	4	8½	level	25,000	0	4	0	0	3	0	1	8,859	5,186	5	0	0	
Taffvale	24,0	9	4	8½	" 119	8,700								22,692	16,898	3	0	0	
Leicester and Swannington	16,5	5	4	8½	" 119	7,500	0	9	6	0	6	0	3	6,317	2,207	5	0	0	
Aylesbury	7,0	2	4	8½	" 440	20,607	0	6	0	0	4	0	0	42,720	21,706	3	0	0	
Glasgow, Paisley, Kilmarnock & Ayr	40,0	13	4	8½	" 880	35,024	0	8	0	0	6	0	4	61,047	30,783	5	0	0	
Edinburgh and Glasgow	46,0	14	4	8½	" 330	35,015	0	2	6	0	1	6	0	23,447	16,680	2	0	0	
Glasgow, Paisley and Greenock	22,22	6	8	8½	" 330	8,570	0	2	6	0	2	0	1	6					
Glasgow, Paisley and Greenock	16,50	6	5	6	" 130	9,213	0	2	6	0	2	0	1	3	53,740	29,263	2	10	0
Dundee and Arbroath	15,50	15	5	6	" 440	15,652	0	1	0	0	0	8	0	6	14,743	5,190	9	0	0
Arbroath and Forfar	6,4	4	4	8½	" 440	13,946	0	2	6	0	2	0	1	4	21,572	13,313	6	0	0
Dublin and Kingston	36,0	7	5	6		16,533	0	4	0	0	2	6	1			4	0	0	
Ulster Railway	32,0	13	5	3															
Dublin and Drogheda																			
CANADA.																			
Champlain and St. Lawrence	15,0																		
BELGIAN.																			
North Line	27,4																		
West Line	76,4																		
East Line	82,4																		
South Line	51,0																		
Ghent to French Frontier & Tournay	48,0																		
Branch to complete to Namur	41,0																		

Montreal

Montreal, 30th November, 1848.

SIR—

In compliance with the instructions of the Commissioners of Public Works, dated 22nd July, and yours of the 4th August, directing me to examine the Country between the River Restigouche and St. Lawrence; five miles on each side of the line explored by the officers in charge of the Survey of the contemplated Railroad from Halifax to Quebec; and also to furnish such Statistical information as in my power, regarding the part of Canada through which the line passes.

I have the honor to submit the following Report:

The Line of Railroad to be described crosses the Restigouche River (the assumed boundary between Canada and New Brunswick) at Bell's Island, about 287 miles from Quebec, and nearly a mile East of the mouth of the Matapedia, continues up its valley and along the South West side of Lake Matapedia to its head—thence for five or six miles near the Awantish Brook, one of the tributaries of the Matapedia, to where the form of the valley admits of passing to that of the South East branch of the River Tartigouche (which falls into the St. Lawrence sixteen miles East of Metis) across the main branch of this stream and near the Southwest branch to a valley which crosses the Kempt Road ten miles from the St. Lawrence, and admits of the Line reaching the River Metis at about eight miles from its mouth.

The South-west branch of the Metis, known as the Nagette, or a small Brook to the East of it, presents the most favorable site for a few miles after crossing the Metis.

After leaving the valley of the Nagette, there are two valleys nearly parallel to the St. Lawrence which might be followed; the nearest here, on the North side of Mount Commiss, is from seven to nine miles from the River. The others formed by the high lands of the interior on the South side, and the combination of the Mountains known as the Chicksock or Notre Dame, range on the North, is about twelve to twenty miles distant; both the valleys are much broken by the streams flowing into the St. Lawrence crossing them.

As my instructions and the time I had to spend in the examination did not admit of my proceeding further with the exploration, I am unable to state which of the valleys presents the best site for the Road, nor am I aware which of them the Royal Engineer Officers determined upon as the route for the Railroad, in making their exploration. Indeed, throughout the whole distance I have described the Line of the Railroad; it has not been marked out on the field by them, and in many places where there is no trace of their exploration I had to depend on the formation of the Country and my previous personal knowledge of it, in judging where the site of the Railroad Line should be—an exploration to ascertain what Line was practicable being all that was apparently contemplated by the Engineer Officers.

The Line in the interior valley last mentioned would pass through waste lands of the Crown, almost without exception unsurveyed and unoccupied. The others would be through seigniorial lands partly occupied, and might be less expensive in its construction, and admits of easy access to the villages and settlements on the St. Lawrence—the difference of a less depth of snow in winter would be also in its favor.

From Riviere du Loup to Quebec (114 miles) the Line in either case would be the same as that proposed by the River St. John, (passing by Woodstock, Grand Falls, and Lake Temiscouata.)

The

The Line through the Northern part of New Brunswick and up the Matapedia, as before described, would be several miles longer than that by the River St. John; but the former is, I believe, more practicable, and would cost less to construct, and avoid in any part passing along the American frontier; it would also open up for settlement more of the unoccupied Lands in both Provinces than the other Line, and would serve to connect nearly all the ports in New Brunswick with Quebec and Halifax, as well as those on the St. Lawrence, from two hundred and thirty miles from Quebec.

The capabilities of this part of the Country will be described in their order.

Agreeably to the tenor of my instructions, after having stationed a person at Point Levi to keep an account of the traffic at the Western extremity of the Line and obtaining copies of the plans and other documents that might prove useful, and making such arrangements for collecting information as the term admitted, I proceeded with my assistant Mr. Wallace to Campbellton on the Restigouche; and having purchased provisions, engaged men, and canoes, we commenced the examination of the line along the River Matapedia, and country on each side of it, of which the following is a brief description. For the contour and general features of the ground, I beg to refer to the plan which is to accompany this report.

The following description of the River Matapedia and its branches is given, because their fitness for the transmission of produce or timber materially effects the value of the country explored. It joins the Restigouche, of which it is the principal Northern tributary, at about twenty-eight miles from Dalhousie at the mouth of the Restigouche, and thirteen miles above Campbellton; both these ports are in New Brunswick, and are good harbours, the former for ships of any tonnage,—the last mentioned is at the head of navigation; vessels drawing from fourteen to sixteen feet of water load there. The general direction of the river from its mouth upwards is West of North, and its length including Lake Matapedia and the Nemtaye or St. Pierre (falling into it) in a straight line, is about sixty-five miles, but following the principal bends of the stream it would be eighty miles, the area drained exceeds thirteen hundred and fifty square miles.

The current of the river is very swift for thirty-five miles above its mouth, and the navigation is much impeded by rapids and shoals, the depth of water varies from two to five feet, and is from two to five hundred feet wide; in this part of the course there are a number of small islands.

The flats at the sides are narrow, bordered by steep hills rising from four to six hundred feet above the stream, covered with a thick growth of timber chiefly soft wood, which in many places has been destroyed by fire.

From a short distance above the mouth of the Causapsal, the current except in a few rapids is gentle, and the hills on each side are of less height, and further from the bank of the stream, (which is from one hundred and fifty to three hundred feet wide,) this character prevails also above the lesser lake Matapedia and on the principal lake of that name.

The following is an enumeration of the lakes and tributaries of the Matapedia; and their distance from its mouth and their names as generally found on maps, and that by which they are known in the locality—the figure before the name denotes the order of their comparative size:—

On the East side.

12. Tamagon or Gilmour's Brook,	3 1-4 miles from the mouth.		
10. Pepsiaguak or Clarks' Brook,	6 3-4	"	"
2. Assemetquagan River,	12 1-2	"	"
19. Jerrets Brook,	16 1-4	"	"
18. Pitt's Brook,	24 1-2	"	"
1. Causapschal River,	35 1-4	"	"
16. Fraser's Brook,	37 3-4	"	"
17. Fifty-second Mile Brook,	44 3-4	"	"
11. Fifty-sixth Mile Brook,	48	"	"
7. Wafansis or Mutane Stream,	61	"	"

On the West side.

14. Pepshinguasis or Guddens,	10	"	"
6. Repsquiaman or Mill,	11 1-2	"	"
3. Milinchikbook or McKennons,	17 1-4	"	"
15. Obsesquam or Low's Brook,	42 1-2	"	"
4. Umqui or Humqui River,	48 1-2	"	"
8. Tobegoteh or Inness Brook,	52	"	"
13. McGregor's Brook,	59	"	"
5. Nemtaye or St. Pierre River,	63	"	"
9. Awantish Brook,	64	"	"

Apsess, Rouspam or Little Lake $3\frac{1}{2}$ miles in length, and about $\frac{1}{2}$ mile wide.

Lake Matapedia 10 miles in length and from $1\frac{1}{2}$ to 2 miles wide.

The Matapedia and its tributaries numbered 1 to 4 are navigable for flat bottomed boats (scows) usually drawn by three horses, and capable of carrying from two to four tons; canoes ascend the streams numbered 5 to 7; timber is floated down the others in spring freshets.

The fish found in the Matapedia and its tributaries are salmon of a large size, trout of several kinds, white fish, eels, chub and suckers.

The Township of Restigouche is situated at the head of the tideway on the Restigouche, which forms its Southern boundary; it is divided from the Township of Matapedia by the River of that name, up which they extend; its general character is an elevated table land from two to eight hundred feet above the sea; the surface is much broken with ravines and narrow valleys, the sides of which often form angles with the horizon of from twenty to forty degrees; the summits of the hills are of considerable extent, presenting in some cases an even surface of several miles in length by upwards of half a mile in width. The ground is a brownish or yellow loam of a good quality, free from stones, the substrata being generally trap rock, which, when decomposed, forms an extremely fertile soil.— It is well timbered with yellow and brown birch, maple, white birch, balsam fir, spruce, beech, and rowan tree or mountain ash; the latter named woods intermixed with white pine and cedar, also prevail on the sides of the hills, which from their excessive steepness, do not occupy as much room as might be expected from the broken appearance of the ground; the extent of the flats in the ravines and valleys is limited; the timber on these places is chiefly soft wood, with some ash and elm.

The description above will apply to the Township of Matapedia, which is also bounded on the South by the Restigouche. Limestone exists in both these Townships sufficient for building purposes and manure, whenever it may be required;

quired; the ground is well supplied with Springs and small Brooks, the water of which is of a good quality.

It might be supposed that, from its elevation, the tract of Country just described would, in a great measure, be unfit for cultivation; the crops raised, however, in this district, at the height of a thousand feet above the sea, ripen as early, return as much, and are of as good quality as those grown in the valleys.

A few years ago the Country around the Baie des Chaleurs was considered unfit for raising wheat; experience has proved this unfounded, and it now produces all the kinds of grain raised in Eastern Canada. The climate does not appear colder than in the district of Quebec. Fogs are little known, showers of snow fall about the end of October; winter generally sets in in the middle of November, but fine weather often continues to the end of the month; the average height of snow is four to five feet when deepest; it disappears about the beginning of May, and the ground is fit for sowing a few days afterwards.

Owing to the direction of the Baie des Chaleurs and River Restigouche, the winds are either Westerly or from the East; strong gales are of rare occurrence.

The well cultivated grounds in the neighbourhood of Dalhousie, yield: of Wheat, thirty to thirty-two bushels per acre; Peas, about the same; Oats, forty to forty-eight; Barley, forty-five to sixty; Potatoes, three to four hundred; Carrots, two hundred and seventy to three hundred bushels per acre; Hay, two to four tons per acre. The weight of Grain exhibited at the Agricultural Shows in the district has been as follows: Spring Wheat, per Winchester bushel, sixty-four to sixty-seven pounds; Fall ditto, sixty-six; Siberian Wheat, sixty-four to sixty-five; Oats, forty-two to forty-eight and a half; Barley, fifty-four to fifty-six; Field Peas, sixty-six to sixty-seven pounds.

On new land not cleared of stumps the yield of Wheat has been thirty to one; from fifteen to twenty to one is not unusual.

It may be here mentioned that, from 1844, about four years after the attention of the inhabitants had been turned to the Agricultural capabilities of this district, the imports of grain, breadstuffs, provisions, and other farm products at the Port of Dalhousie alone have decreased nearly £11,500 annually, without the export trade being diminished, owing to that amount being supplied by the produce of the locality, though the population does not exceed four thousand five hundred souls.

From fifty to fifty-five vessels, averaging each about 390 tons register, load at Campbellton and Dalhousie with squared Timber—deals, cedar, lath wood, and spars—a few furs are also exported. The coasting and other trade employs from twelve to fifteen schooners, who carry Boards to Newfoundland, Salmon and Shingles to Halifax, and Salmon to Quebec, New York or Boston. The value of the exports is from £33,000 to £35,000 annually.

As the ground for several miles on each side of the Matapedia is of a superior quality, I would respectfully suggest the propriety of granting to the Railroad Company, should one be formed, all the land at the disposal of the Public in the Townships of Restigouche and Matapedia, which would, in some measure compensate for other places along the Line unfit for cultivation.

Two-thirds of the surface in these Townships is of the quality already described, and comprise an area of nearly one hundred thousand acres of excellent land; that is, from the Restigouche to Clark's Brook on the East side, and Mill Stream on the West side of the Matapedia.

On the East side of the Matapedia from Clark's Brook the appearance of the country is extremely unfavorable; steep hills rising from the river edge, in many places denuded of wood by fire, and in others covered with a close growth of soft

wood; the soil is in general shallow and full of small stones. Of this section, eleven miles in length by five broad, not more than an eleventh or five thousand acres is fit for cultivation.

The aspect on the West from the river is not much different from that of the other side; the ground, however, though much broken by ravines, is of a better description; the fires have done less damage to the timber, which is a mixture of hard and soft wood. About half of the ground between Mill Stream and McKennon's Brook, embracing an extent of twenty-eight square miles, may be considered capable of advantageous cultivation; this would give nine thousand acres; it is well watered by the brook just mentioned and by that known as Connors' Gulch.—Continuing on the West side of the river above McKinnon's Brook, the surface in general is of less elevation than in the country already described; moist ground is more frequent; the timber consists of balsam fir, spruce, yellow, white and black birch, maple, cedar, and white pine, in swampy places cedar and black and grey spruce predominate. The soil though much inferior to that at the mouth of the Matapedia, may be considered as of a fair quality; this will apply generally to the foot of the lesser lake Matapedia; embracing an extent of eighty miles; about two fifths or twenty thousand acres may be considered good.

On the East side from Pitt's Brook, and across the Causapsca to near Fraser's Brook, the soil and timber is of the same description as on the other side; the ground is drier, and but few maple trees are found; fires have destroyed a great portion of the wood near the Matapedia: raspberry and other bushes, small white birch and poplar are now found in these places.

Twenty thousand acres or about half of this section may be considered good land.

Between Fraser's Brook and Fifty-six Mile Brook near the Southern boundary of the Seigniory of Matapedia, the soil, timber, and character of the soil is diversified;—from Fraser's Brook to the head of Little Lake the ground is in general very strong, rough, and broken; a portion, however, is fit for cultivation near the shore; and after reaching the summit of the ridge which does not extend more than from three quarters to a mile back, the soil improves, and is covered with a good growth of fir, white, yellow and black birch, maple, cedar, and white pine; and the general elevation of the ground is not much over two hundred feet, excepting one or two hills. From Little Lake to Fifty-six Mile Brook there are flats bordering the river, well timbered and sometimes of considerable extent.

The available ground in this section, which exceeds forty-five square miles, will amount to about half of its extent—fifteen thousand acres.

On the West side of Little Lake and to the Seigniory of Matapedia the general character of the soil and timber does not differ essentially, from that of the section just described; at the base and partly up the sides of a hill near the foot of the lake, (rising six or seven hundred feet above it) the timber is chiefly maple and other hard woods; the flat bordering the river is wider than in other places; the intervals formed by alluvial deposits, also extend up the Umqui, the mouth of which is near the Seigniorial line; ash, elm, and the timber already mentioned as predominating in this district, cover these places.

The ground fit for cultivation in this section, forty-eight square miles in extent, is about seventeen thousand acres.

The Seigniory of Matapedia extends a league round the lake, and contains about ninety thousand acres in superficies; near the Southern end of the lake there is a chain of hills bearing South ten degrees West, nearly a thousand feet high

high, with a base from three to four miles broad ; around the foot, and for some distance up the sides, maple, black birch, and other hard woods, are the prevailing timber.

From the Umqui, up to this chain of hills, and on the East side of the Matapedia from Fifty-six Mile Brook to the foot of the lake, the timber is mixed wood, and the soil generally good.

Along the shore of the lake, and extending inwards as you approach the upper end, fir, cedar, poplar, spruce, small juniper or tamarac, white birch, ash, and white pine, are found ; the ground is swampy, with low ridges of dry ground in places, covered with mixed and hard woods ; from the Northern slope of the hills mentioned to the lake, and across the Nemtaye to the line dividing the Seigniori from the Crown Lands, the same character prevails, rendering the ground in this part of the Seigniori of little value ; and its upper or Northern end very good land is found. My instructions not authorizing it I did not examine the ground on the Eastern side of the lake ; its general appearance is rugged.

In this section a surface of more than one hundred square miles (sixty-three of which are Seignioral) three fifths are fit for cultivation ; that is, twenty four thousand in the Seigniori, and fourteen thousand acres in Crown Land.

From the Seigniori of Matapedia to that of Metis, the country is undulating, the hills seldom attain an elevation over two hundred and fifty feet above their bases, with flats generally of considerable extent on top : near and on the summits, white, black, and yellow birch, maple and rowan trees prevail ; on the sides the same kinds of wood with a greater mixture of fir, spruce, pine, and cedar ; in the hollows and swamps, cedar and other soft woods, elm, ash, and tamarac, are found, but not in abundance.

In the valleys and hollows through which the streams flow, there are a number of small lakes. It is difficult to convey a general idea of their form, and the appearance of the hills, without inspecting a plan of the ground.

In many places the soil is full of small angular pieces of rock and deficient of depth ; in others it is sandy ; in the hollow and swamps there is a deposit of black mould from six inches to three feet in depth, with clay or a hard subsoil underneath ; on the higher grounds the soil is generally a yellow loam ; it may be considered fully equal in quality, to the greater part of the country South of the St. Lawrence East of Quebec.

About thirty-eight thousand acres, or rather more than three sevenths of one hundred and thirty square miles, the extent of this section may be considered good arable land.

The Line passes through a portion of the Seigniori of Lepage Thibierge, before reaching the River Metis ; the ground in this Seigniori, extending ten miles back from the St. Lawrence, and in that of Metis, and the Fief of Pachot six miles in depth, is quite as good as in the section first described.

The extent of available ground within a width of ten miles, between the Rivers Restigouche and St. Lawrence, without including that on the East side of Lake Matapedia, or in the Seigniori of Métis, Lepage Thibierge, or Fief of Pachot, may be under-rated at two hundred and thirty-eight thousand acres in Crown Lands, and twenty-four thousand in Seignioral ; as it is not necessary that every portion should be fit for the plough, reserves for fuel, fencing, and also building timber, being required, even if this were the case.

It may be here mentioned that a deposit of marl exists at one of the small lakes on the Nemtaye, and will in all probability be found in other places. Peat, another valuable manure, is found in different parts of the Districts ; limestone is abundant at the head of Lake Matapedia, and on its southwest side, and for some distance down the river.

Abundance of wood required for sleepers, and to construct bridges and buildings, could be obtained in the whole of the country described, at a short distance from the line of the Railroad.

The climate of this portion of Canada does not differ materially from that of Quebec, though rather cooler in summer ; intense cold is not so frequent ; rainy weather, or thaws of long duration do not occur, however, in winter ; snow is expected about the 22nd of October—this does not remain longer than a day or two at furthest, and is followed by fine weather with one or two falls of snow to about the 21st of November, when the winter may be said to begin. The depth of snow in ordinary seasons is four feet—it has been known to reach six feet.

Cultivated land is clear of snow about the 20th of April ; ploughing commences from 1st to 8th May. Rye, Wheat, and Peas are sown from that time to the 28th May ; Oats, to the end of the month ; Barley and Potatoes to near the end of June. Reaping generally commences about the 25th August, and lasts to the end of September, when the Potatoe crop is fit to house.

Indications of the disease so fatal to the Potatoe crop in other places, have appeared here this season. Wheat grown in Metis, Rimouski, and the intermediate parishes, hitherto has escaped the ravages made by the fly ; this has not been the case for several seasons past West of Rimouski, and the cultivation of Oats and other coarse Grain has, in a measure, had to be substituted for it.

The average return of produce raised in this district, may be stated : for Wheat and Peas, twelve to fifteen bushels per acre ; Barley, fifteen to twenty ; Rye, (sown in an inferior ground) eleven to fourteen ; Oats, twenty-five to thirty ; Potatoes, two hundred and forty to three hundred ; Turnips, Carrots, and other roots, when cultivated, succeed well, but are liable to attacks of insects ; Hay, two to two-and-a-half tons per acre. In general the ground is well adapted for pasture.

It may be here stated that, in rear of the Seignories along the St. Lawrence (of which the general depth is from six to ten miles) there is a considerable extent of ground fit for cultivation. The Line would pass near and in places through this tract, even should it prove that the most desirable site for the Road is within the seignories ; and it would be nearly as valuable, and quite as available, as a means to furnish part of the labor required to construct the Railroad, as the Crown Lands in other places situated on each side of it.

Estimating two thirds of the surface in rear of the Seignories, from Metis to Point Levi, as fit for cultivation, in this distance upwards of two hundred miles in length, with a width of ten miles, as contemplated in other places, there would be more than five hundred and twelve thousand acres available, which, added to that before described, would give seven hundred and fifty thousand acres fit for cultivation, to which may be added twenty-five per cent. (as of equal value as the arable land) for fuel, fencing, and building timber, making altogether upwards of one million of acres along or near the Line of Railroad at the disposal of the Government.

It may be also mentioned that, up the valley of the Restigouche there is a large tract of excellent land, well adapted for settlement, amounting to upwards of two millions of acres ; and though not exactly on the Line of Railroad would be of easy access by the River Restigouche and its branches. The making of the Road would greatly enhance the value of this block. As nearly the whole of this ground is at present at the disposal of the Governments of Canada and New Brunswick, part of it might be granted if it would prove an inducement for Capitalists to form a Company. The portion of this tract on the north side of the Restigouche, and at present considered within the limits of this Province may be estimated

estimated at one million of acres, the greater part of which may be considered fit for cultivation.

It would be desirable, should the construction of a Railroad be undertaken, that the Company should acquire a right to prevent houses or other buildings being placed within one hundred feet of the Road, except where absolutely necessary, as every obstruction occasions the accumulation of drifts and banks of snow. It is usual in this district on that account to remove the fences, on each side of the roads, used in winter.

In stating the depth of snow to be four feet, it will be understood to be the average when deepest, in the months of January, February, and March; it is often, however, not more than from two to three feet deep the greater part of that time: as thaws are not frequent the snow would not be so difficult to remove as the same depth in other places.

Fogs, so as to embarrass travelling, are almost unknown; the prevailing winds in the whole of the district between the Restigouche and Point Levi, are either Easterly or Westerly owing to the general direction of the St. Lawrence, and Baie des Chaleurs.

The annexed statement A. of the traffic passing to and from Point Levi, between the 1st of August and 31st October, may perhaps be considered an average of the business done, with the exception of the transport of the more bulky articles of farm produce, and fire wood, shingles, boards and timber, which are sent in summer by water to market.

The number of vehicles passing was as follows :

Cabriolets, or light Carts, and Caleches, Waggons, and other Carriages drawn by one or two horses, with persons and luggage	10,605
Carts with flour, grain, vegetables, poultry, eggs, butter, meat, &c., and goods for the Country East of Point Levi,	6,039
Total in three months,	16,644

The number of persons passing in the same period, was :

Drivers and Passengers in the first mentioned description of vehicles,	21,379
Do. Do. in Carts	9,015
Persons on Horseback,	464
Do. on foot,	20,476
Total in three months,	51,336

Produce and Goods in carts, besides luggage, about 1210 tons.

Horned Cattle	336
Sheep, Pigs and Calves	422
Total in three months,	758

The number of cattle is under the usual average, as the three months this return embraces, are those in which few are sent to market; this remark also applies to farm produce.

About one third of the traffic above stated may be considered local; the rest will average from distances not less than fifteen miles or upwards.

At St. Thomas, thirty miles below Quebec, the number of vehicles passing from a distance not less than thirty miles is above seven thousand annually, averaging two persons in each; and for short distances and local business the number is four times as great. Nearly all the farm produce sent, and goods required from Quebec, are at present conveyed by water.

At Riviere Orulle, seventy-eight miles below Quebec, the number of vehicles passing from a distance of thirty miles and upwards, is not less than four thousand with two persons in each, and for less distances at fifteen thousand annually; the transport of goods by land is valued at two hundred and fifty pounds; and seven vessels averaging 90 tons each, are employed, which carry freight to the value of fifteen hundred pounds in the season.

At Kamouraska, ninety miles from Point Levi, twelve schooners of about seventy tons each, load with produce annually for Quebec.

From Riviere du Loup, one hundred and fourteen miles from Point Levi, there are four schooners employed that make from twelve to fifteen trips in the season; conveying produce to Quebec to the value of eighteen thousand—and goods yearly from thence for the consumption of the neighborhood, and manufacture of lumber, to the value of forty-three thousand seven hundred pounds—besides thirteen or fourteen hundred passengers. The steamers bring from two hundred and fifty to three hundred persons, who visit the place of sea bathing; and about the same number who belong to the district.

At Rimouski, one hundred and eighty miles from Point Levi, (and which may be considered the Eastern extremity of the traffic at present) the person employed by the Department of Public Works, states that from eighty to one hundred vehicles enter the village daily; his return of those passing that had travelled thirty miles or upwards, in three months, was three hundred and twenty-four cabriolets, containing six hundred and forty persons; during the same period twenty-eight schooners entered the harbors to and from Quebec, with goods and produce, the freight of which would amount to £280; and one hundred and ninety-nine passengers.

The other places along the route, not separately enumerated employ about twenty-five schooners averaging forty-five tons each, engaged in the transport of goods and produce to and from Quebec.

The following is a general statement of the traffic between Quebec and the parishes on the South side of the St. Lawrence from Point Levi to Metis.

By Water.

16,260 tons of produce and goods at rates varying from 6s. to 12s. 6d. per ton,	£6,738 10 0
5,100 passengers at rates varying from 2s. 6d. to 5s.,	1,029 10 0
	<hr/>
Total by water,	£7,768 0 0

By Land.

44,113 passengers who travel 30 miles or upwards at rates varying from 5s. to 12s. 6d.	£19,850 17 0
2,800 tons of goods and produce at from 25 to 30s. per ton	3,500 0 0
	<hr/>
Total cost of transport	£31,118 17 0

Estimate

Estimate of what the present Traffic would contribute to the Railroad Revenue.

As a Railroad at the same rates would have the preference of the whole or the greater part of the transport of goods by water, it might be stated at the present rate,	£6,738 10 0
And as the passengers by water are absent from four to six days on the voyage, it is fair to assume a higher rate of fare by Railroad in consideration of the great saving of time, and food by way, say at double the present rate.	2,059 0 0
Of the Land Traffic, the 44,113 passengers who now travel 30 miles or upwards might be estimated at 5s. each,	11,028 5 0
And the transport of 2,800 tons of goods at 7s. 6d. per ton,	1,050 0 0

Total that the present traffic would give £20,877 15 0

In the amount just stated, the cost of conveying the Mail is not included:— and no allowance is made for the transport of goods now sent by water to Restigouche, part of which is consumed in the manufacture of lumber in Canada; or for the increase of traffic that would immediately take place that a Railroad was constructed, from the occupation of the lands opened for settlement by it; the facilities it would give transport; and the very large increase in the number of persons visiting the sea coast.

It may be here stated that the population of the Counties of Bellechasse, l'Islet, Kamouraska, Rimouski, and part of Bonaventure, through which the Railroad would pass, is between 78,000 and 79,000 with a territory of 12,793 square miles in extent, of which nearly one third is laid out. The settled part is but a strip along the St. Lawrence; and nearly all the country along the Restigouche and the St. Lawrence (which is more than the fourth of the whole distance from Point Levi to the Restigouche) is without inhabitants.

These facts are brought forward to shew how much of the country is still unoccupied, and when it is recollected that a considerable portion of the produce of the inhabited part of it, instead of being taken to market, is used on the spot by the people engaged in the manufacture of deals, of which 500,000 to 600,000 pieces worth from £42,000 to £50,400 sterling are exported annually; it will be evident that a much greater amount of traffic in proportion will arise, from the unoccupied part of it, when it becomes inhabited.

Before closing this report, I may venture to remark, though it may be considered rather irrelevant to the subject; that there is no port for the entry of goods on the Canadian side of the Baie des Chaleurs West of New Carlisle, and in consequence a large portion of the articles used by the settlers, or consumed in the manufacture of lumber in the upper part of the Country of Bonaventure pays Customs to New Brunswick, or evades payment altogether, the amount thus lost at present may be estimated at between five and six hundred pounds annually, and which will increase as the country is settled.

An excellent site for the establishment of a port and village is at Mission Point, at the head of navigation nearly opposite Campbellton, and about fifteen miles above Dalhousie (at the mouth of the Restigouche) the port of entry on the New Brunswick side for the upper part of the Baie des Chaleurs.

A village would have been erected here by the enterprize of private individuals could they have acquired the site from the Micmac Indians (who number about 70 families, with a population of between 360 and 380 souls) whose property it is, and who own a strip of ground for nearly two and a half miles along the shore. They have lately erected a Church on the point, and have made considerable progress in the cultivation of the soil, from which source about half their living is derived ; they have ceased to be hunters, and prove industrious workmen, in the manufacture of Lumber, and other employments of the Country.

It would conduce materially to developpe the resources of this part of the Country, for the Government to acquire the Mission Point, and enough of ground for a Town Plot, giving the Indians land in the neighbourhood (with time to remove their houses) and such other advantages as would compensate for the portion surrendered by them. As their holding does not comprise an extent of more than seven hundred and fifty acres, a quantity quite insufficient to supply them in land for cultivation, fuel, and other purposes, they might be induced more readily to make the transfer, and the sale of building lots would repay the expense incurred.

Should the making of the Railroad be postponed or abandoned altogether, the formation of a village at this spot would materially advance the prosperity of this portion of the Country. This measure would still be desirable in many respects even if the authorities were to enter into arrangements by which the whole of the duties should be collected at Dalhousie, and the amount divided in just proportion between the Provinces.

From having resided a number of years in the Country I have been describing, and also on the Line of the other route proposed by the River St. John, during which time I was chiefly engaged in the construction of public works which require an intimate knowledge of the nature of the Country and its resources, I have been enabled to embody a greater amount of information than the time allowed for this service would otherwise have admitted of my obtaining ; and in doing so, and expressing any opinion on the matter of this Report, I may be permitted to speak with greater confidence than if I had previously been a stranger to the subject.

I am, Sir,

With great respect,

Your very obedient servant,

A. W. SIMS.

The Hon. the Commissioner of Crown Lands, &c. Montreal.

Statement of the Number of Travellers, Light Carts, Loaded Carts, Caleches, Gigs, Waggon and Carriages, &c., passed on the Main Road about a Mile East of the Catholic Church of Point Levi, between the 1st August and the 31st October, 1848.

APPENDIX A.

Number of Weeks, and Date.	Light Carts.	Passengers & Drivers.	Carts with Sundries.	Drivers & Passengers.	Caleches, Gigs, &c.	Drivers & Passengers.	1 Horse Carriages.	Drivers & Passengers.	2 Horse Carriages.	Drivers and Passengers.	Horses with Riders.	Foot Passengers.	Horned Cattle.	Sheep, Pigs, and Calves.	Shingles.	Boards.
1. From 1st to 6th Aug.	489	359	487	702	379	830	21	62	8	31	28	1534	15	28	3	50
2. " 6 to 13 "	486	819	482	697	488	1104	43	145	3	17	51	1850	13	20	9	50
3. " 14 to 20 "	480	784	421	591	503	1143	36	88	8	33	43	1701	10	16		350
4. " 21 to 27 "	401	689	428	595	491	143	47	132	4	16	36	1928	11	17		83
5. " 28 to 3rd Sept.	425	662	470	711	411	967	32	100	4	10	29	1546	28	66		
6. " 4 to 10 "	416	710	434	722	405	961	30	83	5	10	36	1734	17	60		33
7. " 11 to 17 "	277	485	470	378	318	797	24	76	3	10	33	1463	11	9		150
8. " 18 to 24 "	442	717	571	894	308	756	25	70	3	8	37	1310	79	6		
9. " 25 to 1st Oct.	440	773	600	960	315	746	23	72	3	16	46	1407	40	86	3	
10. " 2 to 8 "	442	851	525	830	332	789	28	76	4	16	38	1528	56	18		
11. " 9 to 15 "	453	693	513	739	370	822	42	108	4	16	38	1356	30	16		
12. " 16 to 22 "	462	392	398	546	350	608	16	47			26	1327	17	32		
13. " 23 to 29 "	489	416	415	569	198	503	8	33			21	339	4	24		200
14. " 29 to 31 "	60	96	61	81	46	87	8	15			6			24		
Totals—	5362	8846	6039	9015	4814	11256	383	1110	46	167	466	20476	336	422	-15	866

Report on the description of Carriages and effects, and persons who have passed on the Queen's Road on the South side of the St. Lawrence, leading to the parishes below Point Levi.

Light Carts.—In the numbers stated, are included those going to and from Quebec not having loading, and also persons on business; generally, they are from short distances.

Carts with sundries.—Four of these on the average would make a full horse load, when passing upwards they have generally the products of the soil, viz:—Grain and Flour, Pork, Beef, Mutton, Veal, Butter, Poultry, Eggs, Potatoes, &c., going to market; returning they have Flour, Groceries, Leather, and other goods; the greater part come from the parishes between St. Thomas and Point Levi, and a small number from a greater distance.

Cateches and Gigs.—In this class of Carriages persons travel from the more distant parishes.

1 Horse Waggon.—This class of Carriages belong chiefly to Clergymen, Doctors, Notaries, Merchants, and persons in easy circumstances; they are generally from a distance.

Persons on Horseback.—Of these very few are from a distance.

Foot Passengers.—The same remarks as given under "Light Carts;" the greater number are from short distances—on Sundays many persons come from Quebec. The Return also includes those going to and returning from divine service.

(Signed) ALBERT ANGERS.

Point Levi, 5th November, 1848.

APPENDIX B.

Statement of the number of Persons and Carriages that have passed the River Rimouski from a distance of thirty miles, or upwards; and of Schooners, and their Freight and Passengers, which have entered the Port of Rimouski, during three months, from 17th July, 1848.

Months.	Number of Carriages.	No. of Passengers in Carriages.	Number of Schooners.	No. of Passengers in Schooners.	Amount received for Freight.	Total Passengers.
July,	67	124	4	21	40	145
August,	125	259	8	42	80	301
September,	77	149	10	66	100	215
October,	55 (a)	110 (b)	6 (c)	70 (d)	60	180
Totals,	324	642	28	199	£280	841

Remarks.

(a) There may have been a number of Carriages that were not registered; the number of Carriages which enter Rimouski daily is about 100.

(b) The greater number of these persons travel 30 miles or upwards.

(c)

(c) Pilot and other vessels are not included, only schooners that carry freight.
 (d) An average has been made of the amount, as the detail were difficult to procure.

(Signed) **ELIE TOURANGEAU.**
 Rimouski, 20th November, 1848.

No. 31.

(See Page 244.)

[Part 3—rest missing.]

WESLEYAN ACADEMY, SACKVILLE, NEW BRUNSWICK.
 A Statement of Financial Condition, &c., 1st January, 1849.

Dr.

To Balance due per Account dated 1st January, 1848,			£654	11	4
“ Amount expended for repairs, improvements, furniture, &c. &c.,		£143	10	2	
	SALARIES, <i>i. e.</i>				
“ Rev. A. Desbrisay, Governor and Chaplain,	£80	0	0		
“ Rev. H. Pickard, A. M., Prin- cipal,	175	0	0		
“ Mr. J. R. Hea, Classical and French Tutor,	150	0	0		
“ Mr. J. R. Hea, additional for 1847,	11	0	0		
“ Thomas W. Wood, Esq., Eng- lish Master,	153	10	0		
“ Thomas Pickard, Jun., A. B., Mathematical Tutor and Lec- turer on Chemistry, &c., pro- tem.,	60	0	0		
“ Mr. J. T. Outhouse, } Assistant “ Mr. A. Munroe, } Teachers,	121	2	4		
				750	12 4
“ Books and Stationery,	151	3	8		
“ Philosophical and Astronomi- cal Apparatus, &c.,	132	12	3		
“ Printing,	9	0	0		
“ Insurance,	30	1	6		
“ Travelling Expenses, Postage, &c., including the Principal's Expenses to and from London,	124	9	6		
“ Provisions, Steward's Salary, Servants' Wages, and other expenses for Students Com- mons,	903	6	2½		
				1350	13 1½
				2244	15 7½
				£2899	6 11½
					CR.

CR.			
By Subscriptions collected for Library,		£60	0 0
“ this amount of Students Accounts reported as unpaid last year,		353	3 6
			£413 3 6
“ Grant received from New Brun- swick,	£300	0	0
“ Grant received from Nova Scotia,	£150	0	0
Less Discount for dif- ference of Currency,	5	12	6
		144	7 6
			444 7 6
By Bills against Students for Board, Tuition, &c.,	1396	11	6
“ Tuition, &c., for Day Scholars,		78	13 3
“ Stationery, Books, &c.,		167	6 10½
		£1642	11 7½
Less remaining unpaid,		360	12 11½
			1281 18 8
		Balance due	759 17 3½
			£2899 6 11½

To Balance brought down, £759 17 3½
 Towards meeting the payment of this balance we have outstanding debts amount-
 ing to £360 12 11½.

[Errors and omissions excepted.]

CHAS. F. ALLISON, *Treasurer.*
 H. PICKARD, *Principal.*

Sackville, New Brunswick, 1st January, 1849.

No. 32.

(See Page 244.)

The Commissioners appointed to issue Province Notes, and to carry into effect the Provisions of the Act passed during the Session of the General Assembly in 1846, entitled, “An Act relating to the Treasury Notes, the Funded Debt, and the Halifax Savings Bank,” beg leave respectfully to report to His Excellency the Lieutenant Governor, for the information of the Legislature, that, since their last Report they have received from the Treasurer of the Province Ten Thousand Pounds of Old Notes, which they have cancelled, and given in exchange therefor Ten Thousand Pounds of New Notes, duly numbered, dated and signed, pursuant to the said Act, at the times specified in the Record kept by them, pursuant to the said Act, a copy of which is hereunto annexed, marked A to which they beg leave to refer; and that they have delivered the cancelled Notes to the Secretary of the Province, as prescribed by the said Act, at the several times specified in the

the receipts given therefor by the said Secretary, of which copies are also hereunto annexed, marked B, and to which they also beg leave to refer; and they further report that the Province Notes now in circulation amount to £59,864 10s. including £13,864 10s. Old Notes, and £46,000 of the New Notes issued by the present Commissioners; and that, they have reason to believe, the Province will be profited to a large amount by the loss of Notes in circulation.

All which they respectfully report.

L. HARTSHORNE,
W. A. BLACK,
CHARLES TWINING.

Notes cancelled in 1846,	£20,000
“ “ in 1847,	16,000
“ “ in 1848,	10,000

Halifax, 3rd February, 1849.

Record A, referred to in the foregoing Report.

Provincial One Pound Notes of the impression procured under the Act 9th Queen Victoria, entitled, "An Act relating to the Treasury Notes, the Funded Debt, and the "Halifax Savings' Bank,"—signed by the Commissioners, and delivered to the Treasurer in lieu of the old Notes previously in circulation, and of defaced Notes of the New Impression. Also Memo. of Notes cancelled and lodged with the Secretary of the Province.

Date.	By whom Signed.	Numbered.	Am't.	Date of Cancell- ing.	10s. Notes.	£5 Notes.	£1 old Notes.	£1 Notes impres- sion 1848	Total Amount.
1847	Brought forward—		£	1848					£
1st April,	L. Hartshorne, W. A. Black,	4,6001 to 4,7000	36000			25	580	35395	36000
"	W. A. Black, Chas. Twining,	4,7001 to 4,8000	10000	9th Feb.			24	976	1000
"	Chas. Twining, L. Hartshorne,	4,8001 to 4,9000	10000	14 Mar.			15	985	1000
1848			1000	2 May,			12	988	1000
1st April,	L. Hartshorne, W. A. Black,	4,9001 to 4,10000	{ 1000	24 June,			19	1981	2000
1st May,	W. A. Black, Chas. Twining,	5,1 to 5,1000	{ 1000						
"	Chas. Twining, L. Hartshorne,	5,1001 to 5,2000	10000	7 July,			12	988	1000
"	L. Hartshorne, W. A. Black,	5,2001 to 5,3000	10000	28 July,			13	987	1000
"	W. A. Black, Chas. Twining,	5,3001 to 5,4000	10000	12 Sept.			14	986	1000
"	Chas. Twining, L. Hartshorne,	5,4001 to 5,5000	10000	27 Nov.	2		13	986	1000
"	L. Hartshorne, W. A. Black,	5,5001 to 5,6000	10000	1849			23	977	1000
				1 Feby.					

L. HARTSHORNE.
W. A. BLACK,
CHARLES TWINING.

B.

Receipts referred to in the foregoing Report.

9th February, 1848.

Received from the Commissioners for issuing Treasury Notes, a parcel sealed, endorsed as follows: 1000 One Pound Notes, cancelled 9th February, 1848—(sd.) L. H., W. A. B., C. T.

RUPERT D. GEORGE, by
W. H. KEATING, Chief Clerk.

11th July, 1848.

Received from the Commissioners for issuing Treasury Notes, four parcels, sealed, marked thus: 100 One Pound Notes, cancelled 14th March, 1848—L. H., W. A. B., C. T. £1000 cancelled Notes, May 2nd, 1848—W. A. B., C. T. 2000 One Pound Treasury Notes, cancelled 24th June, 1848—L. H., W. A. B., C. T. 1000 One Pound Treasury Notes, cancelled 7th July, 1848—L. H., W. A. B., C. T.

JOSEPH HOWE.

November 27, 1848.

Received from the Commissioners for issuing Treasury Notes, three sealed parcels, marked respectively: 1000 One Pound Notes cancelled 28th July, 1848—L. H., W. A. B. 1000 One Pound Notes, cancelled 12th Sept. 1848—Chas. Twining, W. A. Black. 999 One Pound Notes, 2 Ten Shilling ditto, £1. £1000, cancelled 27th Novr. 1848—L. H., W. A. B.

JOSEPH HOWE.

2nd February, 1849.

Received from the Commissioners for issuing Treasury Notes, a parcel sealed, marked as follows: 1000 One Pound Notes cancelled 1st February, 1849—L. H., C. T.

JOSEPH HOWE.

No. 33.

(See Page 246.)

The Committee to whom was referred the Petition of E. Albro & Co., and others, importers and venders of Gun Powder, beg leave to report, that they have examined the documents relative to the Halifax Powder Magazine as far as they could obtain access to them, from which it would appear that the accounts relative to that building previous to the year 1838 have been lost, so that no correct information can be obtained as to its original cost from Novr., 1838, to Novr., 1848: the gross receipts for storage in Gun Powder amounted to £1019 11 2
From which deduct salary of Storekeeper for 11 years £20, 220 0 0

Leaving a balance of £799 11 2

which has been paid in liquidation of the debt, and in repairing the building; the charge.

charge for storage from November, 1838 to November, 1844, was one penny per lb., and from the latter period to May, 1848, the charge was one half-penny per lb., when it was raised to three farthings per lb. The Committee are aware that the Powder Magazine differs from any other warehouse, inasmuch as importers of Gun Powder are compelled to deposit their Powder therein; but as the Law authorizing the erection of the Magazine directs that all monies arising from the storage of Gun Powder after defraying the cost and annual expenses of the building, shall be applied to town purposes, as the rates charged do not appear to the Committee to be exorbitant, and as the citizens of Halifax possess the power of changing the character of the City Council yearly, the Committee cannot recommend to the House to take any further action on the Petition. The Committee, however, express their opinion that the Powder Magazine was not intended to be, and ought not to be, made the source of City Revenue, and that the storage on Powder should be no greater than is necessary to meet the annual charge and repairs and such contingencies as may be reasonably expected.

H. Y. MOTT,
J. W. JOHNSTON,
J. SANGSTER.

Halifax, February 5th, 1849.

No. 34.

(See Page 249.)

The Committee appointed to enquire into the Practice of the Supreme Court at Halifax, and to report upon such alterations as may be required to improve the same, beg leave to report as follow :—

That your Committee thought it judicious to request their Chairman to enclose a copy of the Resolution passed by the House to the Honorable the Chief Justice, to the Prothonotary, and to the Committee of the Bar Society. They beg to annex the replies received to their applications from His Lordship the Chief Justice and from Mr. Nutting.

They beg also to report by Bill, containing provisions, which your Committee believe to meet the approval of the Bar Society as expressed at a general meeting held for this special purpose, and recommend such Bill to the favorable consideration of the House.

All which is respectfully submitted.

GEO. R. YOUNG,
H. Y. MOTT,
J. C. HALL.

Halifax, February 4th, 1849.

Halifax, January 29th, 1849.

SIR—

I have consulted with Mr. Justice Bliss, the only Judge of the Supreme Court resident in town, upon the subject of the Letter you addressed to me on the 24th inst., as Chairman of the Committee appointed by the House of Assembly to take into

into consideration the Practice of the Supreme Court at Halifax, in order that the trials and other business thereat may be more speedily disposed of by extending the Term or otherwise.

The Professional Members of the Committee must be aware that the great inconvenience, which we all regret, that the suitors now experience, has arisen since the Act of 1847, which deprived the Court of the power of extending the Term.

The Michaelmas Term, immediately preceding the passing of this Act, commenced on the 16th of November, 1846, and continued, with a short recess at Christmas, until the 16th January, 1847—when, every Case on the List having been called, the Court terminated its sittings.

The Statute alluded to prohibited the Court from sitting in any Term more than fourteen days for arguments and sixteen days for trials.

The Court has not found it practicable to get through the business in the time to which they are thus positively limited.

The Judges are not only willing but desirous to be allowed to sit until the cases and causes shall all be called. At the close of the last Term they publicly expressed their deep regret at having their business unfinished, and their hope that some measure would be adopted by the Legislature to remedy the evil.

Mr. Justice Bliss agrees with me in thinking that the best remedy would be to re-invest the Court with the power which it formerly possessed of extending the Term and the Sittings whenever it became necessary.

I enclose to you copies of the Rules which were in force when the Act of 1847 passed.

I have the honor to remain,
Your obedient Servant,

BRENTON HALLIBURTON.

The Hon. George R. Young, Chairman of the Committee, &c. &c. &c.

REGULA GENERALIS.

Supreme Court, Halifax, S. S.

MICHAELMAS TERM, 1832.

The Court taking into consideration the great hardship which suitors in this Court are liable to, in consequence of the impossibility of getting through the trial of all the causes upon the Docket in the term of 14 days, the common limit of our present Term: Ordered, That this Court will, in every ensuing Term, commence with Docket of Jury Causes on the first Monday in Term, and will go once only through the Docket, but will extend the Term, if necessary, until all the causes have once been called.

By the Court,

J. W. NUTTING,
Deputy Prothonotary.

31st October, 1832.

REGULA GENERALIS.

As the Court are empowered, by the 3rd Will. 4, c. 59, sec. 3, to continue the Terms of Hilary, Easter and Michaelmas, at Halifax, for as many days as they shall, in their discretion, think fit; and much convenience has resulted to suitors from the Rule which continues those Terms until every cause has been once called.

called. In order to increase that convenience, and to prevent the delay which sometimes occurs where causes are tried late in the Term and questions arise out of the trial of such causes for the opinion of the whole Court—the Court will always meet on the day immediately after the trial of the last cause in Hilary, Easter and Michaelmas Terms, at Halifax; and will, if necessary, continue its sittings until the fifth day, or further if requisite, after such last trial, in order to give parties an opportunity of bringing any question under the consideration of the Court, arising out of any causes held during the Term.

By the Court,

J. W. NUTTING,
Prothonotary.

9th May, 1840.

Prothonotary's Office, 31st January, 1849.

SIR—

In reference to the subject of the Resolution of the House of Assembly, appointing a Committee to consider the best mode of disposing of the business of the Supreme Court by extending the Terms or otherwise, I have had every means of observing the very serious evils that result from the strict limitation of the respective Terms, and the consequent accumulation of causes on the Trial List, and from the best judgment my experience of the practice enables me to form, I have no doubt that the most simple, as well as the most effective remedy for the evil, will be to allow the Court to extend the several Terms according to the emergency of the case, or until the whole Trial Docket shall have been gone through.

I am, Sir,

Your obedient servant,

J. W. NUTTING,
Prothonotary.

To the Hon. G. R. Young, &c. &c.

No. 35.

(See Page 250.)

Account of Receipts and Payments of the Crown Revenue in Nova Scotia for the Half Year ending 30th June, 1848.

DR.

	Currency.
1848	
July—Paid Balance due to the late Treasurer,	£24 7 8
The Lieutenant Governor, half of the portion of his Salary charged on this Revenue for the half year ending 30th June, 1848,	468 15 0
The Chief Justice, Do. Do.	312 10 0
Mr. Justice Hill on acct. his allowance, do.	52 10 0
Mr. Justice Bliss, do. do.	52 10 0
Mr. Justice Dodd, (1 quarter and 42 days,) do.	18 5 4
The Master of the Rolls, on acct. his allowance, do.	52 10 0
The late Attorney General, on acct. of the Salary of his Office from 1st January to 8th Feby. 1848,	40 1 4
	Paid

Paid the Attorney General half his Salary from 8th Feb. to 30th June,	£97 18 10
The Solicitor General, do. do.	24 9 9
The Clerk of the Crown on acct. of Salary to 30th June, 1848,	31 5 0
Sir R. D. George, late Provincial Secretary, on acct. of Salary of that office,	66 15 7
The Provincial Secretary, one half his Salary from 8th February to 30th June, 1848,	137 2 6
The Superintendent of Mines on acct.	31 5 0
The Surveyor General, half salary for half year,	46 17 6
The Surveyor General of Cape Breton, do.	31 5 0
The Lieutenant Governor's allowance for Contingencies,	187 10 0
The Surveyor General of Cape Breton, Office Rent,	10 0 0
The Master of the Rolls, Cryer, and Fuel, Courts of Chancery and Vice Admiralty,	18 15 0
Miss Cox's Pension, with premium of Exchange,	63 6 8
Sir Rupert George's Pension from 8th February to 30th June, 1848, 1 Quarter and 52 days at £400 Sterling per annum,	195 17 9
The Salaries of the Clerk's in the Secretary's Office,	306 5 0
The Private Secretary of the Lieutenant Governor, his Salary,	156 5 0
The late Solicitor General's Salary from 1st January to 8th February, 1848, 39 days,	13 7 0
The Commissioner of Crown Lands, N. S., his commission of 5 per cent. on £616 15s. 9d. surplus proceeds Crown Land Sales paid by him into this Revenue 1847—8,	30 16 9
On acct. of Contingencies in Secretary's Office, Messenger, &c.	24 4 5
To Balance in hand,	107 14 1
	<hr/>
	£2602 10 2

RECEIPTS.

	<i>Contra</i>	CR.
		Currency.
Fees taken at the Provincial Secretary's Office for the half year ended 30th June, 1848,	£365	2 0
From Commissioners of Crown Lands on acct. of Sales of Crown Lands in Nova Scotia Proper for the year 1847—8,	500	0 0
From the General Mining Association, Rent of Mines in Nova-Scotia and Cape Breton for the half year ended 30th June, 1848,	1666	13 4
Do. do. being Rent under Lease to His Royal Highness the Duke of York, for the year ended 24th June, 1848,	1	5 0
Premium on the two preceding sums payable in dollars, 2½d. the dollar,	69	9 10
	<hr/>	
	£2602	10 2
		<i>Account</i>

Account of the Receipts and Payments of Her Majesty's Casual Revenues in Nova Scotia, for the half year, ended 31st December, 1848.

Dr.	Currency.
1849.	
January 1—The Lieutenant Governor, the residue or moiety of the allowance in aid of his Salary the half year ended 30th June, 1848,	£468 15 0
Chief Justice, the balance of Salary for the half year ending 30th June, 1848,	312 10 0
Representatives of the late Mr. Justice Hill, on account of allowance for do.	52 10 0
Mr. Justice Bliss, on account of do.	52 10 0
Mr. Justice Dodd, balance on account of do.	18 5 5
*Mr. Johnston, (Ex Atty. General) balance of Salary from 1st Jan'y. to 8th Feb'y. 1848,	13 10 1
The Attorney General, Uniacke, the balance or moiety of his Salary from 8th Feb'y. to 30th June,	97 18 10
Solicitor General, DesBarres, balance do.	24 13 3
Clerk of the Crown, the balance or moiety of Salary for the half year ended 30th June,	31 5 0
Sir R. George, late Provincial Secretary,	8 4 5
The Superintendent of Mines' moiety,	31 5 0
Surveyor General of Nova Scotia, do.	46 17 6
“ “ Cape Breton, do.	31 5 0
The Provincial Secretary, balance of Salary to 30th June,	137 2 6
Lieutenant Governor, the amount of the allowance in aid of his Salary for the half year ending 31st December, 1848,	937 10 0
Lieutenant Governor, contingencies do.	187 10 0
Private Secretary of the Lieut. Governor,	156 5 0
Provincial Secretary, Salary for half year to 31st December,	350 0 0
Surveyor General's Salary for Sept. Qr.	46 17 6
Surveyor General of Cape Breton, do. do.	31 5 0
“ “ “ Office Rent,	10 0 0
Superintendent of Mines' Salary for half year ended 31st December,	62 10 0
Chief Justice's Salary, do.	625 0 0
Representatives of Mr. Justice Hill, the allowance in aid of Salary from 1st July to 8th Sept. the day of his death,	40 8 4
Mr. Justice Bliss do. for half year ended 31st Dec.	106 5 0
“ “ Dodd do. do. do.	50 0 0
“ “ DesBarres do. from 14th November to 31st December,	12 15 5
	The

* The voucher signed for this item does not acknowledge the receipt of this sum as a balance, and Mr. Johnston still claims a balance as due him.

W. A. HENRY,
Chairman of Committee.

The Master of the Rolls, the allowance for contingencies and fuel of the Chancery and Vice Admiralty Courts, for the half year ended 31st Decr. 1848,	£18 15 0
The Attorney General's Salary for half year ended 31st Dec. 1848,	250 0 0
The late Solicitor General (DesBarres) Salary from 1st July to 14th Nov.	46 10 8
Solicitor General (McDougall) Salary from 14th Nov. to 31st Dec.	15 19 4
Clerk of the Crown, Salary for half year, Pension of the late Provincial Secretary for the half year ended 31st December 1848,	62 10 0
Pension of Miss Cox for the same period, with premium of Exchange,	250 0 0
Salaries of the Clerks in the Secretary's Office, same period,	63 6 8
Messenger of the Secretary's Office,	306 5 0
Balance of allowance for Fuel, Stationery, and other contingencies, Secretary's Office, same period,	6 0 0
Retiring allowance of Thos. Crawley, Esq. late Surveyor General of Cape Breton, same period,	106 15 7
H. W. Crawley, Esq. Com. of Crown Lands, do. Retained, assumed to be due to the Master of the Rolls as the balance of the allowance in aid of his Salary for the year 1848, pending the settlement of the question raised by Mr. Creelman's Resolutions,	31 5 0 75 0 0
Balance in the Treasurer's hands,	£47 10 0
	624 7 10
	£5799 13 4

NOTE—In addition to the above balance of £624 7 10 The Committee find that the sum of Fifty-two Pounds and Ten Shillings charged in the Account for the first half year was retained by the Treasurer, to meet a charge made, or which might be made, against the Master of the Rolls for a sum alleged as overdrawn in 1846 or 1847, or both, under Mr. Creelman's Resolution, and that sum being undrawn, the same is now added to the balance in the Treasurer's hands,

Balance in Treasurer's hands,

52 10 0

676 17 10

RECEIPTS.

July—By balance in Treasurer's hands,
Amount of Fees collected at the Provincial Secretary's Office for the half year,

Currency.
£107 14 1
598 14 2

Rent:

Rent of H. M. Mines in Nova Scotia and Cape Breton under Lease to the General Mining Association for the half year,	£1666 13 4
Premium on Dollars, being payable in do.	69 8 10
Royalty,	3223 19 2
This sum on account of sales of Crown Lands in Cape Breton,	333 3 9
	£5799 13 4

Statement of Coal raised and sold by the General Mining Association from Her Majesty's Coal Mines in Nova Scotia and Cape Breton for the year 1848.

From Pictou Mines, chaldrons,	31,198 24
“ Sydney, “	25,149 7½
“ Bridgeport 41 24, Bras d'Or,	41 24
“ Joggin's Mines, Cumberland,	561 12
	56,949 67½
Total—chaldrons—	
Less—	26,000
	30,949 67½
Say 30,950 Newcastle chaldrons, 2s. currency per chaldron,	£3095 0 0
Premium on £3095 payable in dollars, 2½d. ea. as compared with Provincial money,	128 19 2
	£3223 19 2

No. 36.

(See Page 256.)

MAY IT PLEASE YOUR EXCELLENCY :

In the report I had the honor to lay before your Excellency last year, in reference to the Indians under my charge, besides a census of the tribe, I endeavoured to communicate all the statistics that had been collected, and to represent the actual condition of that people.

Since that period I have gathered many interesting particulars in regard to the history of the Aborigines of ancient Acadia; but, it is not necessary to detail them until they are rendered more complete; but rather to state the progress which has been made under the plans adopted for the improvement of the Micmacs, their condition as it now is, and suggestions for relief.

Experience has fully proved that the most important step towards the complete civilization and support of the natives, is their introduction to agriculture and the mechanical arts. To use a phrase of their own, “their resources have gone to the graves of their fathers,” their fisheries are obstructed, their game which once afforded them subsistence has disappeared, they cannot procure furs, and their most advantageous camping grounds are occupied by British settlers.

Convinced

Convinced of the necessity and humanity of directing the attention of the Micmacs to agriculture, and of placing them on a footing with the other inhabitants, I have endeavoured to persuade them one and all, to enter upon the lands reserved for their use and commence the tillage of the soil.

In this work I am much encouraged by the Chiefs, Captains, and principal men, who have by their example led the way to the permanent settlement of their people.

At a meeting of the Chiefs at Halifax, only just concluded, the settlement of the Indian lands was resolved upon, and my efforts for the success of this work received cordial acknowledgements.

That these people can never be tamed and brought to enjoy all the blessings of civilization, as many suppose, I am led to believe is a popular error. Their natural powers are surprising, nor are they incapable of steady industry and application. Few of them who I have been able to establish upon the reserves, would leave their lands were they not compelled by the absolute necessity to seek provisions in the woods, or by begging among the inhabitants. Their attachment to farming is on the increase, and a number of families reside all the year round in their fixed but humble habitations.

My efforts, therefore, have been directed to the permanent settlement of these unfortunate people, and as large a part of the grant as possible, placed in my hands, has been devoted to this object.

But from the peculiar distressed and degraded state of many families, it is impossible to refuse a little temporary relief. Then there are the aged, infirm and sick, the widow and the orphan, constantly pressing their claims to small shares of the bounty bestowed by the Government. From such claims I have been unable to withhold a part of the public allowance, as will be seen by the accounts accompanying this report.

During the past year I found it necessary to pay two visits to the settlement I have established on the Reserve at the Shubenacadie, one to Cumberland, and one to Margaret's Bay, to settle a dispute in reference to land in that quarter. Other small incidental expenses have been incurred for the relief of sickness, and I am now endeavouring to introduce vaccination, against which the Indians have an abhorance, among the children, in advance of the small pox should it spread in the country. For the accomplishment of this work I beg to solicit some aid from the Legislature.

The settlement at Bear River has not increased as rapidly during the past year as I had anticipated. The total loss of the potato and wheat crops, has compelled several of the settlers to seek temporary subsistence by hunting and fishing. Nevertheless three new barns have been added to the buildings of this Indian village in the past season. Abraham Gloade is reported to have a good stock of hay and oats, and the number of cattle has increased. A dispute that arose from the election of a Chief has I trust been amicably disposed of.

Every effort has been made to encourage the Micmacs at *Kedgeumcoogic*, or, Fairy Lake, in the County of Liverpool, commenced by the Hon. Joseph Howe. The clearings have been enlarged, and the roads that approach the Lake improved; but the general calamity of failure of crops has checked the progress of the little colony, although not in a greater degree than is manifest in the settlements of the other inhabitants. Unfortunately sickness broke out among the children, which carried off a number and produced much distress.

It affords me no ordinary degree of pleasure to report that since the first of March last, I have succeeded in leading seventeen families (79 souls) to the settlements near the Shubenacadie.

In order to enable those people to commence clearing their lands, it was necessary to advance them some provisions and to supply seeds. Each family built a camp and cleared and planted from two to four acres. Up to the time of harvest their crops promised well; but the blight in the potato and the wheat insect ravaged their little fields, and with few exceptions they had little to lay up, except small quantities of oats and buckwheat.

Stephen Charles, who I mentioned in my former report, with the aid of the bounties he received for his industry, has become independent. He has now a stock of horned cattle and a horse, his potatoes and grain have been reserved to supply seeds for the coming season. Goreham Paul still continues his agricultural labors. Francis Paul (Chief) has grown aged and infirm, and although he requires a little aid, he is useful in affording wise council to his people. To his brother Louis Paul I am indebted for the exercise of much shrewdness and energy in agricultural enterprise.

In order to secure seeds to plant in the approaching spring some of these people are endeavouring to support themselves by making baskets, mast hoops, and coopers' work; and under all the discouragements of the past year they will return to their farming occupations in the spring, joined by other families who are resolved to commence the cultivation of the soil.

Besides my own, visits have been made by others to the Indian Village; and a Reverend Gentleman from Prince Edward's Island has published a flattering account of its appearance and progress.

To afford security to the oats and buckwheat raised, it was necessary to complete the barn commenced by the old Chief, and for that purpose I have expended upwards of £15.

Stephen Charles has built a new and comfortable framed house; and other buildings are in progress. The small Chapel in the village requires some repair.

The chief part of the families engaged in agriculture, are even now able to sustain themselves; while almost all those who still follow a wandering life are in the most distressed circumstances.

A cursory view of these facts might excite some surprise that the settlement of these people upon their lands proceeds so tardily; but it is rather to be observed that under the most discouraging circumstances, those who have commenced farming still continue their occupation. For three successive years their crops have been cut off, and, with the inhabitants of British origin, they suffer from this cause, and the general depression prevailing in every branch of industry throughout the Province.

The failure of the potato and wheat crops in the last three years has operated powerfully upon the condition of such families as wander about the country, subsisting chiefly by the sale of their wooden productions. They cannot now dispose of their baskets, and receive food from the farmer in payment. I have endeavoured to find a foreign market for their fabrications, but without success.

From these causes the unsettled part of the tribe is reduced to extreme misery and suffering, and without the aid of the Legislature many of them, I fear, will die of starvation before the summer returns.

I would again beg leave most respectfully to submit to your Excellency's consideration, the state of the Indian Reserves. In almost every County some of these people have titles to lands apart from those reserved for their use. All these lands have been encroached upon, and the dissatisfaction arising from this cause is a serious obstacle to the final establishment of the Indians upon farms.

It is also my duty to advert to the census taken and submitted last year. It

the

is painful to reflect upon the fact, namely, the mortality of the Micmacs and the melancholy prospect of their utter annihilation, unless immediate and active measures are taken to civilize and improve the tribe. A strong appeal was made to the Legislature by the Committee on Indian Affairs last year.

Of 961 souls in Nova Scotia proper, there were in

Year	Births	Deaths
1846,	79	106
1847,	63	76
1848,	42	54
	<hr/>	<hr/>
	184	236

Decrease in three years 52.

Should any malignant epidemic arise, like that which destroyed 4000 Indians in Nova Scotia in 1746, its ravages among the tribe are even now manifest, and instead of the "Last of the Mohicans" the historian will have to record the last of the Micmacs.

It is almost unnecessary to advert to the constant and frequently unpleasant duties attached to my office. Not the least of these are the frequent applications made from every quarter of the Province for participation in the grant. I scarcely regret that the house of the *Mul-wa-laa-weet* is viewed by the Micmacs as a refuge for the distressed, and I will rejoice in every effort made to relieve the hapless condition of the aborigines of Nova Scotia.

I have the honor to be, Your Excellency's
Most ob'dt. and very humble Servant,

A. GESNER,

Commissioner for Indian Affairs.

His Excellency Lieutenant General Sir John Harvey, }
Lieutenant Governor, &c. &c. &c.

Sackville, February 8th, 1849.

APPENDIX.

Names of Families settled on the Indian Reserve at the Shubenacadie in 1848.

Names of Families.	No. of Souls.
Louis Paul,	4
Christopher Paul,	5
Francis Toney,	6
Peter James,	4
Michael Tom,	4
Philip Tom,	5
Sabatier Paul,	6
James Paul,	2
Michael Holland,	6
Stephen Charles,	7
Louis Charles,	2
Peter Brass,	4
John Simon,	7
Nuel Jeremy,	7
Peter Paul,	3
Peter Paul, Senior,	2
John Prosper,	5
	<hr/>
17 Families.	79 Souls.

No. 37.

(See Page 256.)

The Committee appointed to consider the subject of the Mines and Minerals, and particularly the questions pending in relation to the claims of the General Mining Association thereto, beg leave to report as follows:—

That they have examined the Report made by Mr. James W. Dawson, of the Coal Mines and Minerals situate at Carabou Cove in the Gut of Canseau, in pursuance of the Report of the Committee made last Session, together with the specimens collected and returned therewith. They think it due to Mr. Dawson to express their satisfaction with the manner in which this service has been performed; and recommend that the Report be published for general information.

They have also carefully examined the Report made by Mr. Titus Smith, of the ancient Grants and the reservations contained in them. The geological features or contour of the Province are now well known and delineated, and by a reference to this Report it will be apparent that the Grants passed previous to the 12th July, 1764, in which Coals were not reserved, are situate in those portions of the Province where Coals cannot be found. After long and diligent enquiry the Committee have not been able to find a single Coal field over which the right of the Crown does not extend, save that situate near the Folly Mountain, in the Township of Londonderry. These enquiries have therefore satisfied the Committee that the Lease to the Duke of York, and the agreement subsequently made by the General Mining Association for the Coal Mines at the East River, Pictou, and at Sydney, Cape Breton, practically secure a monopoly of the Coal Measures and of course of the Coal Trade of this Province,—and thus confer upon them the power of controlling the supply, regulating the price, and retarding the development of this important branch of our Provincial resources.

That your Committee have carefully re-examined the series of Resolutions passed last Session upon this subject. They are unable to state the real points at issue in more concise language, and have therefore annexed a portion of them to this Report, that they may be again adopted and confirmed.

Your Committee have read, with all the deference and respect to which it is entitled, the Despatch from the Right Honorable the Secretary of State dated the 20th June last: but they still adhere unanimously to the views before expressed, that the Lease made to the Duke of York of all the Mines and Minerals of this Province, was an improvident and unconstitutional exercise of the Royal prerogative; and feel satisfied that, if it had been attacked at the time, either before Parliament or the Privy Council, such grant would have been repealed.—They are not disposed however now to embarrass the final decision of this question with any enforcement of extreme rights.

They perceive in the late Despatch from the Colonial Minister an anxiety to effect (if possible) a compromise by which the just rights of the people of this Province may be protected. From the first period at which this question has been mooted, the Legislature have invariably expressed an anxiety to respect, to a reasonable extent, the equitable claims of the General Mining Association, and they cannot but regret the language used by Mr. Cunard in his letter of the 16th May last, to the Right Honorable Earl Grey representing the movement made, as if dictated by a feeling hostile to that body. That, although questioning their legal title, and anxious to protect the Province from the effects of a close and injurious monopoly—bearing, as it does, injuriously upon the Provincial advancement and prosperity, and scarcely beneficial to the Association itself—the Legislature have long professed an anxiety to enter into the terms of a reasonable compromise, and
when

when effected to aid the Association by Legislative measures. There is no desire to injure them, or improperly to interfere either with the security of their investments or profits.

Your Committee, now that the aid of the Secretary of State has been tendered, do not advise any reference upon this question to the Privy Council; neither do they think it would subserve the interests of the Province to submit, as suggested by Earl Grey, the controversy to the arbitrament of persons resident in Great Britain. Difficulties would ever be felt in the selection of the latter, and your Committee are at present at a loss to discover any mode by which the interests of the Province, if such reference were entered upon, could be adequately protected or represented.

They prefer to recommend that a settlement should be tendered to the General Mining Association upon the following terms:—

1. That the Company be secured for the remainder of their Lease, which is for the period of thirty-eight years—or, if they desire it, for the period of fifty years—an adequate portion of the Coal fields they are now working at Sydney, Cape Breton, at New Glasgow, East River, Pictou, and at Cumberland: the extent of these to be settled by a reference to two Geologists, one of these to be appointed by the Executive Government of Nova Scotia, and the other by the Association. The object of this is to secure to the Company an unquestionable title to the fields upon which their outlay of Capital in the erection of Buildings, Machinery, &c. has been made, and for a sufficient period to enable them to secure an adequate return.

2. That the Rent and Royalties now paid be modified to this extent: that the Association should pay for the future only One Shilling currency per Winchester chaldron upon all Coal raised by them; and that the Legislature guarantee that the same Rent or Royalty should be paid by the Lessees, by whom any of the unopened Mines should hereafter be worked.

3. That at all future times the Association should stand upon equal terms with any future applicant or Lessee.

That this proposal be transmitted by His Excellency the Lieutenant-Governor to the Right Honorable the Secretary of State, with a respectful request that it be submitted to the General Mining Association; stating, at the same time that, if not acceded to, this House will be prepared to use its whole influence and every legitimate means in its power to protect the rights of their constituents and to relieve this Province from the grievance before referred to.

That it is of essential importance that this question should be brought to an early and satisfactory adjustment. That this Committee are satisfied that if the price of Coal were reduced by competition to a lower rate, the demand in the Northern States for bituminous Coal could be secured almost exclusively to Nova Scotia. That there is no bituminous Coal in the United States, as the Committee believe from the best information they have been able to obtain, which can enter into successful competition with the Coals of this Province if the unopened Mines were placed under the control of the Legislature; but if this settlement be longer delayed, they fear that the use of the *Anthracite* Coal will become more general, and that such arrangements will be made, and such tastes created, that it will be difficult hereafter to force the produce of our Coal Mines into general competition.

That the Committee submit these views for the consideration of the House.

and

and if approved of, will hereafter prepare and report a set of Resolutions in conformity therewith.

All which is respectfully submitted.

(Signed)

GEO. R. YOUNG, Chairman.
H. HUNTINGTON,
R. MCG. DICKEY,
CH. F. HARRINGTON,
SAML. CREELMAN,
W. A. HENRY,
JAMES D. FRASER.

Committee Room, Halifax, February 5th, 1849.

No. 38.

(See Page 256.)

The Committee to whom was referred the Petition of the Grand Jury and Court of Sessions of the County of Colchester, beg leave to report—

That the Committee have considered the Petition and are of opinion that the prayer thereof should be substantially acceded to, viz. : that County Treasurers should be empowered to prosecute collectors of County Rates for the recovery of Monies received and improperly retained by them, by the direction of two Justices of the Peace, instead of the General Sessions, and that Magistrates' jurisdiction over the same should be extended to the sum of Ten Pounds.

The Committee are also of the opinion that the prosecution should not take place before either of the Justices who directed that the prosecution should be proceeded with.

The Committee have prepared a Bill to carry out these views, which they recommend to the favourable consideration of the House.

SAMUEL CREELMAN,
Chairman.
EDWARD L. BROWN,
STEPHEN FULTON,
W. A. HENRY,
JOHN J. MARSHALL.

Committee Room, House of Assembly, February 7th, 1849.

No. 39.

(See Page 256.)

The Committee to whom was referred the Petition of John Russell, asking for remuneration for labour done on a private Road through his own property, and which has now become public—beg leave to report :

The Committee have considered the prayer of the said Petition, and the circumstances connected therewith, and have reason to believe that the rights of the Petitioners have been unjustly interfered with ; but as the Committee cannot learn

learn that he has as yet made application for compensation to the proper quarter, they cannot recommend that this House should take any further steps in the matter at present.

All of which is respectfully submitted.

SAML. CREELMAN, Chairman.
R. MCG. DICKEY.

Committee Room, House of Assembly, Feb. 8th, 1849.

No. 40.

(See Page 257.)

Aggregate List of Articles purchased for the use of the Halifax Asylum for the Poor, during the year 1848.

Arrowroot, 28 lbs.	£1 8 0	
Barley, 20 cwt. 3 qtrs. 19 lbs.	21 19 1	
Beer, 6398 gals.	51 3 6	
Beef and Mutton, 20,725 lbs.	232 13 11	
Butter, 907½ lbs.	35 12 0	
Bread, 6½ cwt.	9 0 1	
Bakery—Baker's Salary,	£33 0 0	
26½ cords Wood,	10 13 9	
	<hr/>	
	43 13 9	
	<hr/>	
		395 11 3
Coal, 98½ chaldrons,		
Contingencies expended by the Matron, whose account is audited monthly by the Acting Commissioner,	80 10 0	
Clothing, Blankets, Sheets, Bedding, &c.	204 2 2	
Chocolate, 952 lbs.	25 15 8	
Coffee, 199 lbs.	4 19 6	
	<hr/>	
		436 8 7
Cows and Horse—Bran for Cows and Shoeing Horse,	9 2 10	
Two Cows and Calves,	13 0 0	
	<hr/>	
	22 2 10	
Corn Meal, 39 bbls. and 20 bags, 1 cwt. ea.	46 2 6	
Candles, 31½ lbs.	1 2 4	
Fish, 24 quintals and 2½ bbls.	19 12 6	
Flour, 357 bbls.	572 14 2	
Gas Light Company—Gas Light,	42 14 3	
Ironmongery, Nails, &c.	4 0 1	
Lumber for Coffins and repairing, 626 ft.	3 2 7	
Leather, for Shoes and repairing,	38 9 11	
	<hr/>	
		750 1 2
Lots on the Common,	3 0 0	
Ploughing,	3 7 6	
Oats,	<hr/>	
		6 7 6
		Molasses,

Molasses, 990 gals.	£62	9	10	
Miscellaneous expenses required for the Establishment not of ordinary consumption, purchased by the Commissioners, which do not come under other heads,	61	2	9	
Oatmeal, 56 cwt. 14 lbs.	49	8	11	
Oil, 105 gals.	12	18	3	
Old Junk,	146	3	10	
Pork, 2,212 lbs.	35	13	0	
	<hr/>			£374 4 1
Peas and Beans, 122 bushels,	34	2	0	
Potatoes, 835½ bushels	144	7	9	
Repairs to Buildings,	57	7	5	
Removal of Paupers,	4	5	0	
Rice, 23 cwt. 3 qtrs.	28	18	3	
Sugar, 14 cwt. 3 qtrs. 17 lbs.	23	13	6	
Salt, 10 hhds.	5	8	6	
	<hr/>			298 2 6
Stationery and Printing,	7	14	4	
Straw, 283 cwt. 3 qtrs.	27	14	2	
Soap, 350 cwt. 3 qtrs. 13 lbs. soft, and 464 lbs. hard,	93	15	5	
Salaries, including Medicines and Medical attendance,	300	0	0	
Starch, 30 lbs.	0	18	9	
Tea, 1,044 lbs.	65	5	10	
Tinware, and repairing ditto,	53	10	2	
Truckages,	18	0	6	
	<hr/>			566 19 2
Turnips, 100 bushels,	4	3	4	
Vinegar, 88 gals.	3	8	6	
Wine for the Sick, 87 gals.	22	5	11	
Wood, 86½ cords,	55	4	6	
Wool, 138 lbs.	8	12	6	
Waterloo Farm and Hospital—				
Ploughing,	7	10	0	
Mason, for repairs,	8	5	0	
Nurses,	19	15	0	
Rent,	55	0	0	
Dr. Almon, attending the sick,	50	0	0	
	<hr/>			140 10 0
	<hr/>			294 4 9
Balance remaining in the Bank,				111 16 6
				<hr/>
				£3167 8 0

[Examined and found correct.]

HENRY PRYOR, } Committee to
WM. LAWSON, } examine Accounts.

Halifax, 31st December, 1848.

Account

Account of the Funds received for the use of the Halifax Asylum for the Year commencing on the 1st January, 1848, and ending on the 31st December, 1848—and from whence received.

1848	COMMISSIONERS.	Treasury Trans- sient Poor.	City & County Treasurer.	Casual.	Gross Amount.
January,	Charles Twining, Esquire,		£150 0 0	£45 5 7	£195 5 7
Feb'y,	Thomas R. Grasse, Esquire,		180 0 0		180 0 0
March,	Henry Pryor, Esquire,		100 0 0	13 2 10	113 2 10
April,	Hon. Hugh Bell,	£300 0 0	80 0 0	5 0 0	£85 0 0
May,	J. W. Nutting, Esquire,	500 0 0		52 12 6	550 12 6
June,	Hon. M. B. Almon,	200 0 0		10 0 0	210 0 0
July,	George N. Russell, Esquire,	50 0 0			50 0 0
August,	William M. Allen,	150 0 0	150 0 0		300 0 0
Sept.,	William Lawson,		200 0 0		200 0 0
Octr.,	George N. Russell,	100 0 0	150 0 0	99 2 6	349 2 6
Novr.,	Thos. S. Tobin,	50 0 0	100 0 0	57 12 1	207 12 1
Decr.,	Hon. Edward Kenny.			272 19 6	272 19 6
	Balance in the Bank, 31st Dec. 1847,				103 13 7
	School Grant for 1847 & 1848.				50 0 0
		£1350 0 0	£1110 0 0	£535 15 0	£3167 8 0
	Balance remaining in Bank of Nova Scotia,				£111 16 6

[Errors Excepted.]

THOMAS S. TOBIN, Chairman.

Halifax, 31st December, 1848.

Account

*Account of Paupers remaining in on the 1st January, and received into the
Poors' Asylum during the year 1848.*

Men—Halifax,	27	
Transient,	406	433
	—	
Women—Halifax,	47	
Transient,	240	287
	—	
Children—Halifax,	123	
Transient,	77	200
	—	
		920
		—
	Total,	920

Deaths at the Poors' Asylum during the year 1848.

Men,	39
Women,	33
Children,	19
	—
	Total,
	91

Number of Paupers in the Poor's Asylum, 31st December, 1848.

Men,	156	of which	26	are Lunatic,
Women,	115	“	24	“
Children,	76	“	5	“
	—		—	
	347		55	

February 7, 1849—378 Men, Women, and Children, in the Asylum.

No. 41.

(See Page 258.)

Return of Fines and Penalties imposed in the Supreme Court in the Year 1848, in the several Counties of the Province, made to the Secretary's Office, February, 1849, to be laid before the Legislature.

NOVA-SCOTIA, }
HALIFAX, S.S. }

COUNTIES.	NAMES.	DATES.	OFFENCES.	FINES.	REMARKS, &c.
Halifax	None		None	None	J. W. Nutting, Clerk of Crown.
Annapolis	No Returns				No returns rec'd
Cape Breton	Pat. Lanigan	Sept. Term	Assault	£3	Col. by Sheriff and in his hands.
Colchester	None		None	None	By returns of D. Clerk of Crown.
Cumberland	"		"	"	" "
Digby	"		"	"	" "
Guysborough	"		"	"	" "
Hants'	"		"	"	" "
Inverness	"		"	"	" "
Kings'	"		"	"	" "
Lunenburg	"		"	"	" "
Pictou	"		"	"	" "
Queens'	"		"	"	" "
Richmond	"		"	"	" "
Shelburne	"		"	"	" "
Sydney	"		"	"	" "
Yarmouth	"		"	"	" "

J. W. NUTTING,
Clerk of the Crown.

Halifax, 8th February, 1849.

No. 42.

(See Page 266.)

The Committee to whom were referred the Petition of the Inhabitants of Brier Island, in the County of Digby, praying to be set off into a separate District for the support of the Poor, and a Bill for carrying out the prayer of said Petition; also a Petition of the Inhabitants of Long Island, praying that no such Act may be passed—beg leave to report :

The Committee, after giving the subject their best consideration, have come to the conclusion that with so large a body as those subscribed to the Petition from Long Island being so strongly opposed to the passage of such an Act; and also that the Township of Westport comprising the said two Islands, being but a small Township—they cannot recommend the passage of any Act for dividing the said Township.

The Committee cannot but indulge the hope that the two parties, apparently so nearly equal upon this subject, will come to an amicable arrangement among themselves, thereby rendering any Legislative interference unnecessary.

All which is respectfully submitted.

STEPHEN FULTON,
HUGH McDONALD,
JOHN CAMPBELL.

Committee Room, Halifax, Feb. 10th, 1849.

No. 43.

(See page 267.)

(CIRCULAR.)

Downing Street, 20th January, 1849.

SIR—

A Census of the population of England and Wales will be taken in the year 1851, and the Registrar General has suggested to me that it would be desirable to publish a similar Return for all Her Majesty's Colonial possessions.

I transmit for your information and guidance a copy of Major Graham's letter, together with a copy of the Memorandum to which it refers, and I have to instruct you to cause a return of the population of the Colony under your Government, to be prepared in the manner prescribed in the annexed form as far as may be practicable, without incurring expenditure which cannot be conveniently provided for.

Although I concur in Major Graham's opinion that it would be desirable that a Census in each of the Colonies should, if possible, be taken on or about the same day as that on which it may be fixed to be taken in this Country, this suggestion can of course only be acted upon in the event of the Legislature of Nova Scotia having it in contemplation to direct such a Return to be made, in which case it would be expedient to submit the recommendation of the Registrar General to their consideration, with the view to the adoption of such measures as they may deem necessary for securing this object.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

GREY

Lt. Governor Sir John Harvey, &c. &c.

General

General Register Office, December 7, 1848.

SIR—

On the 5th August, 1842, by the direction of Secretary Sir James Graham, I transmitted for the use of the Secretary of State for the Colonies some suggestions respecting the mode of taking a Census in each of our Colonial Possessions, as requested by Lord Stanley.

I am about to publish the Population of England and Wales, as lately arranged with respect to the Districts into which this Country is now divided for the purpose of registering Births and Deaths, together with a comparative view of the results of the last Five Censuses. I have also been furnished with the latest returns of the Population in several Countries in Europe. It occurs to me that it might be desirable also to publish the Population of our Colonial Possessions.

I therefore take the liberty of requesting that you will have the goodness to call the attention of Earl Grey to this subject, and to submit to his Lordship my request, that I may be furnished with Abstracts of the Population of such of our Colonies as may have made returns upon the subject, to the Colonial Office, in accordance with the Memorandum which I had the honor of transmitting through Secretary Sir James Graham, on 5th August, 1842.

If I am not taking too great a liberty, I should also venture to suggest that it may perhaps be expedient that steps should be taken to secure a Census, being made in each of our Colonies, in 1851, on or about the same day, that Parliament may fix for its being taken in this Country.

I have the honor to be, &c.,

GEORGE GRAHAM,
Registrar General.

B. Hawes, Esq., M. P., &c. &c., Colonial Office.

MEMORANDUM.

A Census cannot be taken in precisely the same form in all Her Majesty's Colonies; as the condition of the respective Populations, and the means of ascertaining the facts, differ in different parts. It is desirable, nevertheless, to preserve uniformity as far as is practicable; and I have had one Form drawn out, of which I recommend the general adoption, subject to the requisite modifications, some of which I shall notice very briefly.

1. The Population should be enumerated in a convenient number of enumeration Districts, comprehended in the established divisions of the Colonies; the area of which should be given (when known), in square Acres or square Miles. The Population of the Towns should be enumerated within boundaries strictly defined; for unless the boundaries are known, the results of successive Censuses cannot be compared.

2. Where the habitations are not fixed the People might be enumerated in Tribes and Families.

3. The enumerations should be made at equal intervals of time (annually or quinquennially) on one day, if possible—comprising the persons in each District on the previous night, at a season of the year when the facts can be recorded with most facility, and when there is no great displacement of the Population by festivals or by other causes.

NOTE.—Persons from home should be enumerated at the place in which they happen to be on the Census night; the words “(visitor),” “(traveller,)” &c. being

being added in parenthesis, after their names. If they are not out of the Colony they should also be enumerated at home, with the word "absent" after their names. All the persons marked "absent" should be omitted in the abstracts, otherwise the same person would be counted twice. This part of the Census, relating to the "floating population," will require great care. In England "Householder's Schedules" were left at each house a few days before the Census; and the enumerator had only to fill up those left blank by the householders who could not write, or who had neglected their duty.

4. It will be desirable, where there is a difficulty in obtaining information respecting the Aborigines, to confine the enquiry to males aged 20 years and upwards—the "fighting men." In such cases partial and imperfect information respecting the number of women and children leads to confusion and error. The supposed number of females of all ages, and of males under the age of 20, may, however, be stated. Men aged 20 years and upwards are generally one-fourth of the entire Population.

5. Wherever it is practicable every individual should be enumerated by *name*. Without this, experience has proved that there can be no security for the accuracy of the returns. The abstracts cannot otherwise be made satisfactorily and the Government will find the enumeration by *name* useful for many purposes connected with the Police and defence of the respective Colonies. The enumerations should be made by houses or "families" (hearths)—the names of the heads of the family being written first, with the children, resident visitors, and servants, following in succession.

6. The importance of enumerating the age and the race is sufficiently obvious. There will be sometimes a difficulty in ascertaining the age; but it can generally be learnt whether a man is about the age of 30, 40, 50, &c. &c., which will be an approximation sufficiently near for many statistical purposes.

The occupations should be defined and explained with a view to the classification of the colonists: householders, proprietors, and masters, should be distinguished from lodgers, tenants, and workmen.

From the information in the column headed "date of entering the Colony," besides other useful information, the annual accession of new settlers of each race, &c., &c., can be determined. "Birth," may be written against the names of persons born in the Colony.

In the last column it should be stated whether the person is labouring under any sickness—understanding thereby such severe sickness as incapacitates him from following his ordinary occupation—or any infirmity, such as blindness, deafness, idiotcy, lameness, or the feebleness of old age. An Abstract of the information in this column will show the sanitary state of different races and localities; as well as the relative proportions of the inefficient and efficient Population.

In addition to the Census I would suggest that the Marriages, Births and Deaths should be registered and abstracted annually. In some Colonies the age at death and the causes of death could probably be obtained; which would render the information complete.

In the Schedule I have set down no head for the "Religion" and other points sometimes enquired into; because I consider it important not to crowd the Census with too many particulars.

STATISTICAL ABSTRACTS.

The enumerators should not be called upon to make the Abstract, but should transmit the Schedules in books of a convenient form to the seat of Government; where the Abstracts should be made on an uniform plan under proper supervision.

Specimens

Specimens of the Forms used at this Office may, if required, be supplied with directions for making the Abstracts; which may abridge the labour and ensure accuracy. A great variety of useful Abstracts might be made from the Returns, as it is evident that the facts might be combined in a great variety of ways. I will mention a few—

(1) An Abstract of the number of persons living at different ages in quinquennial periods—(0 and under 5, 5 and under 10, &c.), or in decennial periods after 15, if the ages cannot be ascertained with much exactness.

A separate Abstract to be used for the (1) males, and (2) females,—(3) the different races and (4) the sick and infirm.

(2) An Abstract of the number of men (above 20) of different classes, and following the various occupations.

(3) An Abstract of the number of persons living who entered the Colony in the year immediately preceding the Census, &c. &c. &c.

In many Colonies it would be sufficient to make the more elaborate Abstracts every five years.

When the Census of the Population is taken valuable statistical information, respecting other matters, is obtained in many Countries. The number of churches, public institutions,—of mills, manufactories,—of horses, cattle, sheep, &c. is ascertained, as well as the amount of agricultural produce.

I have confined my observations to the facts immediately connected with the Census of the population. The agriculture, manufactures, &c., &c., may be more conveniently made the subject of a separate, but it may be, simultaneous inquiry.

GEORGE GRAHAM,

Registrar General.

General Register Office, Somerset House, 5th August, 1842.

FORM OF RETURN.

COLONY.
District—County?
Town or Parish?
Ward?

Dwelling	NAME	Sex	Relationship	Age	Race	Rank or Occupation	Date of entering the Colony	Sick or Infirm	Remarks
House	John Bromley	M.	H.	50	Eng Ish	Farmer (prop.)	June, 1827		
	Jane "	F.	W.	48	"				
	John "	M.	S.	20	"				
	Jane "	F.	D.	18	"	Carpenter		Sick	
	William "	M.	S.	15	"				
	Thomas "	M.	S.	10	"				
	Henry "	M.	S.	5	"				
	A dash after each family								
									Prop.—Proprietor. Miss—Master.
									II.—Husband, W.—Wife. Wid.—Widow or Widower. S.—Son, D.—Daughter. V.—Visitor, L.—Lodger.
									I.—Infirm from age or debility.
									Blind

No. 44.

(See Page 267.)

(Confidential.)

COPY.

Government House, Halifax, May 26, 1848.

MY LORD—

I have the honor to acknowledge the receipt of your Lordship's Despatch of the 12th inst. marked "Confidential," and beg your Lordship to believe that had it conveyed to me Her Majesty's commands to confer the distinction suggested, without any reference to previous communications, or to facts upon which further explanation might be desirable, I should not have hesitated in giving immediate effect to it. As a few weeks' delay only can take place, I have thought it better that all the information bearing upon the subject should be given, that, if possible, some general regulation, applicable to all the Colonies, might be elicited.

My original suggestion sprung from a very natural desire that those who had served the Crown in important public capacities, should, even though deprived of the influence of office by the fluctuations of public opinion, retain a distinction indicative of the rank which they had held. No discussion arose, with my present Council upon the subject, until the receipt of your Lordship's Despatch (No. 62) of the 21st of February. On communicating that Despatch to them, I discovered that they unanimously agreed in the view taken by your Lordship, and apprehended that if the title of "Honorable" were to be retained by retiring Members of the Executive Council, the distinction would, under the new system, be indefinitely multiplied, and ultimately lose its value. As an extract from your Lordship's Despatch was given to Mr. Johnston, at the time, I understood from the Secretary by whom it was communicated, that that gentleman entirely acquiesced in the propriety of the view taken by your Lordship and by the Executive Council. It is but fair to assume, therefore, that public opinion within the Province would be in favor of the decision announced by your Lordship in February—because the distinction, if limited, carries with it the stamp of public confidence, as well as the Royal favor; if extended, the honor conferred by the Crown is permanent in all cases, however low the recipient may have fallen in general estimation. Your Lordship will quite understand that I make no reference to the cases under consideration, but am looking to the general operation of the principle, if adopted in all the Colonies.

I am not aware what the practice has been in Canada: I have observed that some gentlemen, not in the Government, retain, in the newspapers, the prefix of Honorable, but whether by courtesy or by sanction, I am not informed. In New Brunswick circumstances may have occurred, or be likely to arise, of which your Lordship and the Lieutenant Governor are alone competent to judge. As respects Nova Scotia, some facts have come to my knowledge which were not in my possession when my original suggestion was made; they ought, however, to be placed before your Lordship before you instruct me finally.

The members of the Liberal Party, who have heretofore been in the Executive Council, and have, from time to time, retired, have never sought or retained the distinction after their resignations were tendered.

Mr. Huntington, who resigned in 1840, was never afterwards addressed as "Honorable" till he re-entered the Government again in 1848. When Mr. Uniacke withdrew from Sir Colin Campbell's Council the loss of the distinction followed the resignation of his seat, and, in 1843, when Messrs. Uniacke, Howe and

and McNab resigned their seats in the Executive Council they were addressed, a few days after, in an official letter, from the head of the Government, as private gentlemen entitled to no distinction.

In 1840, when the New System was first introduced here, under Lord John Russell's Despatches, the old Councillors, who then retired, retained the title of Honorable by special sanction, and of this public opinion here appears to have approved, just as it sanctions the claim to the Pensions of public servants who held office on the old tenure, and previous to that period. If, however, the distinction were to be indiscriminately conferred upon the leading men representing the same party in 1848, their opponents having been all passed over, at various periods, it might be remarked as unjust and invidious, although it is due to my present Council to observe that they are quite willing to forget the promptitude with which any services they might have rendered to the Government were passed over, and cheerfully acquiesce in any view of the subject, which, upon a deliberate consideration of all the facts, your Lordship may adopt.

I have the honor to be;

My Lord,

Your Lordship's most obedient,

Humble Servant,

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c.

No. 45.

(See Page 269.)

Sydney, C. B., 1st February, 1849.

SIR—

Having received the sum of £50, to be expended for the benefit of the Indians in this Island, I have now to offer a statement of its disposal, for the information of His Excellency the Lieutenant Governor.

It was very desirable that a portion of the Grant should be employed for obtaining a supply of Seed last Spring, but the season was already passed before I was aware that any sum had been set apart for the Indians in Cape Breton. Having failed in that object, it appeared to me advisable to reserve the money to purchase supplies for the winter; waiting, therefore, until near the closing of the navigation, in the expectation of prices falling, I then purchased the customary articles of Indian Corn and Meal, Blankets and Coats, to such amount as the small means would permit.

In order to economize these limited supplies, and with the view of affording to the Indians a motive for exertion, as well as to put down the notion entertained by them, that an annual tribute of provisions and clothing is their right, I adopted the measure of relieving gratuitously only the aged, infirm, and destitute; disposing of the remaining articles at a low price to such as would purchase.

The distribution to the Eskasouik Indians has been nearly completed. Twenty-one individuals from that settlement have received their portion of the supplies without charge, and the rest have paid the sum of £4 12s. 6d. for the articles furnished to them. The share apportioned to the Wagamatkook settlement is now in course of delivery to them, and will not be completed for some time yet.

The sum of five pounds has been this year apportioned to the instruction of Indian

dian children—with what effect I have not yet had an opportunity of judging.— It is, perhaps, doubtful whether this object should be attempted without more sufficient funds.

A portion also of the Grant has been devoted to medical relief.

All the items of expenditure are stated in the account now submitted, with Vouchers numbered from 1 to 6; but which, it will be seen, is not final, sundry charges not being ascertained, and some small receipts being yet expected from the Indians.

The settlements under my superintendence are those of Eskasouik and Wagamatkook, which, with the addition of some families now in the vicinity of Sydney, who have been driven from their lands at Marguerite, and of some few at Cape North, comprise 64 families, numbering, in adults and children, 280 persons; a list of whom is herewith forwarded.

The Rev. Mr. Courteau has undertaken the charge of the settlement at Chapel Island, River St. Denys, and Whykokomagh, in which places the population is supposed to be not quite equal to that of the first named settlement. The whole number throughout the Island may be considered about 500.

Not having had it in my power to visit the several Indian settlements, I can only state what I have learned respecting their condition by the inquiries put to such of these people as I have seen. It would seem that, notwithstanding the repeated failures of the crops for several successive years, they have not relinquished the cultivation of their grounds; although, from the impossibility of obtaining Seed, their Agriculture has been much circumscribed.

I learn from them that at Eskasouik, besides wigwams, there are seven permanent houses. Their stock of cattle consists of ten cows, thirty sheep, and seven horses. They plow with horses, and the yoke of oxen given to them were killed for food last winter. They are in want of a new plow and farming instruments. Their crops this year were trifling, from the deficiency of seed. Indian corn, potatoes, wheat, barley and oats are grown. The land is excellent and hay abundant, but in the last season it was carried away by the unexampled rain storm in August, through their mismanagement.

At Wagamatkook they reside in wigwams only. They have six cows and twenty sheep. They hire cattle to do their ploughing. They have abundance of the best land; but in the past season they raised nothing but a very small quantity of Indian corn.

It is understood that considerable progress in farming occupations has been made by the settlement at Chapel Island, near St. Peter's; and at the Malagawaatatel reserve, near the River St. Denys, as well as at Whykokomagh, there are natural meadows that produce much hay,—which three settlements are under Mr. Courteau's care.

In all these reserves or settlements there exists an ample quantity of the best land for cultivation, with much natural grass, producing sufficient winter fodder for a good stock of cattle. In order that these facilities may be turned to advantage for the relief of the present scarcity, and prevention of future want, and to check the retrograde movement that is to be apprehended in the industry of the Indian agriculturists, it is of the first importance to provide for them a sufficiency of seed at the proper season: and I beg to represent most strongly the urgent necessity of empowering the Commissioners to obtain that supply early in the approaching spring.

The preservation of the Indian reserves is a subject also demanding serious attention. At Wagamatkook they complain that the Scotch trespassers, who invaded and settled on the reserves, not only continue to hold the portions so occupied,

pied, but also plunder and destroy the timber and fuel throughout the whole tract, taking away much valuable pine timber, which might be sold by the Indians at a considerable profit.

At Marguerite River, the small reserve at the Forks known as the Indian Gardens, has been altogether appropriated by one Chisholm, who refuses to allow the Indians any use of it. Also the tract of 100 acres, with an island, further up the stream, given to the Indians by license at the first settlement of the colony, and confirmed to them by Sir James Kempt, is now occupied by one McIsaac, to the entire exclusion of the Indians.

From Whykokomagh also, in Mr. Croteau's charge, the Indians have complained to me not only of the encroachment of the Scotch settlers, and of their depredations on the timber in that reserve, but also that their hay and crops are destroyed by the same trespassers, who throw down the fences to admit their own cattle; and the Indians are afraid to resist.

Under present circumstances no adequate protection can be obtained for the Indian property. It would be in vain to seek a verdict from any jury in this Island against the trespassers on the reserves; nor perhaps would a member of the Bar be found willingly and effectually to advocate the cause of the Indians, inasmuch as he would thereby injure his own prospects, by damaging his popularity. It is worthy of enquiry whether some advance might not be made towards the abatement of this condition of things, by conferring on the heads of Indian families the right to vote at the election of Members of Assembly. The possession and occupation of twelve thousand acres of valuable land would seem to entitle them to this privilege. The measure would tend to raise them in the consideration of the neighbouring settlers, and by a natural consequence to implant in the Indians themselves a feeling of self-respect, and a desire for progress; and might not be without some portion of salutary influence in the Legislature and in the Courts.

Before concluding, I beg to represent that the office of Indian Commissioner might be better filled by a person whose pursuits would lead him to visit the several settlements, and who could therefore judge of their progress and their wants by actual observation; and, if I may be allowed the suggestion, I should mention the resident County and Town Members, as the persons whose position renders them in the highest degree eligible for the charge.

I have the honor to be, Sir,
Your most obedient,
Humble servant,

H. W. CRAWLEY.

The Honorable Joseph Howe, &c. &c.

List of the Eskasouik Indians.

	No. in Family.
Noel Thomas, Chief (Christmas) and wife, both aged,	2
Paul Christmas, (Son of ditto),	7
Benjamin Christmas, ditto,	2
John Dennis Thomas,	5
Francis Thomas,	7
Benoni Thomas, (Belony),	4
Matthew Maurice, and his mother Mary, (very aged woman)	2
Francis Gregorie and wife, old and disabled,	2
Paul Andre, (Andrew),	6

Louis

Louis Paul,	2
Isaac Gougon,	5
John Denis and wife's mother, Jenny Gougon, (aged),	7
Prosper Julien, (Julian),	2
Louis Nebun (old Louis) and his wife, both aged and infirm	2
Peter Louis, son of ditto,	2
Noel Louis, ditto,	5
Joseph Gregorie,	5
Louis Doucet,	6
Francois Doucet, (widower),	1
Nancy Isidore, (widow),	4
John Isidore,	3
Gabriel Bernard,	4
Louis Gabriel, son of ditto,	3
John Bernard,	4
Joe Bernard,	4
Joe Benoit,	7
Noel Benoit,	3
Francis Meuse,	7
Joe Meuse, and mother, Madelaine Gougon, aged,	4
Stephen Basil,	4
Mary Basil, widow,	3
John Michael,	6
Thomas Julien, (Julian,)	3
Noel Julien,	3
Mary Anne Gold, (widow)	4
John Nebun,	5
Julia Thomas, orphan,	1
37 Families.	146

List of the Wagamatkook Indians.

	No. in family.
Bernard Clement, Chief (Clemo) with daughter, widow, and child,	11
Thomas Etienne,	5
Noel Etienne,	8
John Etienne,	2
Francis Bernard, and Mary his mother (aged),	7
Michael Bernard,	3
Francis Noel, very old man and disabled,	3
Peter Noel,	7
Joe Noel,	7
Joseph Philippe, widower,	1
Sylvain Noel,	8
Joe Marie,	7
Louis Hadley, alias Louis Paul,	5
Thomas Paul,	4
Widow of Noel Bernard	3
Louis Pierrot,	4
James Joe,	4
Mary Benoit, widow,	5
Etienne Nicolas, and wife's mother Anastasie Ambroise (aged),	5
Richard Matharin,	5
	<i>Indians</i>

<i>Indians from Marguerite.</i>	
Noel Hippolyte (Pollet),	5
Catharine Hippolyte, widow, (aged woman),	3
Peter Julien (Julian),	5
<i>At Cape North, and Cheticamp, or unsettled.</i>	
Francis Hippolyte (Pollet),	5
Charles Matharin,	4
John Ferris,	4
Francois Joseph,	4
	—
27 Families.	134

No. 46.

(See Page 277.)

ESTIMATE FOR THE YEAR 1849.

Administration of Justice.

Four Assistant Judges of Supreme Court,	£2500	0	0
Travelling expenses of do. on Circuit,	436	10	0
Hire of vessels to convey Judges to Cape Breton,	65	12	6
Master of the Rolls,	600	0	0
Counsel conducting Provincial Prosecutions,	349	13	10
Allowance to Coroners,	292	10	0
Pension to late Judges of Common Pleas,	900	0	0
	—		
	£5141	6	4

Legislature.

Speaker of House of Assembly,	£200	0	0
Pay and travelling expenses of Members,	2657	10	0
Clerk of Legislative Council,	200	0	0
Law Clerk,	150	0	0
Chaplain of ditto,	25	0	0
Gentleman Usher of the Black Rod,	75	0	0
Clerk of the House of Assembly,	200	0	0
Clerk Assistant of ditto,	100	0	0
Chaplain of ditto,	25	0	0
Sergeant-at-Arms of ditto,	50	0	0
Assistant ditto of ditto,	30	0	0
Messenger of Legislative Council, Assistant do. do. ; Messengers, &c. of Assembly, Stationery, Fuel, Contingencies of Legislative Council and Assembly,	966	10	0
Printing and Reporting,	1000	0	0
	—		
	£5679	0	0

Revenue

<i>Revenue.</i>	
Guager, Weigher and Proof Officer,	£300 0 0
Excise, Waiters, Establishment, &c.	2710 0 0
Clerk to Commissioners of Revenue,	60 0 0
Revenue Boats,	70 0 0
	£3140 0 0
<i>Militia.</i>	
Adjutant General,	
Quarter Master General,	
Adjutants of Battalions,	£300 0 0
Cleaning Militia Arms,	151 0 0
	£451 0 0
<i>Education.</i>	
<i>Miscellaneous.</i>	
For maintaining Light Houses,	£5000 0 0
For Establishment on Sable Island,	400 0 0
Expense of Post Communication,	1706 0 0
Encouragement of Steamboats, Sailing Packets and Ferries,	2145 0 0
Commissioners for Poor Asylum,	1350 0 0
Towards support of Penitentiary,	1350 0 0
Interest of Funded Debt,	500 0 0
Interest of deposit in Savings' Bank,	1600 0 0
Roads and Bridges,	
For casualties to Roads and Bridges,	500 0 0
Drawback on Wine imported for the Army,	300 0 0
Repairs of Public Buildings,	500 0 0
For assisting Indians,	300 0 0
Towards support of Halifax Dispensary,	50 0 0
Rations of Troops en route,	102 0 0
Drawbacks,	
Keeping of Gunpowder at Halifax,	
Hire of Vessels to protect Fisheries,	500 0 0

Government House, Halifax, February, 1849.

No. 47.

(See Page 281.)

The Committee to whom was referred the Petition of Philip Harvey, County of Hants, of Nathan Tupper, Caleb R. Bill, and others, of County of Kings, and Wm. V. Andrews, of the County of Lunenburg, and to whose examination the abstracts of Damages claimed and paid out of the Provincial Treasury for new lines of alteration on the Great Road pointed out by the Provincial Statute of 1842, were submitted, beg leave to report as follows:

Your Committee have attended to this duty, and report—that they have examined the Petition of Philip Harvey, of the County of Hants. This refers to a cross road, he claiming remuneration for fencing, your Committee cannot recom-

mend favourably on it, but recommend it to the consideration of the Members for that County, to provide for. We have also examined the Petition of Nathan Tupper and C. R. Bill, of the County of Kings, and the Petition of Wm. V. Andrews, and others, of the County of Lunenburg, praying that the Road from Mahone Bay to Mills' Village be added to the list of Great Roads. Your Committee have carefully examined these petitions, and cannot recommend their prayer, as it would be adding to the evils that already exist.

Your Committee have carefully examined the abstract of claims of Money for damages sustained in the alteration of Roads, and report the amount of Warrants that each County has received, as claimed and paid out, viz. :

Names of Counties.	Amounts of Warrants.	Amount paid by Treasurer.
County of Halifax,	£309 5 7	£278 3 7
“ Sydney,	509 4 7	456 1 7
“ Pictou,	413 10 0	186 14 0
“ Guysboro’	217 2 9	94 2 0
“ Hants,	285 8 3	157 12 9
“ Cape Breton,	153 11 0	153 11 0
“ Richmond,	36 10 0	36 10 0
“ Inverness,	218 2 0	185 2 0
“ Cumberland,	41 10 0	41 10 0
“ Yarmouth,	15 0 0	15 0 0
	£2,207 9 2	£1,613 2 8
		Balance remaining is, £594 6 6

Your Committee report one Road in the County of Halifax (“new line of Road from Dartmouth to Porter’s Lake”) is not on the Great Road list under the Law for that purpose; the amount is £219 15s. 7d. We recommend that this sum be refunded out of the Road Grant for the County of Halifax this present year. Also, there are two Roads in the County of Guysboro’, one of the “Great Eastern Road from Milles Cove to Guysboro’,” £17 10s.; and the other “Road in the County of Guysboro’” £39; neither of these Roads are on the List of Great Roads under the Law. We recommend that both these amounts be refunded out of the Road Grant this present year for the County of Guysboro’. Also a charge made by the Deputy Prothonotary for the County of Pictou of £10 18s. 6d., and paid by the Executive. We recommend that this sum be refunded out of the Road Grant to the County of Pictou, this present year.

Your Committee are at a loss to recommend how to prevent such large sums being drawn out of the Provincial Chest, many of them improperly as to amount. Several owners of land have received damages when in strict justice the alteration has been a benefit. The present system appears to be on the increase. Instances have been brought to the notice of your Committee, where roads have been altered, and saved them one fence, and have had the old road given up to them, and still have had large sums given them. Instances have been stated to the Committee on good authority, that the Commissioner in some instances have bargained with their friends and relatives, and on producing the necessary papers, three Justices have signed the certificate, and some of these Justices had never seen the alteration of the new line. One other instance is all that the Committee will mention: in that damages had been appraised at two shillings and six-pence, and the owner had afterwards bargained with the Commissioner for eighteen pounds for the same road.

Your

Your Committee are at a loss to point out any effectual remedy to put a stop to this increasing evil but one, and that is, to repeal the Law and let the Great Roads be placed on the same system as the Cross Roads; but the majority of your Committee are unwilling to make such a sweeping change the present year. At the same time your Committee cannot close their report without recommending some alteration in the Law, which in their opinion will something curtail the increasing evils that at present prevail.

“The Commissioner to exhibit a bargain in writing made between himself and the owner of the lands where the alteration is to be made, to the General Sessions of the Peace; and if they with proper proof before them are of opinion that the damages are fair and reasonable, they shall give a certificate to that effect, to be laid before the Governor, and if they are satisfied, then to direct the alteration to be proceeded in; but if not, to direct a Commission to some person to make an appraisalment under the Law as at present, but in no case the warrants to issue for damages to be paid, unless some one of the Representatives of the County or Town certify that a considerable sum of money has been appropriated out of the Grant for such County towards the making of such Road.”

Your Committee recommend the Law to be so altered that some remedy may be provided to lessen the increasing evil, and if directed by your Honorable House, they will bring in a Bill to that effect.

All which is most respectfully submitted.

R. McG. DICKEY, Chairman.
 ICHD. DIMOCK,
 W. H. MUNRO,
 J. SANGSTER.

Committee Room, Halifax, 16th February, 1849.

No. 48.

(See page 284.)

The Committee appointed to investigate the Petition of J. B. Sentell, for further remuneration for taking account of Traffic and Passengers on the Windsor Road, beg to report—that having duly investigated the case, find that at the time of voting One Hundred Pounds for said services, it was not contemplated that one man was inadequate to perform the duties, they requiring to be attended to both by day and night; that he declined entering upon those duties until he had the promise of an additional sum, or a favorable recommendation to this Honorable House to that effect.

That he engaged an assistant at about half the sum voted, as he could not get an efficient hand for less; and that, in addition to Stationery and much time spent in making out the voluminous Returns, he found himself with only about Twenty Pounds for his arduous undertaking.

Your Committee, therefore, respectfully recommend that this Honorable House Grant him the additional sum of Twenty Pounds, Currency, as a fair and equitable remuneration for his labor.

ANDREW ROBERTSON, Chairman.
 STEPHEN FULTON,
 ALFRED WHITMAN.

Committee Room, House of Assembly, 19th Feb'y., 1849.

No. 49.

(See Page 284.)

The Committee on Indian Affairs beg leave to report partially as follows :—

Your Committee have had before them the Chief of the Indians at Pictou, who represented the Indians in that County as in a distressed and almost starving condition ; and stated that deaths from starvation would in all probability take place before the Spring, unless relief was afforded by the Legislature in the meantime. They have also had under consideration a petition from the Chief and other Indians at Hants County, stating the starving condition of the tribe in that County, and praying for relief. From these sources of information, as well as from others—as also from the personal knowledge of your Committee—they are fully of the opinion that, owing to the general scarcity of Provisions throughout the Province, arising from the failure of the crops and the depressed state of trade, the Indian population must suffer the greatest privation, and, perhaps, endure the pangs of death by starvation, unless measures are promptly adopted to avert these calamities.

As a preventive to such deplorable consequences, your Committee feel bound to recommend—

That the usual Grant be made this year, and that His Excellency be respectfully requested to advance, in contemplation of that Grant, such portions of it as may be considered necessary, to competent persons in the neighbourhood of the several Indian settlements, to distribute the same for the purpose before mentioned ; your Committee respectfully recommend that the sum of £30 be remitted to the Indian Commissioner at Antigonishe, for the relief of the Indians in the Counties of Sydney and Guysborough ; and a like sum to some person in Pictou County, for the Indians there. All which is respectfully submitted.

W. A. HENRY, Chairman.

H. Y. MOTT,

JOHN CAMPBELL,

STEPHEN FULTON,

Committee Room, 19th February, 1849.

No. 50.

(See Page 285.)

An Account of the Gross and Nett Produce of the Post Office Revenue in Nova Scotia, for the Quarter ended 5th April, 1848.

	Packet Postage.	Army Sterling.
Amount of unpaid Letters received from England,		\$ 4s. 2d.
“ Paid Letters sent from England to Halifax,		£280 14 6
“ Unpaid Letters received from, and Paid Letters sent to, Boston, New York, &c., and Newfoundland, Bermuda and the West Indies,		158 11 6
		138 0 5½
		£577 6 5½

INLAND

INLAND POSTAGE, &c.		
Amount of Postage of Towns in Nova Scotia,		£874 4 1½
“ “ Collected at the General Post Office, Halifax,		1072 14 9
“ Way Letters and Surcharges,		19 1 0½
“ Ship Letters,		26 17 1
“ Letters returned from D. L. O. for Halifax delivery,		2 2 11½
“ Fees collected upon Letters addressed to Towns in Nova Scotia, but delivered in Halifax,		3 8 9
“ Fees received for Merchants' Private Boxes,		5 0 0
“ Postage on Letters sent to St. Pierre,		1 1 4
Amount drawn from Provincial Treasury in aid of Post Communications,		92 17 3½
		£2097 7 4
Add Packet Postage,		577 6 5½
		£2674 13 9½
Less Re-directed and Dead Letters,		223 9 0½
		£2451 4 9
Deduct Expenditure,		1998 18 4½
		£452 6 4½

An Account of the Charges of Management of the Post Office Revenue of Nova Scotia, for the Quarter ended the 5th day of April, 1848.

SALARIES AND ALLOWANCES.

	Currency, \$ 5s.	Sterling, \$ 4s. 2d.
Deputy Post Master General,	£156 5 0	
Surveyor, Clerks, and Messenger,	221 17 6	
Commission to Post Masters,	216 10 1	
	594 12 7	£495 10 6

TRAVELLING CHARGES.

Allowance to Surveyor for Travelling expenses,	£112 4 2	93 10 2
Conveyance of Mails,	537 2 4½	447 12 0
Ditto by Stage Coaches,	506 5 0	421 17 6
Ditto by Express,	504 0 0	420 0 0
Ship Letter Gratuities,	33 8 4	27 10 11½
Rents,	31 5 0	26 0 10
Fuel and Light,	7 10 0	6 5 0
Law Expenses,	6 7 1	5 5 11
Printing and Advertising,	11 2 6	9 5 5
Compensation to Post Masters and Way Office		
Keepers for loss of Franking privilege,	43 0 0	35 16 8
Miscellaneous Expenses,	11 16 10½	9 17 5

[E. E.]

£1998 18 4½

A. WOODGATE, D. P. M. G.
FREDERICK PASSOW, Clerk Account Branch.

An Account of the Gross and Net Produce of the Post Office Revenue of Nova Scotia, for the Quarter ended 5th July, 1848.

PACKET POSTAGE.		Sterling. \$ 4s. 2d.
Amount of unpaid Letters received from England,		£341 12 9
“ Paid Letters sent to England from Halifax,		116 9 10
“ Unpaid Letters received from, and paid Letters sent to, the United States, Newfoundland, Bermuda and the West India Colonies,		186 1 1
INLAND POSTAGE.		
Amount of Postage of Towns in Nova Scotia,		921 1 8
“ “ Collected at the General Post Office, Halifax,		721 15 2
Amount of Way Letters and Surcharges,		18 5 7½
“ Ship Letters,		32 16 0½
“ Letters returned to Sorting Office for Halifax delivery,		1 18 9
“ Fees collected upon Letters addressed to Towns in Nova Scotia,		1 17 6
“ Collected from Merchants' Private Boxes,		4 11 8
“ Postage on Letters sent to St. Pierre, Miquelon,		0 16 5
“ Drawn from the Provincial Treasury in aid of Post Communications in Nova Scotia,		74 8 6½
Auditor's Queries, Nos. 140 & 141, on Post Office Accounts from 5th October, 1843, to 5th January, 1844,		2 5 6½
		£2424 0 7
Deduct Dead, Mis-sent, and Re-directed Letters,		237 17 9
	Net Revenue,	£2186 2 10

An Account of the Charges of Management of the Post Office Revenue of Nova Scotia, for the Quarter ended the 5th July, 1848.

SALARIES AND ALLOWANCES.		Currency. \$ 5s.	Sterling. \$ 4s. 2d.
The Deputy Postmaster General,		£156 5 0	
Surveyor,		62 10 0	
Four Clerks and Messenger,		159 7 6	
Postmasters in Nova Scotia,		228 1 4½	
		£606 3 10½	
Allowance to Surveyor for Travelling expenses,			£505 3 3
			87 12 1
CONVEYANCE OF MAILS.			
Amount paid to Couriers and Foot Messengers,			429 3 3
Amount paid for conveyance of Mails by Stage Coaches,			421 17 6
Amount paid for carriage of Canada Express Mails to and from England, between Halifax and Amherst,			971 13 4
Ship Letter Gratuities,			32 19 6½
Rent of Post Office,			26 0 10
			Fuel,

Fuel, Oil, Gas, &c.	£6	5	0
Law Expenses,	46	15	5
Printing and Advertising,	10	2	3½
Compensation to Postmasters and Way-office Keepers for Franking Privilege,	33	13	11½
Miscellaneous Expenses,	2	16	0½
	£2574	2	6
Deduct Net Revenue,	2186	2	10
Deficiency on the Quarter,	£387	19	8
Or,	£465	11	7
[E. E.]			Currency.

A. WOODGATE,
Deputy Postmaster General.
FREDERICK PASSOW,
Clerk Account Branch.

An Account of the Gross and Net Produce of the Post Office Revenue of Nova Scotia, for the Quarter ended the 5th October, 1848.

PACKET POSTAGE.

	£	s.	d.
Amount of Postage on unpaid Letters received from England,	£349	11	2
“ “ Paid Letters sent to England from Halifax,	136	4	4
“ “ Unpaid Letters received from, and paid Letters sent to, Bermuda, Newfoundland, the West Indies, and the United States,	169	11	8½

INLAND POSTAGE.

Amount of Postage of Towns in the Province of Nova Scotia,	918	15	8½
“ “ Collected at the General Post Office, Halifax,	654	5	6½
Amount of Way Letter Postage and “ under charges,”	20	4	1½
“ Sums received for Ship Letters,	30	12	11
“ Letters returned from Offices in the interior and delivered in Halifax,	1	16	10½
“ Fees collected upon Letters addressed to Towns in Nova Scotia, and delivered in Halifax,	0	14	7
“ Fees collected for Merchants' Private Boxes,	4	11	8
“ Ship Letters sent to St. Pierre, Miquelon,	0	7	9
“ Bill drawn upon the Deputy Postmaster General of Canada, through the Bank of British North America, for the conveyance of the Canada Express Mails,	1,000	0	0
“ Premium on ditto,	10	0	0
			Amount

Amount drawn from Provincial Chest in aid of Post Communications,	£89 10 5
Amount of Errors on the January Quarters,	0 0 2
	<hr/>
Deduct Dead, Missent, and Re-directed Letters,	£3,386 6 11½ 226 6 4
	<hr/>
Net Revenue on the Quarter,	£3,160 0 7½
Deduct Expenditure,	2,855 11 6½
	<hr/>
Overplus on the Quarter,	£304 9 1

An Account of the Charges of Management of the Post Office Revenue of Nova Scotia, for the Quarter ended 5th October, 1848.

SALARIES AND ALLOWANCES.

	Currency.	Sterling. \$ 4s. 2d.
The Deputy Postmaster General,	£156 5 0	
Surveyor,	62 10 0	
4 Clerks,	140 12 6	
Messenger,	18 15 0	
Commission to Postmasters,	232 16 10½	
	<hr/>	
	£610 19 4½	509 2 10
Amount paid to Surveyor for Travelling Charges,		139 1 7½
Amount of Sums paid for the Conveyance of Mails and Expresses,		2,103 2 11
Ship Letter Gratuities,		26 14 11
Tradesmens' Bills,		1 0 10
Rent of Apartments in Dalhousie College,		26 0 10
Printing and Advertising,		3 19 4½
Coals, Wood, and Gas at the General Post Office,		6 5 0
Compensation to Postmasters and Way-office Keepers, for loss of Franking Privilege,		33 6 8
Amount of Sums credited to Postmasters in Nova Scotia,		2 11 8
Errors on the Quarter ended the 5th April, 1848, per notice from Accountant General,		0 19 8
Miscellaneous Expenses,		3 5 2½
		<hr/>
		£2,855 11 6½

[E. E.]

A. WOODGATE, D. P. M. G.
FREDERICK PASSOW,
(Clerk in the Account Branch.)

An Account of the Gross and Net Produce of the Post Office Revenue of Nova Scotia, for the Quarter ended 5th January, 1849.

	Sterling. \$ 4s. 2d.
Amount of Postage on unpaid Letters received from England,	£272 12 11
“ “ Paid Letters sent to England from Halifax,	131 12 11
	<hr/>
	Amount

Amount of unpaid Postage upon Letters received from, and paid Letters sent to, Bermuda, Newfoundland, the West Indies, and the United States,	£171 6 0
INLAND POSTAGE, &c.	
Amount of Postage collected at the several Post Towns in Nova Scotia,	897 8 1
Amount of Postage collected at the General Post Office, Halifax,	621 13 6
Amount of Way Letter Postage and Undercharges,	20 1 11
Amount of sums received for Ship Letters,	24 18 1
Amount of Letters returned from Offices in the interior and delivered in Halifax,	1 9 0
Amount of Fees collected upon Letters addressed to Towns in Nova Scotia and delivered in Halifax,	1 5 0
Amount of sums received for Merchants' Private Boxes,	4 11 8
Amount of Bills drawn upon D. P. M. General of Canada for conveyance of Express Mails,	458 6 8
Amount of Premiums on ditto,	6 17 6
Amount received from Provincial Treasurer—Post Communications,	89 9 11
Amount of Errors on previous Quarters' Accounts,	1 16 1
	£2703 9 3
Deduct amount of Dead and Re-directed Letters,	216 16 1
	£2486 13 2

An Account of the Charges of Management of the Post Office Revenue of Nova Scotia, for the Quarter ended the 5th day of January, 1849.

SALARIES AND ALLOWANCES.

The Deputy Postmaster General,	£156 5 0	Sterling.
Surveyor,	62 10 0	\$ 4s. 2d.
Four Clerks and Messenger,	159 7 6	
	£378 2 6	
Commission to Postmasters,	222 0 4½	
	£600 2 10½	£500 2 5
Travelling charges,		90 5 11
Conveyance of Mails,		867 2 11
Express Mails,		1021 13 4
Sums paid for Ship Letters,		20 13 3½
“ “ Tradesmens' Bills,		0 8 4
Rent of apartments in Dalhousie College for use of General Post Office,		26 0 10
Printing and Advertising,		33 3 10
Coals, Wood, Gas, &c. for G. P. O. Halifax,		6 5 0
Compensation to Postmasters and Way-office Keepers for loss of Franking privilege,		33 2 6

Amount of sums credited to Postmasters,	£2 0 8
Amount of Errors credited to Deputies,	30 1 8
Miscellanies,	4 0 5
	<hr/>
Deduct Net Revenue,	£2635 1 1½
	2486 13 2
	<hr/>
Deficiency on the Quarter,	£148 7 11½

Or, £178 1 6½ Currency.

[E. E.]

A. WOODGATE, D. P. M. G.

FREDERICK PASSOW, C. A. Branch.

Abstract Account of the Receipts and Disbursements of the Post Office Department in Nova Scotia, for the Year ended the 5th day of January, 1849.

RECEIPTS.

PACKET POSTAGE.

	Sterling.
	\$ 4s. 2d.
Amount of unpaid Letters received from, and paid Letters sent to, England, from Halifax ; also, Amount of unpaid Letters received from, and sent to, Newfoundland, Bermuda, the West India Colonies, and the United States,	£2,452 9 2

INLAND POSTAGE, &c.

Amount of Postage on unpaid Letters received at, and paid Letters sent from, the several Post Offices in Nova Scotia,	3611 9 7
“ Postage on unpaid Letters received at, and on paid Letters sent from, the General Post Office, Halifax,	3070 8 11½
“ Way and Ship Letters,	192 16 10
“ Merchants' Private Boxes, and Fees for detaining “ Forward Letters,”	33 8 5
“ Postage on Letters sent to St. Pierre, Miquelon,	2 5 6
Amount drawn from the Provincial Treasury in aid of Post Communications,	346 6 2
Amount of Bills drawn upon the Deputy Postmaster General of Canada, through the Bank of British North America, for the conveyance of the Express Mails,	1458 6 8
“ Premum on ditto,	16 17 6
“ Errors on Previous Accounts,	4 1 9½
	<hr/>
Add Package Postage,	£8736 1 5
	2452 9 2
	<hr/>
	£11188 10 7
	Brought

Brought forward,	£11188	10	7
Deduct Dead and Re-directed Letters,	904	9	2½
Net Receipts,	£10284	1	4½
Deduct Disbursements,	10063	13	6½
Surplus on the Year,	£220	7	10

DISBURSEMENTS.

SALARIES AND ALLOWANCES, &c.

Sterling.
\$ 4s. 2d.

Salaries to the Deputy Postmaster General, the Surveyor, 4 Clerks, and a Messenger, at the General Post Office, Halifax; also, Commission to the respective Postmasters in Nova Scotia,	£2009	19	0
Travelling Charges of Surveyor,	410	9	9½
Conveyance of Mails,	3444	2	9
" Of Express Canada Mails,	3660	0	0
Ship Letter Gratuities,	108	4	8½
Tradesmen's Bills,	1	9	2
Rent of Apartments in Dalhousie College,	104	3	4
Law Expenses,	52	1	4
Printing and Advertising,	56	10	11
Fuel and Gas at the General Post Office,	25	0	0
Compensation to Postmasters and Way-office Keepers, for the loss of their Franking Privilege,	135	19	9½
Amount of Cash paid into the Commissariat Chest, at Halifax,	0	0	0
Errors, &c., Credited to Postmasters,	35	13	8
Miscellanies,	19	19	1
	£10063	13	6½

[E. E.]

A. WOODGATE, D. P. M. G.
 FREDERICK PASSOW,
 Account Branch.

No. 51.

(See page 290.)

To His Excellency SIR JOHN HARVEY, K. C. B., Lieutenant Governor and Commander in Chief, in and over Her Majesty's Province of Nova Scotia, &c. &c. ; and to H. M. Executive Council of said Province.

The Memorial of the Commissioners of the Asylum for the Poor in Halifax :

RESPECTFULLY SHEWETH—

That your Memorialists, as Commissioners under an Act of Incorporation of this Province, have charge of such transient or other Poor in the Asylum at Halifax, as are entitled to be provided for by Law, and in as far as the means placed at their disposal, and the accommodation provided for them, will admit.

That the said Poors' Asylum in Halifax being the only place in the Province where Pauper Lunatics or Insane Persons can in any respect be taken care of, it has hitherto been usual to send such persons from different parts of the Country to this Institution—there to be taken charge of, provided for, and confined if necessary.

That there are now 55 individuals—viz : 26 males, and 24 females and 5 children, lunatic or insane, in the Asylum ; and that there are applications made almost weekly, from various quarters, for further admission of such persons into the House, but that in consequence of the already crowded state of the small portion of the premises appropriated to such purpose, your Memorialists have been compelled to refuse admission to as many as eight persons within a short time past.

That the apartments in the Asylum occupied by the Lunatics, are by no means such as are well suited to the purpose, either as regards the comforts or security of the inmates ; nor is it in the power, or within the means of your Memorialists to afford them such superintendance and proper treatment as is required in cases of lunacy. The expenses attending the maintenance of persons thus afflicted, (who are generally destructive in their habits,) are much greater than that of Paupers.

That from the best information received from all parts of the Country, and the frequent applications made to them, your Memorialists have every reason to believe that there are number of persons, insane and lunatic, or more or less deranged in their minds, for the care and proper accommodation of whom no adequate provision can be made, except by means of a proper Asylum to be erected and sustained for such purpose at the public cost.

That in consequence thereof very great suffering, and even risk of life, is frequently endured by the relatives and friends of such Lunatics from want of proper care and restraint, while the individuals themselves are also often subjected to great hardships from the poverty and inability of their friends to provide for them, and from hardness of treatment in the coercion necessary at times to be resorted to.

That your Memorialists also beg respectfully to state, that they conceive that the charge of Insane and Lunatic persons does not properly belong to them as Commissioners of the Poors' Asylum, and is not contemplated in the several Acts under the sanction of which they exercise their functions.

That, in consequence of the facts above stated, your Memorialists are wholly unable either to make comfortable and proper provision for the maintenance and custody

custody of such persons as are now in their charge, or to meet the constant applications made to them for the admission of others.

Your Memorialists, therefore, most respectfully request that your Excellency and the Honorable Executive Council would take such steps in the premises, for the providing suitable means for the care and maintenance of Insane and Lunatic persons, as to your wisdom shall see fit.

HENRY PRYOR, Chairman.
 J. W. NUTTING, Vice Chairman.
 WM. LAWSON,
 THOMAS S. TOBIN,
 WM. M. ALLAN,
 CHARLES TWINING,
 M. B. ALMON,
 EDWARD KENNY,
 A. M. UNIACKE,
 G. N. RUSSELL,
 THOMAS R. GRASSIE,
 H. BELL.

Office of Commissioners, Halifax, 17th February, 1849:

List of Lunatics in the Halifax Poors' Asylum, 31st December, 1848.

No.	Names of Men.	Age.	Where Born, or last Residence.
1	William J. Schwartz,	60	Halifax.
2	George Bronan,	52	"
3	Benjamin Preston,	21	Ireland, last residence Halifax.
4	Hiram English,	33	Aylesford, N. S.
5	William Forbes,	48	England, last residence Halifax.
6	Archibald Hart,	33	Scotland, " Pictou.
7	Arial Kimball,	57	U. States, " Halifax.
8	John Mahar,	36	Ireland, " "
9	William Murray,	46	Scotland, " Pictou.
10	James Pennington,	49	England, " Argyle.
11	Edward Ryan,	25	Ireland, " Halifax.
12	Robert Topping,	71	England, " Rawdon.
13	David Heffey,	41	Ireland, " "
14	John Manning,	35	" " Halifax.
15	David Garrey,	55	" " "
16	William Urquhart,	31	Scotland, " Pictou.
17	Patrick Clusker,	39	Ireland, " Horton.
18	James Riley,	66	" " "
19	George Bruce,	39	Scotland, " Lunenburg.
20	Isaac Juds,	43	England, " Shelburne.
21	James Nugent,	47	Preston, " Pictou.
22	John Wilson,	43	England, " "
23	Robert Poole,	24	Halifax, " "
24	John Thomas,	37	England, of the 97th Regt.
25	James McCafferty,	22	Ireland, " "
26	George Atkins,	25	United States.

WOMEN.

No.	Names.	Age.	Where born, or last residence.
1	Abigail Alexander,	41	United States,
2	Polly Anderson,	31	Chester,
3	Ellen Barron,	27	Halifax.
4	Charolte Barnaby,	45	Falmouth,
5	Ellen Brown,	61	Cape Negro,
6	Mary Farqueher,	56	Scotland,
7	Ann Griffin,	26	Halifax,
8	Eliza Miller,	38	Ireland, last residence Antigonish.
9	Mary McKinnon,	43	Scotland,
10	Nora Ryan,	40	Ireland, last residence Halifax.
11	Martha Story,	63	Halifax,
12	Louisa Street,	27	Do.
13	Jane Walmsley,	57	Do. last residence Antigonishe.
14	Ellen Wyse,	21	Windsor,
15	Mary Weaver,	24	Halifax,
16	Julia Collins,	31	Ireland,
17	Honorina Cuddia,	23	Do.
18	Maria Norris,	44	Chester,
19	Lucy Watson,	31	Pictou,
20	Susan Horan,	54	Ireland,
21	Bridget Barron,	51	Do.
22	Lilly Johnston, B.	37	Hammond's Plains,
23	Mary Ballard, B.	82	United States,
24	Mary Wall,	23	Pictou.

CHILDREN.

No.	Names.	Age.	Where born, or last residence.
1	John Ditchin,	11	Hammond's Plains,
2	Thomas Henry,	10	Horton,
3	Henry Fitzhenry,	8	Ireland, last residence Halifax.
4	John Smith,	17	Halifax,
5	Michael Mahony,	11	Do.

Admitted into the Asylum since 1st January, 1849.

No.	Names.	Age.	Where born, or last residence.
1	Richard Bigelow,	20	P. E. Island,
2	John Tucker,		England,
3	Mary Barron,	20	Halifax,
4	John Kennedy,	14	Windsor,
5	Patrick Connolly,	15	Ireland.

HENRY PRYOR, Chairman.

Halifax, February 14th, 1849.

No. 52.

(See Page 292.)

The Committee appointed to take into consideration the Petition of the Inhabitants of Horton, relative to Dogs destroying Sheep, beg leave to report, that having duly considered the matter; they recommend that every Farmer and Fisherman may keep one dog, and if at any time that dog should break out and annoy or injure Sheep or Stock upon their pasture—the owner of the said Stock is to warn the master or owner of the dog, and if the offence is repeated, it shall be lawful for the owner of the Sheep or Stock injured, to shoot or otherwise destroy said dog; also, they recommend that all sporting and extra dogs, shall be taxed at the rate of five shillings per annum, per dog, the proceeds to be applied to some charitable purpose within the County where such dogs are kept, it being fully understood that in all cases, the masters or owners of dogs shall be held liable in full damages to the owners of injured Stock, and in the event of dogs straying and attacking Stock where no master or owner is seen, it shall be lawful to shoot or destroy them instantly. All this your Committee respectfully submits, craving to be allowed to introduce a Bill to carry the foregoing into effect.

A. ROBERTSON, Chairman,
J. SANGSTER,
HUGH McDONALD.

House of Assembly, Committee Room, 21st February, 1849.

No. 53.

(See Page 292.)

The Committee to whom were referred the Petitions of J. J. Sawyer, Esquire, High Sheriff of the County of Halifax, and Joshua Chandler, Esquire, High Sheriff of the County of Cumberland, asking your Honorable House to reimburse them for monies expended and paid by them in holding Elections in those Counties, beg to report as follows:

Your Committee have well considered these Petitions, and feel fully satisfied that the Officers have not received that remuneration, to which their services entitled them, and if they thought that similar applications would not be made, from all parts of the Province, would recommend their prayer to the favourable consideration of the House; but feeling satisfied, that other claims for similar services, would not only be preferred, and in most cases, upon as just grounds, your Committee are reluctantly compelled to come to the conclusion, that these Officers must submit to the loss, unless your Honorable House think their claims are as such as cannot be overlooked.

All which is respectfully submitted.

JOHN C. HALL,
W. H. MUNRO,
R. McG. DICKEY,

20th February, 1849.

No. 54.

(See Page 293.)

The Joint Committee of the Legislative Council and House of Assembly, appointed to examine the Public Accounts, beg leave to report as follows:

THE TREASURER OF THE PROVINCE.

The Accounts of this Officer exhibit balance Cash in hand, 31st December, 1848,

£3376 3 10

COLLECTORS OF IMPOST AND EXCISE.

Paid in since
31st Decr., 1848.

£2248 9 0

Halifax.

Bonds in the hands of the Collector,
31st Dec., 1848,

£6074 1 11

Bonds in the hands of the late Attorney General

497 13 6

6571 15 5

Lunenburg.

Bonds in the hands of Collector (principal part over due) 31st Dec., 1848,

718 5 11

Add overcharge, Guagers Commission for three Quarters not allowed by Law,

15 11 11

733 17 10

It is recommended that the over due Bonds be at once forwarded to Her Majesty's Attorney General for Collection.

Liverpool.

Joshua Newton, Esq., short paid amount directed by Committee to be refunded for overpayments last year as per Report.

13 0 0

Overcharge on Guagers Commission,

£21 17 3

Less allowed Commission up to 23rd May,

3 15 6

18 1 9

Also, 24 days charged Waiter, March Quarter, paid; 12 days June Quarter—36 days at 5s. per diem—These payments being contrary to Law,

9 0 0

Due and to be paid into the Treasury by Mr Newton,

£40 1 9

J. H. Freeman Bonds in his hands,	£100 18 10		
Overcharge in his Ac- counts for Weighing Sugar,	<u>3 2 10</u>	£104 1 8	
			£144 3 5

Shelburne.

£7 8 8	Bonds in the hands of the Collector 31st December, 1848,	80 3 0	
	C. White, former Collector, to pay into Treasury, overcharge Guagers Commission, £10 8 4		
	Less allowed to 1st July, <u>3 12 10</u>	<u>6 15 6</u>	86 18 6

Barrington.

Due by Collector, 31st December, 1848,		33 10 9
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Argyle.

Due by Collector, 31st Decr., 1848,		0 14 10
Overcharge Guager's Commission,	4 7 7	
Less allowed,	<u>1 4 9</u>	<u>3 2 10</u>
		3 17 8

Farmouth.

70 3 3	Due by Collector 31st December, 1848,	70 6 11	
	H. G. Farish, former Collector to pay into Treasury, Overcharge Guager's Commission,	43 11 11	
	Less allowed, to May, <u>2 16 3</u>	<u>40 15 8</u>	111 2 7

Weymouth.

8 7 1	Due per Account, 31st Decr., 1848,	4 5 10	
	Overcharge Guager's Commission,	<u>1 10 10</u>	5 16 8

Westport.

Due per Account 31st Decr., 1848.		9 0 8
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Digby.

206 16 10	Due per Account 31st Decr., 1848,	206 16 11	
	Due by late Collector Mr. Morton, Amount due (per Journal 1848) 31st Dec., 1847, £349 5 0		
	Collections, &c. to 7th June, 1848, <u>194 2 5</u>	<u>£543 7 5</u>	
	Paid to Treasurer since 31st Decr., 1847, <u>368 12 1</u>	<u>174 15 4</u>	381 12 3

		<i>Pugwash.</i>		
£76	0 0	Due 31st December 1848,		
		per Account,		£94 10 10
		Overcharge Guager's Com-		
		mission,	£7 1 11	
		Less allowed,	1 5 0	5 16 11
			<u> </u>	<u> </u>
				£100 7 9
		<i>Tatmagouche.</i>		
		Due 31st December, 1848, per Account,		95 3 9
		<i>Antigonish.</i>		
6	9 0	Due 31st December, 1848, per Ac-		
		count,		7 11 3
		Overcharge Guager's Commission,		0 6 5
			<u> </u>	<u> </u>
				7 17 8
		<i>Guysborough.</i>		
7	11 4	Due 31st December, 1848, per Ac-		
		count,		7 11 4
		Add old balance as reported last year		
		unpaid since 1845,		4 19 8
		Overcharge Guager's Commission,		0 7 6
			<u> </u>	<u> </u>
				12 18 6
		<i>Arichat.</i>		
		Due 31st December, 1848, per Ac-		
		count,		251 10 0
		Overcharge Guager's Com-		
		mission,	12 1 4	
		Less allowed,	5 17 1	6 4 3
			<u> </u>	<u> </u>
				257 14 3
<p>The Hon. Attorney General informs your Committee that the Accounts of the late Mr. Turnbull will be finally arranged ere long.</p>				
		<i>Port Hood.</i>		
		Due per Account Current 31st De-		
		ceMBER, 1848,		11 10 1
		Overcharge Guager's Com-		
		mission,	13 2 9	
		Less allowed,	0 6 0	12 16 9
			<u> </u>	<u> </u>
				24 6 10
		<i>Cape Breton.</i>		
		Due per Account 31st December, 1848,		113 17 11
		<i>Pictou.</i>		
7	5 0	Amount due on Judgment as stated		
		previous years,		1485 9 4
		Overcharge Commission on £109 1s.		
		10d. Bonds sent to Attorney Ge-		
		neral at 15 per cent.		16 7 3
		Bonds in the hands of the Attorney		
		General,		109 1 10
			<u> </u>	<u> </u>
				1610 18 5
<p>No payment this year on Acct. of Judgment.</p>				<i>Truro.</i>

		<i>Truro.</i>			
£25 11 3	T. M. Crow, Collector, due per Account 31st December, 1848, Overcharge Guager's Commission,	£25 11 5	1 10 0		
		27 1 5			
<i>Samuel J. Blair, former Collector, due Decr. 31st 1847, £30 11 8 Collected to 30th June £14 0s. 2d, 30th Sept. 17s. 6d.</i>					
	45 9 4				
<i>Deduct remitted Treasurer £35 7s. 1d., Commissions £3 18s. 7d.</i>					
	39 5 8	6 3 8			
			£33 5 1		
<i>Gut of Canso.</i>					
<i>Amount due 31st December, 1847, £54 11 7 Collected 1848, 43 4 10</i>					
			97 16 5		
<i>Deduct Cash £45, Commissions £6 15s. for 1848,</i>					
			51 15 0		
			46 1 5		
<i>Given's Wharf (King's.)</i>					
			6 3 3		
<hr style="width: 20%; margin-left: 0;"/>					
£ 3152 0 1			<hr style="width: 20%; margin-left: 0;"/> £11040 2 10		

Of this amount the sum of Three Thousand One Hundred and Fifty-two Pounds and One Penny has been paid since 31st December, 1848.

LIGHT DUTIES COLLECTED.

COLLECTORS OF LIGHT DUTIES.

<small>Paid since 31st December, 1848</small>		Collected.	Paid.	Due.
	<i>Halifax.</i>			
	Coll'd. to 31st Dec. 1848,	£1050 9 8	£926 5 0	£124 4 8
	<i>Liverpool.</i>			
	Coll'd. to 31st Dec. 1848,	111 18 4	111 18 4	
	<i>Cornwallis.</i>			
3 6 0	Coll'd. to 31st Dec. 1848,	14 3 1	10 17 0	3 6 1
	<i>Pictou.</i>			
	Coll'd. to 31st Dec. 1848,	722 16 4	722 16 4	
	<i>Barrington.</i>			
25 17 3	Coll'd to 31st Dec. 1848, Error in addition 1848 10s., old balance 1847 £2 5s. 2d. unpaid.	46 7 3	20 0 0	26 7 3

Weymouth

£12 0 0	<i>Weymouth (New Edinboro').</i> Coll'd to 31st Dec. 1848,	£54 0 1	£37 14 11	£16 5 2
21 11 3	<i>Parrsborough,</i> Coll'd to 31st Dec. 1848, Due for former collections still unpaid £43 7s. 5d., Of this rec'd. since 31st Dec. £20 13s. 9d. bal. in course of collection.	33 11 3	12 0 0	21 11 3
31 16 10	<i>Yarmouth.</i> Coll'd to 31st Dec. 1848,	231 18 9	199 14 5	32 4 4
25 0 0	<i>Westport.</i> Coll'd to 31st Dec. 1848, Dr. overcharged Com- missions, 26s. ; old bal- lance 10s. 6d.	26 18 2		26 18 2
25 17 10	<i>Sydney, Cape Breton.</i> Coll'd to 31st Dec. 1848,	330 1 6	304 3 8	25 17 10
35 14 0	<i>Cumberland.</i> Coll'd to 31st Dec. 1848, Also 14s. 6d. balance last year, (since paid).	45 14 5	10 0 0	35 14 5
	<i>Canso, (Currie.)</i> No Returns—no remittance.			
103 14 11	<i>Canso, (Heffernan.)</i> Coll'd to 31st December, 1848, £206 15s.—charge for collection, £103 1d.	103 14 11		103 14 11
3 4 2	<i>Annapolis.</i> Coll'd to 31st Dec. 1848,	54 3 7	50 19 5	3 4 2
21 17 8	<i>Canso, (Bigelow.)</i> Coll'd to 31st Dec. 1848,	218 9 6	196 11 10	21 17 8
	<i>Arichat.</i> Coll'd to 31st Dec. 1848,	136 12 2	116 13 4	19 18 10
19 1 5	<i>Guysborough.</i> Coll'd to 31st Dec. 1848, This Coltr. persists in a charge of 7½ per cent.	19 9 6		19 9 6
	<i>Windsor.</i> Coll'd to 31st Dec. 1848, This Coltr. has overpaid 21s. 6d. to his credit.	148 15 0	149 6 6	

<i>Digby.</i>			
	Coll'd to 30th Sep. 1848, No returns or remittance for December Quarter.	£80 17 4	£80 17 4
<i>Argyle.</i>			
	Coll'd to 31st Dec. 1848, Due also overcharge com- mission, £1 2s. 7d.	41 17 0	41 16 6 £0 0 6
<i>Shelburne.</i>			
£9 12 0	Coll'd to 10th Aug. 1848, No Returns or remittance from this Port since 10th August.	18 8 3	8 16 3 9 12 0
<i>Antigonishe.</i>			
7 11 0	Coll'd to 31st Dec. 1848,	7 11 6	7 11 6
<i>Lunenburg.</i>			
	Coll'd to 31st Dec., 1848,	36 3 5	36 2 11 0 0 6
<i>Londonderry.</i>			
No returns or remittance.			
<i>Port Hood.</i>			
No returns or remittance.			
<i>Maitland.</i>			
1 0 0	Coll'd to 31st Dec. 1848,	38 2 0	37 2 0 1 0 0
<i>Wilmot, (Stone).</i>			
	Coll'd to 31st Dec. 1848,	8 12 0	7 5 0 1 7 0
<i>West Cornwallis, (Givans).</i>			
	Coll'd to 31st Dec. 1848,	4 6 6	4 6 6
<i>Wallace.</i>			
19 3 0	Coll'd to 31st Dec. 1848,	140 2 8	120 19 8 19 3 0
<u>£366 7 4</u>		<u>£3724 14 2</u>	<u>£3206 6 11 £519 8 9</u>

Of this sum Three Hundred and Sixty-six Pounds Seven Shillings and Four Pence has been paid since 31st Decr., 1848.

COMMISSIONERS OF LIGHT HOUSES.

The Expenditure for the Service, to 31st Decr., 1848, £5159 17 8

Cr.

By Amount received from the Treasury,	£3972 5 11	
Received from New Brunswick, for Seal Island and Brier Island Lights, 1847,	241 9 4	
Received Sales of Empty Oil Casks £28 13s. 11d., Provisions St. Paul's, £27 10s.	56 3 11	
By Balance of Money drawn for Black Rock and Apple River Lights, transferred,	48 9 3	
	<u>4318 8 5</u>	
Due the Commissioners 31st Decr., 1848—since paid,		£841 9 3

MEMORANDUM

MEMORANDUM.

Cost of erecting and completing Black Rock Light, 1848,	£754	9	9	
Cost of erecting and completing Apple River Light, 1848,	754	9	9	
				£1509 0 9
Drawn from the Treasury, Amount appropriated for these Services, Received by Commissioners,	1250	0	0	
Amount granted by the Legislature of New Brun- swick,	£300	0	0	
Difference of Exchange 2½ per cent,	7	10	0	
				307 10 0
				1557 10 0
This Balance credited by Commissioners in General Account Current,	£48	9	3	

LIGHT HOUSES.

Amounts Recived for Light Duties in 1848,	£3206	6	11	
Less overpaid by Windsor Collector,	1	1	6	
				£3205 5 5
Due by Collectors for 1848,	519	8	9	
Due by New Brunswick for Seal and Brier Island, 1848,	239	11	6	
Due by New Brunswick for contribution for St. Paul's Light, 1848,	250	0	0	
Due by Canada for ditto, 1848, £500, share of over expenditure, £96 4s.,	596	4	0	
Due by P. E. Island, ditto, 1848, £30, share of over expenditure, £5 15s. 4d.,	35	15	4	
Sales of empty Oil Casks, &c.,	56	3	11	
				4902 8 11
Amount expended by Commissioners per Account Current, 1848,				5159 17 8
N. B.—Amount of Contribution from New Brunswick for St. Paul's and Scatarie, 1847, £250 (still unpaid).				
Balance against the Province,				£257 8 9

CUSTOM HOUSE.

	Sterling.	Currency.					
Collected at Halifax, to 31st March, 1848,	£3182	12	0	£3978	5	0	
Collected at Outports, to 31st March, 1848,	836	11	11	1045	14	10	
Balance due 31st December, 1847,				3208	8	11	
							8232 8 9
CR. By Cash paid into Treasury up to 31st Decr., 1848,							8218 16 9
Balance due by Custom House, 31st Decr., 1848,							£13 12 0

COMMISSIONERS

COMMISSIONERS OF SABLE ISLAND.

Their Accounts to 31st Decr., 1848, received, balance due by
Commissioners, £543 18 11

Of this balance £465 12s. 6d. undrawn from Treasury, 31st Decr, 1848.

PUBLIC BUILDINGS.

By the Commissioners' Accounts, the Expenditure for the year 1848 has been

On Government House,	708 1 7
On the Province Building,	398 7 6

Appropriated for this service and drawn out in 1848,	£1106 9 1
	250 0 0

Undrawn of Grant, 1848,	£856 9 1
	250 0 0

To be provided for,	£606 9 1
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MARSHALL'S JUSTICE.

Balance due as per former Reports,	£59 17 4
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PROVINCE NOTES.

Amount in circulation, 31st Decr., 1848,	£59,864 0 0
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FUNDED DEBT.

Amount of Stock Certificates at 5 per cent. interest,	£10,000 0 0
Monies Funded in Savings' Bank, 31st Decr., 1848,	39,100 0 0
	£49,100 0 0

DR. PROVINCE OF NOVA SCOTIA, 31ST DECEMBER, 1848.

To this sum undrawn on Account of Roads and Bridges, as per Abstract,	£2612 7 4
“ “ Due for other services undrawn,	7858 0 0
Amount of Funded Debt,	49100 0 0
Amount due Commissioners of Public Buildings	606 9 1
Amount of Province Notes in circulation,	59864 0 0
The following sums included in Treasurer's ba- lance as cash, viz :	
Brig "Joseph" and owners,	£400 0 0
Surveyor General, Cape Breton,	571 2 11
Fines and Forfeitures Account,	744 13 10
St. Paul's and Scatarie Light House Account,	92 3 3
Clerk of License Account,	159 1 1
Passenger Fund,	Nil.

	1967 1 1
--	----------

	£22007 17 6
--	-------------

Cr.				
Cash Balance Treasurer's Account,		£3376	3	10
Balances due by Light Collectors,		519	8	9
Due on Bonds in Excise Office Halifax,	£6571 15 5			
Less probable Drawbacks,	571 15 5			
	<hr/>	6000	0	0
Due from Canada, Light Houses, 1848,		596	4	0
Due from New Brunswick, Light Houses, 1847,	250 0 0			
Due from do. do. 1848,	489 11 6			
	<hr/>	739	11	6
Due from P. E. Island, Light Houses, 1848,		35	15	4
Due from Marshall's Justice,		59	17	4
Loan to Dalhousie College,		5000	0	0
Due from Outport Collectors of Excise,		4468	7	5
Amount advanced Casual Revenue, since paid,		400	0	0
Due from Custom House 31st Dec. 1848,		13	12	0
		<hr/>		
			21209	0 2
			<hr/>	
Balance due 31st December, 1848,			£100798	17 4

The Committee have given their attention to the Accounts submitted to them, and find those of the Treasury satisfactorily arranged.

Those of the Excise at Halifax are also satisfactory.

The Excise Accounts from the Outports have also been examined. In some instances they are satisfactory, but your Committee must remark on the charge in others for Guagers, which, although disallowed by Law, is calculated up to the end of the year. The Committee, after making a liberal allowance, have surcharged the respective Collectors with the sums overpaid for this service. Your Committee conceive that all monies collected should first be paid into the Treasury, and the Salaries, both of Collectors and others, should then be drawn out by Warrant after their Accounts are audited. This would afford a check on the Collectors, and enable the Auditor of Public Accounts to rectify mistakes in the returns before the payment of the remuneration to the officers.

The Collectors of Light Duties, with few exceptions, have neglected to make returns of vessels producing certificates of payments at other ports; without this no effective check can be kept on the collection of this duty. Your Committee therefore suggest that the proper officers should again direct all the Collectors to make a yearly Return of all vessels who enter their respective Ports; stating the Port where the yearly duty was paid, the name of the vessel and master, the tonnage, and date of certificate produced.

Your Committee deem it proper to remark that the three junior Judges have been paid for travelling fees beyond those charged for travel on the County Circuits.

STAYLEY BROWN,	} Com. of L. Council.	JAMES D. FRASER,	} Com. of House of Assembly
Chairman.		Chairman.	
WM. STAIRS,		THOMAS KILLAM,	
JOHN MORTON,	H. Y. MOTT,		
	W. B. TAYLOR,		
		HENRY MIGNOWITZ.	

Committee Room, Halifax, Nova Scotia, 21st February, 1849.

 UNDRAWN MONIES FOR ROADS AND BRIDGES, 31ST DECEMBER, 1848.

Halifax County.

No. 30	To Peter Milne, 1848,	£10	0	0			
68	Lauchlan McQuary, 1847,	20	0	0			
47	George Whitman, 1846,	3	2	9			
49	William Faulkner, 1846,	20	0	0			
		<hr/>			£53	2	9

Digby County.

86	To C. Amero, 1848,	8	0	0			
97	Bear River Bridge, 1848,	30	0	0			
121	Main Road from Bear River, 1847,	70	0	0			
803	Do. do. 1846,	300	0	0			
833	Robert McKay, 1848,	10	0	0			
839	William Aymer, 1846,	10	0	0			
"	Main Post Road,	250	0	0			
		<hr/>			678	0	0

Annapolis County.

32	To William Jones, 1848,	6	0	0			
116	Edmund Morton,	4	8	0			
124	Bridgetown Bridge,	233	17	9			
127	John Munro,	5	0	0			
144	Bridgetown Bridge,	25	0	0			
		<hr/>			274	5	9

Cumberland County.

45	To Robert McNutt, 1848,	1	0	0			
58	John McFarlane,	25	0	0			
81	William Harrison,	7	9	0			
104	E. E. Ratchford,	5	0	0			
119	John McFarlane,	175	0	0			
42	Robert McNutt, 1847,	5	0	0			
141	D. D. Roop,	1	0	7			
157	Wallace Bridge,	66	13	4			
		<hr/>			286	2	11

King's County.

33	To William H. Thrope, 1848,	5	0	0			
53	Stephen Gould,	7	10	0			
61	John Caldwell,	0	10	0			
89	Charles Miner,	5	0	0			
115	William Graves,	7	10	0			
202	David Vaughan,	35	0	0			
92	J. H. Allison,	7	10	0			
139	J. H. Allison,	25	16	8			
		<hr/>			93	16	8

Lunenburg

		<i>Lunenburg County.</i>			
No. 2	To Road from Mahone Bay to Bridge-				
	water,	£151	10	0	
61	Frederick Smelsler,		0	8	0
72	Joseph Parks,		1	17	6
					£153 15 6
		<i>Queen's County.</i>			
3	To John Campbell, 1848,		0	15	0
28	Stephen Mack,		5	0	0
40	Smith Jones,		5	0	0
					10 15 0
		<i>Hants County.</i>			
7	To Jonathan Smith, 1848,	50	0	0	
23	Benjamin Stoddart,		8	0	0
31	Daniel Card,		3	0	0
47	Shubael B. Dimock,		0	10	0
84	Dougal McDonald,		2	3	5
86	Joseph Thompson,	10	0	0	
109	Stephen Mich,		5	0	0
					78 13 5
		<i>Colchester County.</i>			
33	To William Campbell, 1844,		2	0	3
161	James McCulloch,		1	17	9
78	David Dickie,		3	0	0
106	William Lynds and others,		20	0	0
"	Debert Bridge,		2	8	9
					29 6 9
		<i>Shelburne County.</i>			
73 100	To McDonald & McQueen, balance of				
	Grant, 1847,		4	0	0
12	Alexander McKenzie "		6	0	0
42	David Thomas "		7	10	0
					17 10 0
		<i>Yarmouth County.</i>			
52	To James Lenox, 1848,				8 0 0
		<i>Richmond County.</i>			
1	To Joseph Martell, 1848,	10	0	0	
35	John Morrison,		15	0	0
39	Joseph Martell,		10	0	0
1045	Lauchlan McLean,		25	0	0
33	A. Oliver,		1	3	3
					61 3 3
		<i>Sydney County</i>			
664	To Harrington & McDonald, 1847,	37	11	6	
45	R. McDonald, "		1	10	0
65	A. D. Harrington, 1848,		26	13	4
91	Finley Chisholm, "		6	0	0
8	Sydney, "		1	5	0
					72 19 10

			<i>Guysboro' County.</i>			
38	To Joseph G. Handley, 1847,		£10	0	0	
48	Samuel Archibald, "		10	0	0	
51	Joseph Langlelle, "		7	10	0	
754	Alexander Martin, 1846,		7	10	0	
15	James Hunt, "		5	0	0	
25	Joseph Handley, "		5	0	0	
31	Edward Lumden, "		10	0	0	
17	John F. Taylor, 1848,		15	0	0	
20	Benjamin Belrung, "		7	10	0	
22	Philip Rourk, "		7	10	0	
44	William Mason, "		2	10	0	
49	Angus Kirk, "		30	0	0	
58	Alexander McDonald "		2	10	0	
74	Angus Kirk, "		66	13	4	
						£186 13 4
			<i>Pictou County.</i>			
74	To John Munro, 1847,		20	0	0	
76	Matthew Patterson, "		60	0	0	
77	Thomas Fraser, "		1	10	0	
106	Robert Campbell, "		7	10	0	
120	Alexr. McKay, "		5	0	0	
145	Geo. Morrison, "		15	0	0	
166	Matthew Patterson, 1845,		20	0	0	
182	Thomas Fraser, "		7	10	0	
201	John Munro, "		20	0	0	
						£156 10 0
			<i>Cape Breton County.</i>			
34	To William Jones, 1848,		5	0	0	
65	M. McCaskill, "		10	0	0	
75	Donald McDonald, "		10	0	0	
47	Duncan McRae, 1847,		10	0	0	
101	C. Sullivan, "		3	0	0	
3	Duncan Currie, 1846,		1	10	8	
6	A. McDonald, "		20	0	0	
70	James Slattery, "		4	16	6	
71	R. Gillis, "		1	12	0	
72	A. Grant, "		1	5	0	
						67 4 2
			<i>Inverness County.</i>			
	To Donald Allen, 1843,		7	10	0	
	J. G. McLean,		7	10	0	
	Duncan McDonald,		5	0	0	
	D. Ferguson,		20	0	0	
	W. McKean,		5	0	0	
	Archibald Cameron,		10	0	0	
19	Archibald Bealun,		7	10	0	
74	Martin & Crew,		1	11	4	
79	James McLeod,		9	0	0	
—	Surveys,		25	0	0	
2	A. Master,		1	6	8	
14	Angus McLennan,		10	0	0	

26	Hugh McMasters,	£20	0	0	
31	Duncan McKinnon,	10	0	0	
43	Arch. McIsaac,	15	0	0	
45	Donald McLean,	20	0	0	
50	William McKean,	10	0	0	
61	A. McDonald,	10	0	0	
65	J. McLean,	15	0	0	
66	Rev. Mr. McKeagney,	10	0	0	
74	Archibald McPhail,	50	0	0	
75	Archibald McPhail,	100	0	0	
80	William Young,	15	0	0	
					384 8 0
					£2612 7 4

JAMES D. FRASER, Chairman.
THOMAS KILLAM,
HENRY MIGNOWITZ,
H. Y. MOTT,
W. B. TAYLOR.

Committee Room, 20th February, 1849.

Monies drawn from Casualty Vote, or advanced to the different Counties to be repaid from Road Grants of 1849.

<i>Hants.</i>		Nil.			
Hiram Hyde,		£78	4	8	
Andrew Spence,		16	14	3	
D. McDougall,					£94 18 11
<i>Cumberland.</i>		5	0	0	
Joseph Hoeg,		10	1	1	
John McFarlane,		12	0	0	
Repair Missignish Bridge,					27 1 1
<i>Colchester.</i>		47	12	8	
J. Lombard,		9	11	3	
J. McCurdy,		10	0	0	
S. Archibald,		6	12	4	
E. Sibley,		14	15	0	
S. Archibald,					88 11 3
<i>Inverness.</i>		44	0	11	
Due as by Journal, 1848, not yet provided for,		6	0	0	
J. McLeod, 1848,		11	5	0	
T. Etheridge and others, 1848,					61 5 11
<i>Richmond.</i>		12	0	0	
Due as by Journal, 1848, not yet provided for,		12	18	9	
Donald McPherson, 1848,		20	0	0	
Joseph Martell, 1848,		100	0	0	
C. F. Harrington,					144 18 9
					<i>Lunenburg.</i>

		<i>Lunenburg.</i>			
Due as by Journal, 1848, not yet provided for,		£13	1	9	
William Kedy, Esq., 1848,		115	4	2	
		<hr/>			£128 5 11
		<i>Halifax.</i>			
J. Pollock,		10	3	0	
G. Taylor,		21	10	0	
J. Parker,		24	13	6	
L. Johnston,		3	17	11	
Wm. Evans,		65	6	9	
W. Glazebrook,		6	6	0	
Lachlan McQuarrie,		72	6	11	
		<hr/>			204 4 1
		<i>Kings.</i>			
N. Farnsworth,		58	7	9	
Wm. McKittrick,		6	6	0	
		<hr/>			64 13 9
		<i>Annapolis.</i>			
B. Morse,		12	7	0	
J. Balcom,		45	2	6	
W. Durland,		16	0	0	
		<hr/>			73 9 6
		<i>Pictou.</i>			
Due as by Journal, 1848, not provided for,		28	0	0	
G. Smith, 1848,		20	0	0	
J. McCabe, "		6	10	0	
H. Fraser, "		5	1	1	
		<hr/>			59 11 0
		<i>Guysboro'</i>			
Wentworth Taylor, 1848,		25	0	0	
Michael Maun, "		16	18	9	
Ditto "		7	12	0	
Henry Cumming, "		34	3	8	
Wentworth Taylor, "		24	7	4	
McKeen & Grant, "		28	13	7	
W. Taylor, "		101	3	0	
		<hr/>			237 18 4
		<i>Sydney.</i>			
Due as per Journal, 1848, not provided for in Road Scale,		40	19	0	
McDonald & McNeil, 1848,		5	7	6	
McKenzie & Fraser, "		97	16	0	
Sears & Stewart, "		11	10	4	
A. McKenzie, "		75	5	0	
P. Flinn, "		5	10	0	
McKenzie & Fraser, "		80	13	2	
		<hr/>			317 1 0
		<i>Cape Breton,</i>			
Curry & Howie, 1848,					5 10 0
		<hr/>			£1507 9 6

J. D. FRASER, Chairman.

The

The following sums have been drawn since 31st December, which are all to be provided for.

Wentworth Taylor,	<i>County of Guysboro'</i>		£105	16	6
McKenzie & Harrington,	<i>County of Sydney.</i>	£20	10	5	
Campbell & McDonald,		9	12	8	
					30 3 1
John Campbell,	<i>County of Richmond.</i>	295	0	0	
Campbell & McPherson,		15	11	0	
					310 11 0
John McIsaac,	<i>County of Cape Breton.</i>		40	0	0
Thomas Barnaby,	<i>County of Annapolis.</i>		3	11	3
Thomas Barnaby,	<i>County of Hants.</i>		6	17	1
H. Hyde,			1	12	6
Thomas Barnaby,	<i>County of Halifax.</i>	4	4	3	
H. Hyde,		28	8	1	
					32 12 4
H. Hyde,	<i>County of Colchester.</i>		16	15	7
					£547 19 4

J. D. FRASER, Chairman.

Comparative Statement of Duties Collected at Halifax, 1847 and 1848.

Articles.		Amount.	Gain, Stg.
Apples,	1847,	£62 14 0	
	1848,	190 2 0	£127 8 0
Bacon,	1847,	13 16 0	
	1848,	29 9 6	15 13 6
Beef & Pork,	1847,	197 1 2	
	1848,	408 6 9	211 5 7
Butter,	1847,	3 13 0	
	1848,	27 13 0	24 0 0
Candles,	1847,	138 16 8	
	1848,	163 5 7	14 8 11
Cheese,	1847,	6 1 4	
	1848,	23 10 8	17 9 4
Lard,	1847,	32 0 0	
	1848,	96 19 0	64 19 0
Live Stock,	1847,	0 4 0	
	1848,	8 0 0	7 16 0
Leather,	1847,	289 19 3	
	1848,	341 18 3	51 19 0
			Raisins,

Raisins,	1847,	£260 16 8	
	1848,	297 12 9	£36 16 1
2½ per cent. ad val. imposed in 1848,			642 9 1
Hams,	1847,	2 1 3	
	1848,	3 14 3	1 13 0
			£1215 17 6 Stg.
			Or, £1519 16 10 C'y.

Articles.		Amount.	Loss, Stg.
Bread,	1847,	£284 12 6	
	1848,	36 10 0	£248 2 6
Brandy and Gin,	1847,	7610 13 6	
	1848,	4244 17 10	3365 15 8
Coffee,	1847,	818 4 10	
	1848,	625 5 1	192 19 9
Clocks,	1847,	73 15 0	
	1848,	37 5 0	36 10 0
Cocoa,	1847,		7 0 6
Flour,	1847,	3875 11 0	
	1848,	546 4 0	3329 7 0
Molasses,	1847,	8417 19 9	
	1848,	4500 11 5	3917 8 4
Onions,	1847,	165 12 6	
	1848,	138 7 6	27 5 0
Rum,	1847,	9667 0 4	
	1848,	4933 17 11	4733 2 5
Sugar,	1847,	9051 0 0	
	1848,	7720 2 3	1330 17 9
Tea,	1847,	3875 5 9	
	1848,	3653 14 1	221 11 3
Tobacco,	1847,	1535 17 3	
	1848,	1196 5 0	339 12 3
Wine,	1847,	2618 12 3	
	1848,	1630 8 0	988 4 3
5 per cent. ad val.	1847,	19660 14 9	
	1848,	11721 18 10	7938 15 11
			£26676 13 0 Stg.
			Or, £33345 16 3 C'y.

Gain on Sundry Articles, Halifax, 1848,

Deficit " " " "

Sterling £ 1215 17 6
26676 13 4

Net deficit Sterling, £25460 15 6
Add 1-4 6365 3 10

Currency, £31825 19 4
OUT PORTS

		OUT PORTS.			
Collected at Customs in 1847,		£5805	18 7	Stg.	
“ at Excise “		6193	17 10		
		<hr/>			
		£11999	16 5		
Collected at Customs in 1848,	£836 11 11				
“ at Excise “	7178 9 10				
		<hr/>			
		8015	1 9		
Deficit in Out Ports,		Stg. £3986	14 8	Cy. £4980	18 4

LIGHT DUTIES.

Collected in 1847,	Currency, £4094	6 0	
“ in 1848,	3724	14 2	
	<hr/>		
Deficit,	£369	11 10	369 11 10
			<hr/>
Total deficit Currency,			£37176 9 6

JAMES D. FRASER, Chairman.

House of Assembly, 21st February, 1849.

Probable Assets for 1849.

Cash in Treasurer's hands, 31st December, 1848,		£3376	0 0
Bonds in Excise Office and Attorney General's hands, less draw-backs,		6000	0 0
Due by Out Port Collectors of Excise,		4468	0 0
“ “ “ “ Of Light Duty,		519	0 0
“ Customs Department,		13	0 0
“ Casual Revenue,		400	0 0
Supposed increase in Savings' Bank to make up £40,000,		900	0 0
Due from Canada, New Brunswick, and P. E. Island, for Light Houses,		1370	0 0
		<hr/>	
Now in hand or due the Province,		£17046	0 0
Probable receipt at Excise Office, 1849, Halifax,	£55000	0 0	
“ “ “ “ 1849, Out Ports,	8500	0 0	
		<hr/>	
		63500	0 0
		<hr/>	
Total probable Assets,		£80546	0 0
Deduct undrawn Monies for Roads and Bridges,	£2612	0 0	
“ “ “ For other services, say,	7858	0 0	
		<hr/>	
		10470	0 0
		<hr/>	
Nett Amount for appropriation,		£70076	0 0
Also, deduct usual annual or permanent Government, viz.:			
Judiciary, &c.,	£5144	0 0	
Legislature, &c.,	5679	0 0	
Revenue, &c.,	3140	0 0	

Militia,	£151	0	0
Education,	13639	0	0
Sable Island,	400	0	0
Interest Funded Debt,	2100	0	0
Penitentiary and Poor,	2700	0	0
Post Communications, Ferries, &c.,	3406	0	0
Steamers, &c.,	645	0	0
Casualties,	500	0	0
Fisheries, £500; Indians, £300,	800	0	0
Public Buildings,	500	0	0
Seed Potatoes for Blacks, Hammond's Plains,	100	0	0
Transient Poor,	300	0	0
Halifax Dispensary £50, drawbacks on Wines,	350	0	0
Rations of Troops on Route,	102	0	0
Lieutenant Governor,	2500	0	0
Treasury and Clerk,	850	0	0
			43906 0 0
			£27070 0 0

Nett Amount for General Service,

£27070 0 0

JAMES D. FRASER, Chairman.

21st February, 1849.

No. 55.

(See Page 291.)

The Committee to whom were referred the Accounts of the expenses incurred in managing and sustaining the Halifax Pooers' Asylum,—beg leave to report :

That they have carefully examined the Accounts and compared them with the Vouchers submitted, and find them correct.

That the expense of sustaining the Institution for the past year has been £3055 11s. 6d., of which £1573 19s. 6d. have been drawn from the Provincial Treasury, £1,110 received from the City and County Treasurer of Halifax, and the remainder from the sale of articles made at the Asylum, for Fines, and from other sources.

That on the 31st of December last there remained in the Bank £111 16s. 6d. to be drawn by the Commissioners.

That during the past year 920 Men, Women and Children, were received and supported in the Asylum, 723 of whom were transient paupers, the remainder belonging to the City and County of Halifax; and during that period there were 91 deaths.

That on the 21st February, instant, there were in the Asylum 387 Men, Women and Children—59 of whom are Lunatics.

That your Committee have visited the Asylum and inspected it throughout, and

have

have pleasure in expressing their approval of the cleanliness of the Institution, and the apparent care bestowed on its inmates.

SNOW P. FREEMAN,
DANIEL MOORE,
WILLIAM H. MUNRO,
THOMAS KILLAM,
JOSHUA SNOW.

Committee Room, 22nd February, 1849.

No. 56.

(See Page 294.)

The Committee have had under their consideration the various clauses of this Bill offered as amendments to the present Act; and in doing so, have called before them several of the Officers of the Corporation, and other gentlemen of the City, entertaining conflicting views on the subject; and after hearing the different opinions and suggestions of those gentlemen, which the Committee have sought, in order that the experience of those most interested might be brought to the enquiry.

The Committee have failed to discover any sufficient reason or necessity for the radical and extensive change contained in the eighth clause, which contemplates the election of a body of eighteen Aldermen, in place of the six Aldermen and twelve Common Council-men authorized by the present Act. Your Committee are of opinion that such a change would invade a sound principle, intended to secure to the Corporation the benefit of superior experience, intellect, and character, in the higher gradations of office; consequently the Committee must propose the rejection of all the subsequent clauses of the Bill, so far as they are constructed in conformity with the above clause. They, however, approve of the amount of £500, without distinction of rental, for the qualification of the Mayor, Aldermen, and Common Council-men, as proposed in the 18th clause of the Bill.

The fifty-third clause, which authorized the prosecution and commitment to Gaol, to an indefinite period, the Treasurer, and other officers, for certain delinquencies and neglects of duty, the Committee considers investing the Corporation with a dangerous power over the personal liberty of the accused; and they recommend an amendment of the clause to the effect that no person shall be imprisoned thereunder, in any case, for a longer term than six months, and then only for some specific charge, and judgment and conviction thereon.

The Committee further recommend that the 66th clause, which provides for the assessment of certain real and other property be extended, so as to include equitably all interests and monies arising and payable out of Real Estate, within the City, upon Annuities, Legacies, &c., in order that Mortgagees and others holding the legal title, may not be disproportionably assessed.

All which is respectfully submitted.

CH. F. HARRINGTON, Chairman.
SAMUEL CREELMAN,
JAMES McLEOD,
M. BECKWITH,
HENRY MIGNOWITZ.

February 22, 1849.

No.

No. 57.

(See Page 304.)

COPY.

No. 138.

Downing Street, 26th January, 1849.

SIR—

I think it right to transmit for your information the enclosed Copy of a Report which has been made by Her Majesty's Commissioners of Railways, containing such observations as occurred to them upon Major Robinson's Report upon the proposed Line of Railway between Halifax and Quebec; but I abstain from making any remark on these observations until Her Majesty's Government shall have had an opportunity of considering, simultaneously, the communications received or expected on this important subject from the neighbouring Provinces as well as from your own Government.

I am, &c.,

(Signed)

GREY.

Lieutenant Governor Sir John Harvey, &c. &c. &c.

(COPY)

Office of Commissioners of Railways, Whitehall, January 12th, 1849.

SIR—

I have been directed by the Commissioners of Railways, to acknowledge the receipt of your letter of the 22nd of November, transmitting, for their consideration, a copy of a Report by Major Robinson of the Royal Engineers, on a proposed line of Railway between Halifax and Quebec, and other documents connected therewith, and requesting them to endeavour to ascertain whether the estimate in that Report of the probable cost of the work and of the return to be expected from it may be relied upon; and I am to inform you that the Commissioners have carefully considered the subjects referred to them, and have directed me to make the following observations for the consideration of Lord Grey, which are chiefly founded on the facts contained in the Report, as they have but little other data on which to rest their opinion.

With respect to the estimate given by Major Robinson, of the cost of the proposed works, they consider that where so long a line is concerned, the average, which he has taken from the actual cost of other lines as nearly similar in their character, affords good data for an estimate; and they, therefore, concur in the conclusion he has drawn from the average cost of the completed Railways in Massachusetts, and believe that, with prudent management, a single line of Railway between Halifax Harbor and the St. Lawrence, opposite Quebec, if gradually constructed from each end, might be properly completed and supplied with a moderate plant for £5,000,000; but they fear that this sum would not be found sufficient if it be endeavoured by locating large working parties on different parts of the proposed Line, to expedite its construction, for the expenses attendant on forming the necessary establishments for the laborers, on forwarding them thereto, and on providing for them during the season when their labour could not be fully employed on the Line, would probably be very great, and any expenditure which may be thus incurred can hardly be considered as provided for in the above estimate.

With.

With respect to the probable return upon this capital, Major Robinson, it appears, considers that "there are very good general grounds upon which to form an opinion that ultimately, if not at once, the Line will, in a commercial point of view, be a very productive one;" but after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think that, although in a military and political point of view the completion of a Railway between Halifax and Quebec may be of great importance, that as a commercial undertaking it is very doubtful whether it can, at least for a long time to come, prove profitable.

The Commissioners agree with Major Robinson in not attaching much importance to the direct intercourse between Halifax and Quebec. The passenger traffic between two cities, having respectively 45,000 and 25,000 inhabitants, and situated at the extremities of a Railway 635 miles in length, would be quite insignificant, and there are no towns of any size between the termini. The productions also of the several Provinces of British America are not of a nature to offer a prospect of any important interchange of commodities between them until new branches of industry have sprung up.

It is anticipated, apparently, that the principal immediate revenue would be derived from the transport of the agricultural produce of the Western part of Upper Canada, and of the parts adjacent thereto of the United States, to Halifax for exportation; that the construction of the Railway would lead to the rapid settlement of the Province of New Brunswick, and the developement of its agricultural and other resources; that the Cumberland Coal-field, which is crossed by the Line, would occasion a considerable traffic; and that the increased value likely to accrue to the ungranted lands adjacent to the Railway would be equivalent to a considerable diminution in the cost of its formation. But it is difficult to believe that the agricultural produce from the settlements on the Lakes of Upper Canada, when either the lateness of the season or the rate of freight at Montreal prevents its shipment at that port, will be forwarded by the circuitous route of the St. Lawrence to Quebec and thence by Railway to Halifax, instead of by the more direct existing communications through New York and Boston, or by that which the Montreal and Portland Railway, now constructing, will afford, especially when the differential duty which at present favours the exportation from a British Colonial Port has ceased. The early closing and the late opening of the Navigation between Upper Canada and Quebec, on which the proposed Railway would be dependent for its connection with the West, would also induce the merchants in this country to send their orders in the spring and autumn, as well as in the winter, to New York, Boston or Portland, instead of to Halifax.

It is easy to understand that Montreal may be an important depot for the commerce of the district round the Western Lakes, and be able to share it with those ports of the United States upon the Lakes which have communication by Railways, or inland navigation with the Atlantic; but it appears improbable that Quebec should obtain an important share of this trade. Produce at Montreal will be ready to be forwarded by the St. Lawrence when freights are low, or to Portland by a Railway, one half the length of that proposed between Quebec and Halifax; and the difference in freight and insurance at Halifax and Portland could not compensate for the additional water carriage of 180 miles between Montreal and Quebec, and the transport over 300 additional miles of Railway. That the construction of the proposed Line would tend to expedite the settlement of New Brunswick there can be no doubt, but the Commissioners fear that a long time would elapse before this effect could be produced to a sufficient extent to make the Railway profitable, or even to affect materially the value of the land.

Although the Provinces of British America have had for a long time a considerable advantage with respect to the duties on which their produce was admitted into this Country, and although a few years ago the produce of the United States was entirely excluded from our West India Colonies, it nevertheless appears that neither New Brunswick nor Nova Scotia can at present feed their own small population; and that the price which in the principal towns of those Provinces affords a profit to the distant agriculturist of the United States is not sufficient to attract capital to agriculture along the River St. John. Of the traffic which the Cumberland Coal-field might occasion, it is of course impossible to judge; within the Province, while it remains thickly wooded, it is not likely that the Coal would obtain a profitable sale at any great distance from the pits; but if it be of such quality as would command a good price in the ports of the United States it might prove remunerative to connect this Coal-field by Railway with one of the ports of Nova Scotia; it would not, however, be prudent, until this is ascertained, to calculate on any important return from this source.

The successful result which has attended the construction of Railways in the United States, affords no grounds for anticipating similar results at present in British America.

Before any Railway in Massachusetts was commenced, that State contained a tolerable population per square mile: the city of Boston had nearly as many inhabitants as Quebec and Halifax united have at present, and a considerable commerce must have traversed the State and passed through its Port. But New Brunswick has barely a population of five to the square mile; and Halifax, notwithstanding its beautiful harbor, is more important as a Naval and Military station, than as a trading port.

To return $3\frac{1}{2}$ per cent. on an expenditure of £5,000,000, a net receipt of £175,000 will be required; and as the fixed charges contingent on the maintenance of 635 miles of Railway, with the necessary buildings and staff, ought not to be estimated at less than £75,000 per annum, a receipt exceeding the carrying charges by £250,000 per annum, or £4808 per week, should be obtained, to yield $3\frac{1}{2}$ per cent. upon the expenditure; and if it be supposed that two trains passed over the Line in each direction daily, or twenty-eight trains per week, the gross weekly receipt to make this return ought to be about £6,500 per week, or rather more than £10 per mile.

On looking through some of the recently printed lists of the receipts of the different Railways in England and Ireland, it will be found that on the East Anglian Railway, connecting the Town and Port of Lynn, and also several minor towns, and a considerable agricultural district and population, with the Railway system of this country, the weekly receipts have been generally less than £10 per mile; and that this has also been the case on the Belfast and Ballymena, and on the Londonderry and Enniskillen Railways,—the last being open between Londonderry and Strabane.

If this can be the result upon a Railway connecting any district of England and Ireland with the Port on which it depends, there is, it is feared, but little probability that a Railway between Quebec and Halifax could be profitable as a commercial undertaking for many years to come.

It must, however, be observed that Major Robinson only considers it necessary for the receipts to be sufficient to return an interest upon £3,000,000, as he proposes that the remaining expenditure shall be met by an issue of Notes. But the Commissioners understand that paper is at present extensively used in the currency of the three Provinces; and they consider that any advantage which can be derived from an alteration in the principles on which it is issued, may be obtained

obtained independently of the construction of the Railway, and that, if it be possible for such alteration to be accompanied by an increase in the pecuniary resources of the three Governments, the returns to be expected from any proposed application of those additional resources should be as carefully considered as the return from the employment of capital under any other circumstances.

I return, herewith, the Maps and Plans which accompanied your communication,

And remain, &c.
(Signed)

H. D. HARNESS,
Captain Royal Engineers.

H. Merivale, Esq., &c. &c.

No. 58.

(See Page 305.)

The Committee to whom was referred the Petition of Abraham Gesner, Esq., asking your Honorable House to grant him some aid to enable him to publish a work, entitled, "The Industrial Resources of Nova Scotia," beg leave to report as follows :

Your Committee have given their best attention to the subject matter of the said Petition, and have inspected the work referred to them for their consideration. In a young Country, where from the paucity of its population Authors cannot reasonably expect any sufficient remuneration for the publication of their works, much useful information, tending to improve the state of Society, advance the general industry, and develop the resources of the Province, would be withheld, unless the fostering aid of the Legislature was extended to persons who might be disposed to turn their attention to such subjects. The work submitted to your Committee is highly creditable to the Author, affording much valuable information on all the subjects referred to in the Petition. Your Committee would, if the funds of the Province permitted it, feel inclined to recommend a higher sum ; but they think, that if your Honorable House would grant a sum not exceeding Fifty Pounds to the Petitioner, it would but barely enable him to publish without serious loss, the work referred to.

JOHN C. HALL,
H. MIGNOWITZ,
JOHN J. MARSHALL,

24th February, 1849.

No. 59.

(See page 306.)

Halifax, February 24th, 1849.

SIR—

On my appointment as a Commissioner of Sable Island, I had the honor of an interview with His Excellency Sir John Harvey, and of answering some questions relative to the policy of erecting a Light, or Light Houses there.

I have since, in company with Mr. Commissioner Wallace, visited the Island and Establishment, and feel it my duty—although not officially ordered to do so, to bring the subject again to the notice of His Excellency.

Hitherto it has not met with the approval of a majority of the former Commissioners, whose opinions are entitled to some weight in this matter, and as the gentlemen whom I have the honor of being associated with in the Light House Department do not feel at liberty—having entertained opposite views—to unite with me in bringing it to the notice of His Excellency, I feel some diffidence in bringing forward the subject without their support, but trust the importance that attaches to it will excuse my intruding it on the notice of His Excellency on my own responsibility.

For many years previous to my acquaintance with Sable Island, as well as the Light establishments on this coast, or any experience in the management of them, I was under the impression—and found it the same with all strangers—for want of local knowledge of the Island, that it was unsuitable for any thing of the kind; but on my first visit, and after remaining on, and about it, a few days, together with one or two subsequent visits in winter, those impressions were removed, and I so expressed myself to the Commissioners, and found at that time, they differed in opinion on the subject.

Since my connexion with, and supervision of, the building of many of the Lights and Beacons, in the Province, and of the precautions necessary to be adopted at times, for the preservation of others, from encroachment of sea or other causes, which occur frequently in this climate, the opinion I then formed is in some measure changed, not as regards the utility of Light Houses, of which I have no doubt, but as to the description of building best adapted to meet the changes which the surface and limits of the Island is constantly undergoing, and which will require reflection before deciding on the kind of building, or lantern, best adapted to meet those objections.

As an elevated position of the Island which drew my attention in 1833, has, I observed on my visit last year, undergone a great change, and is encroached on by the sea; and another position, selected by a former Commissioner favourable to the project, a few years afterwards, is at present threatened with an alteration, from high winds, which, at times, have as much effect in causing changes in the interior of the Island, as the sea has on its shores, I would only feel justified in advocating temporary erections, on each end of the Island, and such as could, when necessity required it, be easily removed to a more permanent position, which I consider quite practicable.

Should the Government give its sanction now, or at any future time, to this measure, it would without doubt receive the support of the Sister Colonies, and New Brunswick from being the greatest sufferer, was always favorable to, and frequently advocated it. And the opinion of many Masters wrecked there, was, that a very temporary Light would have saved them.

The remarks and animadversions on the apathy and indifference evinced by Government and authorities having control in such matters, are becoming painfully offensive, and severe reflections are cast on the Commissioners, for not using their endeavours to promote this object, which is considered by some practical Naval Officers, of great importance to navigation, and is strongly recommended by Captain E. Boxer, C. B., late of H. M. S. "Pique," in his report to the Lords of the Admiralty, in July 1838, in which he is supported by the late Superintendent of the Island, and will also be much appreciated by those engaged in the valuable Fisheries lately commenced by Nova Scotia, around the Island.

Numerous instances bearing on the subject, might be added; the vessel belong-

ing to the Island, and bound there, some years ago ran ashore, as I am informed, during a fine night; and the loss of the American Schooner "Fulton," in February last, and of many other vessels, would have been avoided, had a light been in operation there. The detention and obstruction of the Royal Mail Steamers, by ice, on the North side of the Island, when on their way to Halifax twice during the present month—their being compelled to turn back, round, and come up the South side of the Island, one of them in sight and 7 or 8 miles distant—affords strong evidence of the subject, being one of much importance, and an inducement to trouble His Excellency with the foregoing remarks, which I trust will not be construed, as travelling out of the line of my duty, having always considered, and in all my public acts, have had in view, that it was of quite so much importance, to prevent the loss of life or property, by guarding against shipwreck, as to extend our aid and hospitality to the survivors, or protection to the remnant when saved, neither of which, in some unfortunate cases, is an opportunity of so doing offered.

In conclusion, I beg to state, that a general improvement was visible throughout the establishment, since my last visit, and the interests of the Island much enhanced by the late Superintendent, in which opinion Mr. Wallace, who visited with me, nearly every part of the Island, coincides.

I have the honor to be,

Sir,

Your obedient Servant,

J. P. MILLER,

Commissioner of Light Houses and Sable Island.

The Hon. Joseph Howe, Provincial Secretary, &c. &c.

No. 60.

(See Page 307.)

The Committee appointed to consider the Petition of sundry inhabitants of Musquodoboit, praying for alterations in the present Laws for the Survey of Timber, Lumber, &c.—beg leave to report:

That after examining several persons conversant with the subject, they have agreed to recommend the following alterations or amendments to the present Laws, viz:

That there be four descriptions of Boards.

First. Clear Boards, as described in Act 6 Vic. chap. 34.

Second. Merchantable Boards, to be marked "*first quality*"—to be of the same description as described in the said Act.

Third. Merchantable Boards, to be marked "*second quality*," to be not less than 7-8ths of an inch thick; to be sawed as near as may be of an equal thickness throughout, and to be free of rots, shakes, and worm holes.

Fourth. All other descriptions of Lumber to be considered as Refuse.

SHINGLES.—All Pine or Cedar Shingles, 18 inches long, 3-8ths of an inch thick at the butt, 4 inches wide, put up in bundles not less than 25 tiers or courses, 20 inches wide, free from slash, sap, shakes, twist, or worm holes—four bundles to be considered as a M.—to be marked *No. One*.

All Pine, Cedar, Spruce or Hemlock Shingles, 16 inches long, 1-4th to 1-16th

of an inch thick, not less than $3\frac{1}{2}$ inches wide, free from sap, slash, shakes or worm holes, put up in bundles not less than 25 tiers or courses, 20 inches wide, four bundles to be considered as a M.—to be marked *No. Two*.

All other qualities or descriptions of Shingles to be considered as Refuse.

Shipping Shingles for exportation, to be $\frac{1}{2}$ inch thick at the butt, and to extend the same thickness three-fourths of the length, and shaved from thence to the point, to be 4 to $4\frac{1}{2}$ inches wide, and to be calculated for sale by the tale of ten hundred Shingles to the M.

That no Timber, Lumber or Shingles, shall be exposed for sale within the City of Halifax, either for domestic consumption or exportation, until the same shall be surveyed and marked by some one of the Surveyors of Lumber, duly appointed; excepting, however, the sale of entire cargoes of Lumber, sea-borne, which may be disposed of wholesale without the intervention of a Surveyor between the first buyer and seller of the same.

That the usual penalties be imposed for any breach of these Regulations.

The 11th clause of 2 Geo. 3, chap. 8. 1 Prov. Laws 84, appearing to be still in force, your Committee recommend a repeal of the same, provided the foregoing Regulations are adopted.

JAMES D. FRASER, Chairman.
 THOMAS KILLAM,
 HENRY MIGNOWITZ,
 STEPHEN FULTON,
 HUGH McDONALD,
 WILLIAM H. MUNRO,

House of Assembly, 27th February, 1849.

No. 61.

(See page 307.)

The Committee appointed to consider the Petitions of Richard Meagher, afflicted with loss of sight, of Halifax; E. Matatall, of Colchester, and Nancy McKeagney, of Cape Breton, praying aid either for themselves or their children, who are deaf and dumb, beg leave to report—

That they cannot recommend any specific Grant from the Public Treasury to either of the above named Petitioners. The numbers of persons similarly afflicted are very great, and to meet all the applications which would be made for the support or education of these unfortunates, would require a larger expenditure from the Treasury than this House would be warranted in appropriating. Until the Province is in a situation to erect a suitable establishment for the education and support of the many persons who require public aid, these advantages can only be acquired by sending the applicants to institutions without the Province; and your Committee are of opinion that, to incur so large an expenditure at present is not desirable. No doubt that the first consideration of the Legislature will be directed to the erection of an Asylum for Lunatics whenever the funds of the Province will authorise the expenditure; then, perhaps, in conjunction with this institution, some plan may be devised by which the situation of the deaf and dumb might also be ameliorated.

Your

Your Committee cannot refrain from recommending the case of Richard Meagher to the consideration of the City Authorities, and the charitable and humane. The Petitions also of the other persons are worthy of the earnest attention of the inhabitants in their respective neighbourhoods.

All which is respectfully submitted.

J. D. FRASER, Chairman.
 HT. HUNTINGTON,
 CHARLES BUDD,
 JOHN CAMPBELL,
 JOHN W. HOMER.

House of Assembly, 1st March, 1849.

No. 62.

(See Page 307.)

The Committee to whom was referred the Petition of A. M. Masters and John F. Masters, praying to be refunded the sum of Two Hundred and Thirty-three Pounds, paid by them into the Provincial Treasury under the following circumstances, viz.: Thomas E. Lovett and Edward D. Humphray, lately carrying on business at Halifax, as merchants, being indebted to Petitioners in the sum of Three Hundred Pounds, did, on the ninth day of February, in the year of our Lord one thousand eight hundred and forty-six, execute and deliver to certain parties, for the interest of Petitioners, a mortgage over certain Real Estate situate in the City of Halifax, then owned by the said Thomas E. Lovett and Edward D. Humphray, as securities for the said debt, a sum of Three Hundred Pounds: Petitioners, in the latter part of the said year, proceeding to enforce said mortgage discovered that certain Crown Bonds for duties had been executed by the said Thomas E. Lovett and Edward D. Humphray, and others, in and for the sum of £499 3s. 6d. debt and costs of suit, and for which the Crown claimed a priority over said mortgage; Petitioners then were of opinion that the said Bonds could not affect or bind Real Estate only from the time of Judgment being entered up and registered; but finding they could not resist the same without incurring the delay and expense incident to raising the question before the Court of Chancery, which the value of the Real Estate mortgage would not justify, submitted to the balance, to wit, the sum of Two Hundred and Thirty-three Pounds, due on said Judgment being paid out of the proceeds of the said Real Estate, to the extent of which sum Petitioners state they have been damnified:—Beg leave to report that they have carefully considered the case, examined the facts connected therewith, and are of opinion that, although Petitioners voluntarily paid the Crown Judgment without resorting to the means that might have been afforded them by Law or otherwise of securing their interest in the said mortgage, yet as at the time of such Judgment the prior right of the Crown was undisputed, your Committee consider the Petitioners claim worthy of a favorable consideration by the Legislature, especially as your Committee have ascertained that in several instances of like hardship, at the instance of parties, the Crown has equitably relieved in part from the obligation of such Bonds, and therefore recommend that the whole amount of Petitioners claim, or such portion as this Honorable House may

may consider proper, may be refunded to them ; inasmuch as the bona fide right of Petitioners under such mortgage, at the time of such Judgment, was complete and entire in Law and Equity.

All which is respectfully submitted.

JAMES McLEOD, Chairman.
C. F. HARRINGTON,
G. McKENNA.

Committee Room, Halifax, 1st March, 1849.

No. 63.

(See Page 310.)

The Committee to whom were referred the Petition of A. C. Starritt, and others, praying for, and several other Petitions against, an amendment of the Law which authorizes the receipt of Fees by the Clerks of the Peace, beg leave to report—

That by the 5th Wm. 4, c. 13, it is enacted, that “ there shall be raised by presentment in the Sessions in each County and District such annual sum, not less than Twenty Pounds, as shall be deemed necessary for paying the Clerk of the Peace for such of his services in that office, for which no provision is otherwise made.”

That in many Counties of the Province the Clerks of the Peace received no Fees according to the present practice, but received their entire amount of remuneration in conformity with the above cited clause of said Act : that, as your Committee have reason to believe that this practice is more convenient and less burdensome to the poor man than the exaction of Fees, and that it will secure as effectually as any other method can, a fair remuneration to the Clerks of the Peace for their services, do recommend that the Law be so amended as to make it illegal for the Clerks of the Peace to take any Fees whatsoever, for any services performed by them in their official capacity, but that their Salaries be provided for by presentment of the Sessions in their respective Counties.

Your Committee have prepared an amendment to the Law for the purpose of carrying their recommendation into effect, which, together with this, they respectfully submit for the adoption of the House.

SAM. CREELMAN, Chairman.
I. DIMOCK,
STEPHEN FULTON.

House of Assembly, March 2nd, 1849.

No. 64. (a)

(See Page 311.)

(COPY)

Halifax, 4th August, 1848.

Received from the Treasurer of the Crown Revenue in Nova Scotia, Fifty-three Pounds Eight Shillings and Six Pence, Sterling, or Sixty-six Pounds Fifteen Shillings and Seven Pence Half-penny, Currency, being one half of the Salary

Salary or Allowance payable to me as Provincial Secretary of Nova Scotia, for the portion of the present year ended 8th February, 1848.

£53 8 6 Sterling.
£66 15 7½ Currency.

(Signed) R. D. GEORGE,
By his Attornies, J. & C. J. STEWART.

N. B.—One half part of Salary or the like amount as above, still remains due to Sir Rupert D. George.

(Signed) J. & C. J. S.

(COPY.)

Halifax, 20th July, 1848.

Received from the Treasurer of the Crown Revenue in Nova Scotia, Thirty-two Pounds One Shilling and One Penny, Sterling, or Forty Pounds One Shilling and Four Pence, Currency, being on account of the Salary or Allowance payable to me as late Attorney General of Nova Scotia, for part of the present year, viz. : from 1st January to 8th February.

£31 1 1 Sterling.
£40 1 4 Currency.

(Signed) J. W. JOHNSTON.

(COPY.)

Halifax, 20th January, 1849.

Received from the Treasurer of the Crown Revenue in Nova Scotia, Ten Pounds Sixteen Shillings and One Penny, Sterling, or Thirteen Pounds Ten Shillings and One Penny, Currency, being a portion of the Salary or Allowance payable to me as Attorney General of Nova Scotia, from the 1st January, 1848, to 8th February, 1848, when that office was resigned.

£10 16 1 Sterling.
£13 10 1 Currency.

(Signed) J. W. JOHNSTON.

No. 64. (b)

(See Page 313.)

The Committee to whom was referred the Accounts of the expenses of managing and sustaining the Provincial Penitentiary during the past year, report as follows :

That after a careful examination of the Accounts of Expenditures by the Commissioners of the Institution, your Committee deem it but justice to record their approbation of the manner in which they appear to have been kept.

At the commencement of the year there was a balance of £104 3s. 3d. in the hands of the Commissioners. The sum granted by the Legislature last year for defraying

defraying the expenses of the Establishment was £1354 16s. 8d., and the sum expended for its support during the year was £1193 7s. 9d., which left a balance of £265 12s. 2d. in the hands of the Commissioners on the 31st December last.

The value of the labour performed by the convicts during the year is estimated by the Governor at £504 9s. 6d. This labour was chiefly expended in making improvements on the premises; a commodious and convenient Root House has been completed; a stone wall on the boundary line has been erected; a considerable quantity of granite cut; and some improvements in the interior of the building have been made.

Between the 1st January and 31st December, 1848, thirty-three prisoners were discharged, twenty-two committed; having at the commencement of the present year twenty-one males and two females—in all twenty-three prisoners in confinement—eleven of whom according to their respective sentences will be discharged in the course of the present year.

The expense of sustaining the Institution for the present year and providing materials for making improvements in the building, according to an estimate furnished and herewith submitted, will be £866 12s. 9d. In this estimate provision is made in full for the present number of officers; but the Governor is of opinion, that with the present number of prisoners the services of one of the keepers might be dispensed with. This would effect a saving of £62; for the same reason your Committee are of the opinion that the salary of the Physician ought to be reduced to £25, which would also effect a saving of £25. These two items would reduce the expenditure £87, which sum being deducted from the estimate submitted would leave the sum of £779 12s. 9d., as sufficient for the support of the establishment for the present year. The Governor estimates the value of returns on hand on the 1st January, 1849, at £30.

By the Accounts it appears that a charge for interest to the amount of £4 18s. has been incurred at the Bank of Nova Scotia. Your Committee are at a loss to discover the necessity for incurring a charge of this nature, when the Commissioners had a balance in their hands both at the commencement and close of the year.

While your Committee would be far from recommending that for the sake of the saving of a trifling expense a sufficient supply of wholesome and nutritious food should not be supplied to the prisoners, they are led to believe, that a somewhat less expenditure for rations than that for the past year, ought to amply supply the wants of nature, and secure to the prisoners as high a degree of comfort as is necessary to be enjoyed in the Institution.

In visiting the establishment your Committee felt much satisfaction in noticing the cleanliness, order and apparent industry of the prisoners. Mr. McDougall, one of the Committee, visited the prison on a Sabbath-day, and was present during the time of Divine Service, and has expressed his unqualified approval of the continuance of the services of a Chaplain to the Institution.

The circular of Earl Grey, addressed to His Excellency Sir John Harvey, on the subject of prison discipline, and referred to your Committee, does, in their opinion, contain much valuable and practical information, and appears to have been the result of much experience on the subject; but as the suggestions it contains appears to be, as far as is practicable, already adopted in the present arrangement of the establishment, they do not deem it necessary to recommend that it should be entered on the Journals of the House.

It appears by the Medical Report that although no death has occurred in the prison during the past year, yet rather more than an average amount of sickness has been experienced, sixty-one having been on the sick list during the year. The propriety

propriety of a more efficient mode of warming the prison is also suggested in the same Report. It likewise contains a complaint of want of Hospital accommodation ; upon these subjects, however, your Committee did not come to the conclusion of making any recommendation.

All of which is respectfully submitted.

SAMUEL CREELMAN,
Chairman.
JOHN WIER,
JOHN McDOUGALL,
JOHN RYDER,
ALFRED WHITMAN.

Committee Room, March 3rd, 1849.

No. 65.

(See page 313.)

The Committee appointed to consider certain enactments or clauses contained in the Bill now before the House to Incorporate the City of Halifax, beg leave to Report—

First—They recommend that those clauses which authorise the appointment of City Assessors by the Council, (in addition to those elected by the citizens) and the payment to be assessed for their services be agreed to by the House.

Second—They recommend that those clauses which authorise the appointment of Weighers of Flour be not agreed to.

Third—They recommend that those clauses which define the mode for assessing the said City for Poor and County Rates be not allowed ; but that in lieu thereof the following should be adopted as the basis on which the same should be made, viz :—

First—All the Real Property within the bounds of the City to be valued at a fair cash value, whether or not the owners thereof reside within the City.

Second—All the Personal Property within the City be also valued at its actual cost (excluding profits) which may be found in the possession or occupation of any inhabitant.

Third—That the income of every citizen, derived either from the interest of monies invested within the City on Mortgage, or from dividends derived from monies invested in Bank or other Public Stocks, Companies or Corporate Bodies, carrying on business within the said City, or in Provincial or City Securities, or from profits, salaries or emoluments arising or accruing from any profession, office, or employment whatsoever, amounting to the sum of One Hundred Pounds per annum, shall, as near as practicable, be ascertained.

Fourth—That the profits of all Bank and other Joint Stock or Corporate Companies, shall be assessed and ascertained, as directed in clause 91, Act of 1848, page 97, P. L.

That the term *Real Estate* shall include and consist of, as well the Land within the said City as also all Houses, Buildings, and other Fixtures therein or thereon, and all Quarries and Mines ; and that the rate payable thereon shall be assessed and paid by the owners thereof.

That the words *Personal Property* shall include and consist of, all Furniture, Plate, Goods, Chattels, moveable effects and Monies, situate and being within the
said

said City, owned by, or in the possession of, any inhabitant thereof, and of all ships or vessels, whether at home or abroad, or any parts or shares thereof, owned by such inhabitant—(ten per cent to be deducted from the estimated value of said vessels);—but that the term *personal property* shall not include debts or principal Monies, due either to individuals or Corporations, whether the same are due or payable by reason of any Mortgage, Bond, Note, Book Account, or other Security.

That the words *Owner* and *Inhabitant* shall include all Bank or other Joint Stock Companies, as well as one or more individuals.

They recommend that the clause in reference to a Poll Tax be disallowed, and also the clauses in reference to Auction Duties; and that no person be rated in respect to his Personal Estate where the same does not exceed £50 in value.

The rate to be assessed and levied by an equal £ rate over the whole of the above described property.

J. D. FRASER, Chairman.
J. W. JOHNSTON,
Reserving myself on Bank Stock and Principal Monies.
JOSHUA SNOW,
THOMAS KILLAM.

House of Assembly, 5th March, 1849.

No. 66.

(See Page 313.)

The Committee on Trade and Manufactures have considered the several Petitions and other matters referred to them, connected with these subjects—and have agreed to Report as follows:

That on the Petition of Thomas W. Winters, of Halifax, praying to be relieved from the penalty of a Bond signed by him as surety for Henry Wilson, a Distiller, the Committee recommend that in case the creditors give up their claims against the said Thomas W. Winters, and against his Estate, within a year, that then his bond be discharged, so that the little property he may leave may go towards the support of his children.

Winters is represented as sick with consumption, and not likely to live long; but it would be of no service to himself or family for the Province to release its claim against him, if his creditors shall step in and take the property as soon as the claim of the Province shall be released.

On the Petition of Thomas Woolaver, of Walton, in Hant's County, praying to be relieved from his liability under a Bond signed by him as surety for Duties in the year 1841—the Committee recommend, under the peculiar circumstances of the case, that the Bond be discharged on his paying all the costs incurred up to the time of such discharge,

On the Petition of David LeBlanc, of Little Arichat, the Committee would observe that a Petition for the same claim was before the House last year, complaining that a cask of Rum had been illegally seized and taken from him, the Committee recommended that he be left to his legal remedy; and the Legislature granted him £3 3s. 7d., the sum paid into the Treasury. The Committee see no reason for departing from the recommendation of the Committee of last year.

On the Petition of Edward Leonard and others, of Digby, complaining that
ready

ready made Sails from New Brunswick were imported into this Province under the Inter-Colonial Act, duty free, while Sail Cloth is charged $2\frac{1}{2}$ per cent. The Committee would suggest for consideration the propriety of reviewing that Act.

On the Petition of H. G. Farish, praying compensation as Warehouse Keeper at Yarmouth—the Committee recommend that he be credited £25 on his balance due as Excise Officer.

On the Petition of Alexander J. Babington, of Sydney, C. B., praying compensation as Landing Waiter at Yarmouth four months last year—the Committee would remark that Mr. Babington was Warehouse Keeper to the Customs at a Salary of £150 Sterling a year: that when the new Regulations came into effect, Mr. Babington continued to discharge the duties under the order of the Governor and Council, and his Salary was paid out of the Grant of last year towards the support of the Customs.

On the Petition of James Dawson, of Pictou, Agent for Lloyds, praying compensation for services rendered the Province in securing wrecked property from the Brig Joseph several years ago, a small part of the proceeds of which (about £400) was paid into the Treasury—the Committee think he has an equitable claim, and recommend that he be paid £50 as a full compensation.

On the Petition of James Grant, of Pictou, praying aid to a Cloth Manufactory—the Committee would remark that the House has in a few instances returned the Duties paid on machinery for such purposes. In the present case there is no application for a Grant of this kind, and the Committee do not recommend any Grant.

On the Petition of Stephen S. Thorne, Esq., of Bridgetown, the Committee recommend that he be granted £3 7s. 6d., the Light Duty paid on Vessel wrecked—afterwards repaired in Boston, and ordered to be sold in Liverpool; this being her first voyage.

On the Petition of Robert Stone, of Wilmot, praying compensation as Revenue Officer—the Committee recommend that he be paid £50 for his services up to the present year.

On the Petition of John Crews, praying compensation for extra services rendered at Barrington in 1847, as Excise Officer, the Committee recommend that he be credited £9 7s. 6d. against his balance reported due by the Committee of Public Accounts.

On the Petition of Daniel Starr and Robert D. DeWolf, the Committee recommend that the sum of Twenty-six Pounds and Eleven Shillings, Currency, be endorsed on their Bonds as Surety for John F. Muncey, agreeable to the prayer of their Petition—it appearing that Muncey has a claim for that sum for Draw-back against the Province.

On the Petition of Elias Boudreau, praying to be reimbursed for certain Flour landed at D'Escouse and seized, the Committee recommend that he be paid back any nett proceeds that may be received by the Board of Revenue or paid into the Treasury.

On the Petition of Hiram Blanchard praying compensation for extra services in securing duties from the cargo of the Barque Alexina wrecked at Canso in April last, the Committee recommend that he be allowed the amount reported by the Committee of Public Accounts due from him as an overcharge for Guaging, as full compensation for his services.

On the Petitions of John Givan and William H. Lovett, praying compensation as Seizing Officers, the Committee are not aware of any reason that would justify a special Grant to these individuals.

On the Petition of James Wilson, Distiller, complaining of the present high rate

rate of Duties on Distilled Liquors, the Committee gave notice to the Distillers generally of their appointment. Several of these individuals came before them and complain that the present rate of duty, 1s. 1d. sterling, on distilled Rum is entirely too high; and have furnished several statements, under oath, of the cost of Distilling and the operation of the present Law, which the Committee have returned for the consideration of the Committee of Ways and Means; also, a statement, under oath, of James Crosskill, Confectioner, certified by several other persons, giving their views of the duty on Confectionary—which is also returned for the consideration of the Committee of Ways and Means.

On the Petitions from Lunenburg and Guysborough, praying that these places may be opened as Free Ports for the entry of Foreign Goods—the Committee recommend another Address to the Queen, setting forth strongly the necessity of all our ports being declared Free Ports where an Imperial Officer is stationed. Every person residing at any of the Outports must be convinced, if the Revenue is to be collected at all, these ports ought to be opened. From all parts of this Province small vessels are constantly going to and returning from ports in the United States of America; their cargoes in general are not of much value, and the returns consist of only a few articles, such as Flour, and other necessaries. These articles are required to be landed at a Free Port; but, under the present system, sooner than incur the additional trouble and expense, many of those engaged in the trade run the chance of landing them without entry at any place where they arrive. The Committee would respectfully suggest, whether the British Government shall open any more ports or not to Foreign Trade, that a number more Excise Officers be appointed by our Provincial Government, especially at the following places, viz. : Shiverie and Walton, in the County of Hants, one each; in the County of Yarmouth, at Pubnico, one; and at such places in all the Counties as shall be found, on enquiry, that such officers will probably render the most service in preventing smuggling and securing the Revenue.

The Committee would suggest that the Address to the Queen should request that these persons be allowed to enter and clear vessels and merchandize, either to or from any Foreign Country, as well as from a British possession, by sending a Report of the Trade to the Comptroller of Customs stationed nearest to such officer within the same County; and further, that all these officers, on accepting their appointments, be informed that they are not to expect any compensation for their services over 10 per cent. on the duties secured by them, and if unwilling to undertake the office on these terms they should not be appointed; otherwise, the Committee apprehend that all the service they will render will be more than over-balanced by their cost.

**HT. HUNTINGTON,
JAMES D. FRASER,
JOSHUA SNOW,
GEO. R. YOUNG,
HENRY MARTELL.**

Halifax, 2nd March, 1849.

We do not concur in the recommendation to return back to Elias Boudreau the nett proceeds of the seizure at D'Escouse.

**H. HUNTINGTON,
JAMES D. FRASER.**

No. 67.

(See Page 313.)

The Committee appointed to examine the Accounts of the Stud Horses, Norfolk, and Bell-founder Morgan, beg to report: that they have examined the Accounts submitted to them relative to the Horse Norfolk, only, which are correct and are as follows viz.:

DR.	Expense of Forage and Groom's Wages, per Account,	£55	10	2
	Forage from 7th August, 1848, to 22nd January, 1849,	28	0	0
	24 weeks at 23s. 4d. per week,	3	0	0
	Allowance to Groom,	1	14	10
	Blacksmith's Bill,			
	Forage from 22nd January to 14th April, 12 weeks at	14	0	0
	23s. 4d. per week,	1	10	0
	Allowance to Groom,			
		£103	15	0
CR.	By Services of 88 Mares,	88	5	0
		£15	10	0

Shewing a balance of £15 10, due the Hon. the Attorney General, which your Committee recommend may be paid.

As there is some difference of opinion among your Committee as to the future disposal of these Horses, they are inclined to make this partial report, but recommend the House to order the "Bell-founder Morgan," to be brought to Halifax, to be disposed of as the House may hereafter direct, as other parts of the Province require his services, having been seven years past in the Eastern Counties.

All of which is most respectfully submitted.

CHARLES BUDD,
JOHN C. HALL,
J. SANGSTER,
JAMES McLEOD,
W. A. HENRY.

Committee Room, 1st March, 1849.

No. 68.

(See Page 314.)

The Hon. the Attorney General presented to the House several Petitions, praying for aid to Roads in the Township of Halifax, viz.:

- A Petition of Thomas Roach and others, of Spryfield.
- Thomas Potts and others, of Margaret's Bay.
- Edward Roache and others, of Herring Cove.
- The Rev. John Stannage and others, of Peggy's Cove.
- John Taylor and others, of the Middle and Lower settlements of Margaret's Bay.

Mr.

Mr. Ernst presented to the House several Petitions, praying for aid to Roads in the County of Lunenburg, viz. :

- A Petition of Richard Boylan and others, of Sherbrooke.
 William McKean and others, of the County of Lunenburg.
 John Croft and others, of Camperdown.
 Patrick Butler and others, of Dalhousie and Sherbrooke.
 Andrew Mile and others, of Lapland.
 Henry Sharpe and others, of the 2nd Peninsula.

Mr. Mignowitz presented to the House two Petitions, praying for aid to Roads in the County of Lunenburg, viz. :

- A Petition of Philip Hornish and others, of the West side of St. Margaret's Bay.
 John Missinger and others, of South.

Mr. Kedy presented to the House two Petitions, for aid to Roads in the Township of Lunenburg, viz. :

- A Petition of Christopher Vienotte and others, of Maitland.
 George Langille and others, of Lunenburg.

Mr. Freeman presented to the House several Petitions, praying for aid to Roads in the County of Queen's, viz. :

- A Petition of W. J. Waterman of Brookfield.
 Edward Burke and others, of Harmony and Westfield.
 William Powl and others, of the Northern District, near Lake Rosignol.

Mr. Campbell presented to the House two Petitions for aid to Roads in the County of Queen's, viz. :

- A Petition of Thomas Stubbs and others of Port Le Bare.
 Donald McKay of Pleasant River.

Mr. Ryder presented to the House a Petition of Benjamin Spinney and others, of Argyle, for aid to a Road there.

The Hon. Mr. Johnston presented to the House two Petitions, praying for aid to Roads in the County of Annapolis, viz. :

- A Petition of Edmund Donnellan and others, of Dalhousie.
 Jacob Kempton and others, of Maitland.

Mr. Brown presented to the House a Petition of William McKillrish and others, of King's County, for aid to a Road in the Township of Horton.

Mr. Fraser presented to the House a Petition of Thomas Redden and others, of Windsor and Falmouth, praying for aid to a certain part of the Chester Road.

Mr. Dimock presented to the House a Petition of William Bailey and others, of Newport, praying for aid to a Road in that Township.

Mr. Fulton presented to the House several Petitions praying for aid to Roads in the County of Cumberland, viz. :

- A Petition of Joseph N. B. Kerr and others, of Wallace.
 John McFarlane and Joshua Huestis, Commissioners for building Wallace Bridge.
 Edward Evans and others, of Young Bay.

Mr.

Mr. Marshall presented to the House several Petitions, praying for aid to Roads in the County of Guysborough, viz :

A Petition of James Tony and others, of Guysboro', Intervale.
 Frederick Mattie and others.
 William H. Wilde and others, of Guysboro'.

Mr. McDonald presented to the House a Petition of Michael Sultes and others, of St. Mary's River and Indian Harbor, for aid to a Road there.

Mr. Munro presented to the House two Petitions, praying for aid to Roads in the County of Cape Breton, viz :

A Petition of Dugald B. McNab and others, of Bedeque.
 Donald McArthur and others, of Indian Brook and its neighbourhood.

Mr. McKeagney presented to the House several Petitions praying for aid to Roads in the Township of Sydney, &c. in the County of Cape Breton, viz :

A Petition of Thomas S. Bown and others, of the County of Cape Breton.
 Niel Ferguson and others, of the Southern head of Cow Bay.
 A. F. Halliburton and others, of Sydney.
 Peter H. Clarke and others, of Sydney.
 The Rev. W. Y. Porter and others, of Cow Bay Road.
 Joseph Slattery and others, of Grand Mire and Gabarouse.
 John A. Grant and others, of Kempt.
 Robert Gammell, of Little Bras d'Or.
 Richard Gibbons, Junior, of Sydney.

Mr. Harrington presented to the House several Petitions praying for aid to Roads in the County of Richmond, viz :

A Petition of Norman McKinnon and others, of Framboise.
 Angus McKinnon, of Framboise.
 Alexander McMillan and others, of Grand Antz, St. George's Channel, &c.
 Dougald McDougall and others, of Loch Lomond.
 Maurice Kavanagh and others, of Richmond.
 Kenneth McCaskill and others, of Loch Lomond.
 James Pringle and others, of St. George's Channel.
 Angus Gillis and others, of River Inhabitants.
 Donald McLean and others, of the North side St. George's Channel.
 Donald McDougald and others, of the South side of St. George's Channel and Black River.
 John Morrison and others, of Richmond.
 Joseph Boudrot and others, of Petit-de-Grat and Little Antz.
 John McLeod and others, of Frambois, Loch Lomond.
 Henry Cowley and others, of Petit-de-Grat.
 William McKenzie and others, of the rear of Black River.
 John McKenzie and others, of Grand Antz.
 Desire Boudrot and others, of Pont-a-Monde.
 Donald Morrison and others, of Loch Lomond.
 Samuel Grant and others, of Richmond.

Mr. Martell presented to the House several Petitions, praying for aid to Roads in the Township of Arichat, viz :

A Petition of Alexander Sutherland and others, of the Sporting Mountains.
 Peter DeCarteret and others, of Rocky Bay.
 Archibald McDonald and others, of Cape La-Ronde and Rocky Bay.
 Archibald McPherson and others, of the Kempt Road.

No. 69.

(See Page 315.)

The Committee appointed to enquire into the Accounts and management of the Post Office Department, report—

That the agreement entered into with the authorities in Canada and New Brunswick, under the sanction of the Postmaster General of Great Britain, will, as soon as a Law passes the Imperial Parliament, be carried into effect, whereby the uniform rate of 3d. for every half ounce Letter, with the facilities of Stamp regulations, will become the legal Postal arrangement for the whole of British America, an improvement long sought for by the Legislature of this Province, and of inestimable value to the people.

The Committee have examined the Account of Receipts and Expenditure for the year ending fifth day of January, 1849, copies of which are herewith submitted, whereby it appears that, after deducting expense of department, there is an overplus of £275 9s. 9d. The Committee have also examined the amount of expense incurred for Franking privilege for the past year, and find that the following has been the amount, for Legislature,

	£875 10 1½
“ Lieut. Governor,	35 19 2
Provincial Secretary,	317 0 10
“ Treasurer,	92 13 4½
	£1321 3 6

This large expenditure the Committee would have recommended should be controlled in future by some stringent regulations, whereby an abuse of the privilege would be checked, if not prevented; but, as the new Postal arrangement contemplates the withdrawal of franking privilege, the Committee have abstained from further observations on the subject.

The Committee have also enquired into the mode adopted for transmission of the English Mails to Canada, and find that from the month of April, 1848, to the 5th January, 1849, express Mails have been dispatched from Halifax on the arrival of the Steamers, and an expenditure incurred to the amount of £3788, of which Canada has paid £1770 5s., and Nova Scotia £2017 15s. The obligation on the part of our people to bear any portion of this expense your Committee have never been able to discover, and former Committees have invariably reported against this unjust and disproportionate imposition, and imagined that the burthen was entirely removed, and are of opinion that the Government should require payment from the Canadian Government, as the “rate of remuneration for the transport of the British Mails by express to Canada and New Brunswick” was agreed to be left to future arrangement; and the department of Nova Scotia, it was alleged, would perform that service on the most reasonable terms. (Vide Appendix, 1849—No. 10.)

The Committee have considered the state of Rural Posts and Way Offices, and

and find that an annual allowance of 40s. has been paid to such Way Office Keepers as were officially appointed prior to 17th November, 1842, and who enjoyed the franking privilege—the amount being a compensation for withdrawal of that privilege. All subsequent appointments are entitled to no claim, not having been deprived of the perquisite at that time abolished. These offices are 25 in number, and cost £50 annually; the *other* Way Office Keepers are remunerated by a charge of two-pence on each Letter; this, on the establishment of the uniform rate of 3d., of course must cease;—they are sixty-three in number, and their perquisites are from £3 to £30 per annum. It has been suggested that all these Way Office Keepers, in all eighty-eight, should be paid by Salaries, not less than £3 nor over £5 each—which will amount to £344. Tables or sheets are annexed, shewing the details.

The Committee find that there has been drawn from the Treasury by the Deputy Post Master General during the last year, the sum of £1706 13s. 11d. Of this sum £1327 15s. 10d. was for Postages, and £378 18s. 1d. for Riding work. The Postage amount is made up of £874 10s. 1½d. franking of the Legislature, and £452 5s. 8½d. Postal accounts of Governor, Provincial Secretary and Treasurer. The Committee are of opinion that the House should be cautious how they authorize additional Post Communication, as it is apparent from the Returns herewith submitted, that the amount incurred for Riding work is excessive when compared with the receipt of Postage; and the Committee recommend that in future no new Ride shall be set up until an accurate account of the receipts of Postage shall be kept for a given period.

The Committee have also enquired into the Receipt and Expenditure of the English Packet Postage, and find that there was received in the quarter ending on the 5th day of April, 1848,

Do. 5th July “	£578 6 8
Do. 5th October “	644 3 8
Do. 5th January, 1849,	655 7 2
	575 10 11

Making in Sterling money,	£2452 8 2
Add to convert to Currency,	613 2 0
	£3065 10 2

This amount has been passed to the credit of the Department, and applied to defray the expense of its maintenance. From this fund the Deputy Post Master General is directed to pay for transport of Express Mails, and when exhausted, to draw upon the Post Office Department of Canada, which, it is believed, has an annual overplus claimed by and transmitted to England, and which fact was the cause of refusal, by the Canadian Government, to pay for this service. The change in progress will ensure to England, after expense of collection and deduction of any just claim on behalf of the Provincial Postal Departments, all Packet Postage; and the transit of Express Mails must be provided for by the Provinces of Canada and New Brunswick. This circumstance, coupled with the contemplation that a great decrease in Postal receipts will be occasioned, at first, by the introduction of the new system, prompts the Committee to put the House on its guard. Annexed is a sheet shewing the total number of Letters, Papers, and Pamphlets delivered from the several Post Offices in Nova Scotia, selected from returns kept in three several weeks, respectively, when there were no Packet Letters from the United Kingdom—from which it appears that the average number of Letters in the years 1845, 1846 and 1847, was 143,641, yielding Postage to the amount of £6658 14s. 10d.

The

The reduction to 3d. rate will reduce the Postage on the above number of Letters to £1795 10s., and supposing the number to increase to double the amount for Letters over the half ounce, and expansion of correspondence, would amount to £3591, shewing a diminution of £3067 14s. 10d., to which must be added, if required by the Government, the Packet Postage, amounting to about £3000, which is now secured to the Province by the Treasury Minute of 23rd September, 1842, wherein their Lordships admit "that the Packet Postage ought undoubtedly to bear the charge of so much of the establishment at the port of arrival as might not be required for the internal distribution of Letters, and also be fairly chargeable with the expense of any internal communication kept up for the purpose of forwarding Letters to another Colony, showing, in that event, the total deficiency of £6591, or thereabouts.

The Committee have perused with considerable interest the convention entered into between Her Majesty and the Government of the United States, on the subject of the transmission of the Mails of both Countries, and the adjustment of the rates of Postage in the respective Countries, and to report that in future the Express Mails for Canada will be forwarded through the United States as soon as the necessary notices can be given to the present contractors; a copy of such convention is annexed.

David Cummins' Petition prays remuneration for £7 10s. due to him for carrying the Mail from Londonderry to Kerr's Mountain, Portapique, and Five Islands, which the Committee think it due and should be paid, the Assembly having voted £2 10s. per annum, for the service, and Petitioner never having received for three years, they think the work can be done in future for £27 10s., and do not recommend the continuance of any larger grant.

Joseph Barry's Petition asks for a Mail, Five Islands to Parrsboro', through Two Island Settlement, the postage will be trifling, the estimated expense £20—Committee recommend that the Ride should be open to competition.

The Committee do not recommend the Petition of Nicholas Mosher and others to the favorable consideration of the House.

John Graham and others, Petition for Mail Route from Windsor to Maitland, 35 miles, and that the Courier should go from Maitland to the Gore through Noel, and return by Kennetcook, the amount now paid is £65—Committee recommend that the prayer of Petitioners should be granted if the additional expense does not exceed £10.

Stephen Dimock has discharged extra work not in his contract, by carrying Mails from James Cochran's and back, by order of the Post Office Department, and Committee recommend that he should be paid during his contract £5 5s. annually, and in the same proportion from 5th July last.

Thomas Glencroft and others, Petition for the Mails to be carried by one Courier to the Upper Settlement of East River, Pictou, thence to West River, St. Mary's, thence to Forks Settlement, thence to East River, St. Mary's, thence to the Garden of Eden, Blue Mountains, and New Glasgow—Committee recommend this being done if the expense of the whole Route does not exceed £40.

Gaius Lewis and others, ask extension of Post Route to Upper River—Committee recommend that the Ride should be offered to competition from Parrsborough through Advocate Harbour Settlement to Apple River if the expense does not exceed £35.

John Walsh and others, ask for increased pay and the continuance of Angus McLellan, their Courier—Committee report, that if McLellan resigns, that the Ride should be let and he permitted to compete for the same.

Committee

Committee recommend that £2 10s. additional should be paid to W. J. Waterman, for carrying Mail to Pleasant River, and continued annually during his contract.

Peter Spearwater, Petition for two Mails each week from Lunenburg to Bridgewater, is not recommended.

Petition of James Thomson and others, asking extension of Route, 11 miles, should be complied with, as it will not increase the expense if the present contractor declines performing the work, the Ride to be opened to competition.

Charles Pernette, Committee recommend a grant of £5 annually to compensate for transport of Mails twice a week instead of once.

The Committee recommend that the vote of last year for transport of Mail between Windsor and Chester should be increased to £35, and the Ride be opened to competition.

The Petitions of Henry Taylor, Robert Martin, and J. B. Hadley, the Committee think ought not to be complied with.

The Committee have considered the Petition of Henry Cumming and others, praying the establishment of a Courier between Sherbrooke and Indian Harbour, and recommend that Post being let, and as the expense is estimated at £10, it should be opened to competition.

JAMES B. UNIACKE, Chairman,
W. A. HENRY,
STEPHEN FULTON,
JOHN KEDY,
SAMUEL CREELMAN.

Memorandum of Postage Account of Legislature, Lieutenant Governor, Provincial Secretary and Provincial Treasurer, for the year ended 31st December, 1848.

Legislature,	£875 10 1½
Lieutenant Governor,	35 19 2
Provincial Secretary,	317 0 10.
Provincial Treasurer,	92 13 4½
	<hr/>
	£1321 3 6

A. WOODGATE, D. P. M. G.

A List of Contract Mail Services in Nova Scotia, with the annual Amount paid to each Contractor, for the year ended 5th of January, 1849.

No.	RIDES.	Annual Amount.
1	Annapolis to Digby, via Hillsborough and Bridgeport,	£74 10 0
2	Antigonishe to Cape George,	24 0 0
3	Antigonishe to Guysborough,	75 0 0
4	Antigonishe to St. Mary's,	18 0 0
5	Amherst to Minudie,	20 0 0
6	Amherst to Parrsborough,	35 0 0
7	Amherst to Grandance,	24 0 0
8	Ball's Creek to the Narrows,	38 0 0
9	Beddock to Whycocomah,	15 0 0
10	Bridgetown to Granville Ferry,	30 0 0

11	Catalone to Louisbourg,	512	0	0
12	Digby to Brier Island,	42	0	0
13	Dunlap's, head of Sable River, to Lewis Head, (paid annually)	30	0	0
14	Durham to New Lairig,	14	12	6
15	Grandance to Plaister Cove,	39	10	0
16	Gay's River to Musquodoboit,	40	0	0
17	Granville-Ferry to Annapolis Gut,	5	0	0
18	Guysborough to Canso,	19	10	0
19	Guysborough to Cross Roads of St. Mary's & Country Harbor,	33	10	0
20	Guysborough to Milford,	24	0	0
21	Halifax to Annapolis,	550	0	0
22	Halifax to Liverpool and Yarmouth,	710	0	0
23	Halifax to Pictou,	470	0	0
24	Halifax to Sambro,	26	0	0
25	Forks to St. Margaret's Bay,	8	0	0
26	Kentville to Cornwallis & Aylesford,	29	10	0
27	L'Ardoise to Grand River,	7	10	0
28	Louisburg to Gaberouse,	18	0	0
29	Liverpool to Brookfield and Harmony Corner,	32	10	0
30	Liverpool to Port Medway, (paid annually)	10	0	0
31	Londonderry to Five Islands,	27	10	0
32	Londonderry to Pugwash, via Wallace River,	35	0	0
33	Lunenburg to Bridgewater,	11	14	6
34	Margaree to Boulardarie,	56	0	0
35	Margaree to Cheticamp,	10	0	0
36	Mabou to Lake Ainslie,	31	0	0
37	Merigomish to Barney's River,	7	19	0
38	New Glasgow to Garden of Eden,	14	10	0
39	New Glasgow to Springfield and Upper Settlement of East River,	10	0	0
40	Parrsborough to Advocate Harbour,	20	0	0
41	Pictou to Amherst,	120	0	0
42	Pictou to Earltown,	20	0	0
43	Pictou to Plaister Cove,	173	0	0
44	Plaister Cove to Margaree,	54	0	0
45	Plaister Cove to mouth of Mabou,	24	0	0
46	Plaister Cove to Whytocomah, serving River Dennis,	15	10	0
47	River Inhabitants to Malagawatch,	10	0	0
48	River Inhabitants to St. George's Channel,	15	0	0
49	Scotch Village to Upper and Lower Rawdon,	14	15	0
50	Shubenacadie to Maitland, Noel, Gore, &c.	29	15	0
51	St. Peter's to L'Ardoise,	10	0	0
52	St. Ann's to Ingoush, (C. N.)	37	10	0
53	Sydney to Boulardarie,	52	0	0
54	Sydney to Mainadiou,	38	0	0
55	Sydney to Sydney Mines,	15	0	0
56	Sydney to Grandance,	173	10	0
57	St. Ann's to Boulardarie,	12	0	0
58	Truro to Amherst,	295	0	0
59	Truro to Earltown,	12	0	0
60	Truro to Tatamagouche,	30	0	0
61	Trefoys to Walton,	35	0	0

62	Wallace to Gulf Shore,	£10 0 0
63	Windsor to Falmouth,	7 10 0
64	Whycocomah to Forks, Margaree,	15 0 0
65	Wilmot to Lawrencetown, via Nictaux,	17 10 0
66	Yarmouth to Digby,	240 0 0
		<hr/>
		£4174 16 0

List of Way Offices in Nova Scotia and Cape Breton, the persons holding which, being entitled to an Annual Allowance, as compensation for loss of the Franking Privilege.

	Amount per annum.
Advocate Harbor,	£2 0 0
Aylesford,	2 0 0
Barrington,	2 0 0
Boulardarie,	0 0 0
Brier Island,	0 0 0
Baddeck,	0 0 0
Canard, (Cornwallis),	0 0 0
Cornwallis,	0 0 0
Canso,	0 0 0
Cape George,	0 0 0
Cheticamp,	0 0 0
Earlton,	0 0 0
Economy,	0 0 0
Mabou,	0 0 0
Malignant Cove,	0 0 0
Margaree,	0 0 0
Napan,	0 0 0
Rawdon,	0 0 0
River Inhabitants,	0 0 0
River John,	0 0 0
Sherbrooke, or St. Mary's,	0 0 0
Tracadie,	0 0 0
Tusket,	0 0 0
Westchester,	0 0 0
Wilmot,	0 0 0
	<hr/>
	£50 0 0

List of Way Offices in Nova Scotia and Cape Breton, the persons holding which do not require any annual allowance, beyond the Two-pence on each Letter.

Albion Mines,	Clements,
Blue Mountains,	Cross Roads, (St. Mary's)
Broad Cove, (Marsh)	Country Harbour,
Broad Cove, (Intervale)	Dartmouth,
Brookfield,	Douglas,
Canning,	Dunlap's, (Sable River)
Catalone,	East Bay,
	Falmouth,

Falmouth,
Fox Harbor,
Fraser's Mills,
French River, Tatmagouche,
Gaberous,
Garden of Eden,
Goose River,
Grand River,
Gulf Shore,
Horton, (Lower)
Hillsborough,
Hopewell,
Hillsborough,
Ingonish,
Judique,
Kempt or Walton,
Lake Ainslie,
L'Ardoise,
Lock's Island,
Louisburg,
Maccan,
Mahone Bay,
Mainadieu,
Maitland,
Melford,

Moidart,
Minudie,
Musquodoboit, (Middle)
Musquodoboit, (Upper)
New Larig,
Nictaux Falls,
Noel,
North Bar,
North West Arm,
Portapique,
Port Medway,
Rawdon, (Upper)
River Bourgeois,
River Philip,
Rogers' Hill,
Sackville,
Ship Harbor,
St. Andrew's,
St. Ann's,
St. George's Channel,
Springville,
Sydney Mines,
Wallace River,
Whycocomah.

A Return of the Way Offices established in Nova-Scotia, shewing the Number and Amount of Correspondence sent to each place for one Week—as also the Amount proposed to be granted to each Office, in lieu of the present practice of charging Two-pence upon each Letter.

No.	Names of Way Offices.	Whether proposed to be Sub Office or Receiv'g Office.	No. of times per week the Office is served.	Number of Letters sent to each Office in a week.	Amount of Postage on such Letters. & Papers.	Proposed Am't to be granted to each Office.
1	Advocate Harbor,	Receiving Office.	Once.	1	£0	£3 0 0
2	Albion Mines,	do.	Twice.	6	0	5 0 0
3	Aylesford,	Sub Office.	"	3	0	5 0 0
4	Bedeque,	Receiving Office.	Once.	4	0	3 0 0
5	Blue Mountains,	do.	"	1	0	3 0 0
6	Boulardarie,	do.	"	2	0	3 0 0
7	Brier Island,	do.	"	7	0	5 0 0
8	Broad Cove, (Marsh),	do.	"	0	0	3 0 0
9	Broad Cove, (Intervale),	do.	"	4	0	3 0 0
10	Brookfield,	do.	"	6	0	5 0 0
11	Canard,	do.	"	5	0	3 0 0
12	Cornwallis	do.	"	3	0	3 0 0
13	Canso	do.	"	6	0	5 0 0
14	Cape George	do.	"	5	0	3 0 0
15	Catalone	do.	"	8	0	3 0 0
16	Cheticamp	do.	"	6	0	5 0 0
17	Clements	do.	"	10	0	3 0 0
18	Cross Road, (St. Mary's)	do.	Once a Fort't.	16	0	3 0 0
19	Country Harbor	Sub Office.	Once a Week	4	0	5 0 0
20	Dartmouth	Receiving Office.	"	2	0	3 0 0
21	Douglas	do.	Twice.	15	0	5 0 0
22	Dunlap's (Sable River)	Sub Office.	Once.	2	0	3 0 0
23	Earltown	Receiving Office.	"	4	0	5 0 0
24	East Bay	do.	"	2	0	3 0 0
25	Economy	do.	Twice.	2	0	3 0 0
			Once.	11	0	5 0 0

No.	Names of Way Offices.	Whether proposed to be Sub Office or Receiver's Office.	No. of times per week the Office is served.	Number of Letters sent to each Office in a week.	Amount of Postage on such Letters & Papers.	Proposed Am't to be granted to each Office.
26	Falmouth	Receiving Office.	Once.	3	£0	6½
27	Fox Harbor	do.	"	4	0	1½
28	Fraser's Mills	do.	"	1	0	7
29	French River, Tatmagouche	do.	Twice.	12	0	1
30	Gaberus	do.	Once a Fort't	0	0	1½
31	Garden of Eden	do.	Once a Week	1	0	4½
32	Goose River	do.	"	3	0	2
33	Grand River	do.	"	2	0	0½
34	Granville Ferry	do.	"	4	0	3½
35	Gulf Shore	do.	"	4	0	6
36	Horton, (Lower)	do.	"	7	0	6
37	Hillsborough, C. B.	do.	"	1	0	11½
38	Hillsborough, N. S.	do.	"	5	0	4½
39	Hopewell	do.	"	6	0	9½
40	Ingonish	do.	"	1	0	4
41	Judique	do.	"	1	0	9½
42	Kempt or Walton	do.	"	1	0	9½
43	Lake Ainslie	do.	"	6	0	7
44	L'Ardoise	do.	"	2	0	0
45	Lock's Island	do.	"	5	0	0½
46	Louisburg	do.	"	6	0	9½
47	Mabou	do.	"	3	0	2
48	Maccan	do.	"	2	0	3
49	Mahone Bay	do.	"	6	0	3
50	Mainadieu	Sub Office.	Twice.	7	0	3
51	Maitland	do.	Once.	1	0	2
52	Malignant Cove	do.	"	7	0	8½
53	Margaree	Receiving Office.	Twice.	1	0	9½
54	Milford	do.	Once.	5	0	2½
				3	0	3½

52

55	Moidart	do.	Twice.	7	0	10½
56	Minudie	do.	Once.	17	0	9
57	Musquodoboit, (Middle)	do.	"	25	0	4
58	"	do.	"	24	0	5
59	Napan	do.	"	8	0	10½
60	New Lairig	do.	"	15	0	7½
61	Nictaux Falls	do.	"	17	0	7½
62	Noel	do.	"	15	0	8½
63	North Bar	do.	"	18	0	7½
64	N. W. Arm,	do.	"	5	0	0½
65	Portapique	do.	"	10	0	11½
66	Port Medway	do.	"	25	0	8½
67	Rawdon (Lower)	do.	"	15	0	4
68	Rawdon (Upper)	do.	"	7	0	9
69	River Bourgeois	do.	"	12	0	2
70	River Inhabitants	do.	Twice.	3	0	1½
71	River John	do.	"	16	0	9
72	River Philip	do.	"	3	0	10½
73	Rogers' Hill	do.	Once.	2	0	2
74	Sackville	do.	Daily.	16	0	7
75	Ship Harbor	do.	Twice.	7	0	4
76	St. Andrew's	do.	"	27	0	5
77	St. George's Channel	do.	Once a Fort't	9	0	11
78	St. Mary's	do.	Once a Week	27	0	2½
79	Springville	do.	"	31	0	5
80	Stewiacke, (Upper)	do.	"	32	0	6
81	Sydney Mines	do.	"	36	0	12
82	Tracadie	do.	Twice.	17	0	1
83	Tusket	do.	Once.	22	0	5
84	Wallace River	do.	"	18	0	0
85	Westchester	do.	Twice.	10	0	11
86	Whycocomah	do.	Once.	2	0	4
87	Wilnot	do.	Twice.	26	0	7
88	Canning	do.	Once.	12	0	3
						£344 0 0

Amount

Amount of Expense incurred for conveying the Canada Mail Express, through Nova Scotia, commencing from the Month of April, 1848, to 5th Jan., 1849.

Quarters.	Contractors.	Amount.	Amount paid by Nova Scotia.
1848 5th July,	Mr. Hyde, Halifax to Truro,	£638 0 0	
5th October,	Do. do. do.	840 0 0	
1849 5th January,	Do. do. do.	682 0 0	
1848 5th July,	Mr. Archibald, Truro to Amherst.	528 0 0	
5th October,	Do. do. do.	656 0 0	
1849 5th January,	Do. do. do.	544 0 0	
			£3788 0 0
1848 5th October,	Amount of Bill drawn upon the Dep'y Post Master General of Canada, through the Bank of British N. America, to meet the expense of conveying the Express Mails including Premium on Bill.	1212 0 0	
1849 5th January,	{ To do. do. including Premium.	558 5 0	
			£1770 0 0
			£ 2017 15 0

An Abstract of the Total Number of Letters, and charged Papers and Pamphlets, delivered from the several Post Offices in Nova Scotia for Three Years, selected from Returns kept in Three several Weeks respectively, when there were no Packet Letters from the United Kingdom.

YEAR.	WEEKS.		Total number of Letters in each Week.	Amount of Postage.		Total No. of papers and charged Pamphlets in one week.	Amount of Postage.	Average Number of Letters for 1 Year.	Average Amount of Postage for 1 Year.	Average Number of Papers &c. for 1 Year.	Average Amount of Postage for 1 Year.	Average Number of Letters for the 3 Years.	Average Amount of Postage for the 3 Years.	Average Number of Papers &c. for the 3 Years.	Average Amount of Postage for the 3 Years.													
	Commencing	Ending		£	s.											d.	£	s.	d.	£	s.	d.	£	s.	d.			
1845	8th June,	14th June,	2875	£	117	2	5	4788	12	8	10	152048	0	0	253708	728	0	0										
	6th July,	12th July,	2931	£	139	18	9	4879	14	11	2								129272	5	8	226512	643	5	8			
	6th Aug.,	12th Aug.,	2968	£	144	9	9	4972	16	12	8															149604	7	0	256308	703	13	8
1846	7th June,	13th June,	2296	£	98	5	9	4453	12	2	1	129272	0	0	226512	643	5	8										
	5th July,	11th July,	2676	£	134	3	3	4435	11	19	3								149604	7	0	256308	703	13	8			
	9th Aug.,	15th Aug.,	2487	£	108	15	7	4180	13	1	0															148641	6	6	658	14	10	245509	691	13	1
1847	6th June,	12th June,	2673	£	124	14	8	4590	12	17	0	149604	7	0	256308	703	13	8										
	4th July,	10th July,	3389	£	159	13	9	5039	13	16	8								148641	6	6	658	14	10	245509	691	13	1
	8th Aug.,	14th Aug.,	2571	£	124	1	1	5159	14	1	9																		148641	6	6	658	14	10	245509	691	13	1

Convention between Her Majesty and the United States of America, for the improvement of the Communication by Post between their respective Territories.
—Signed at London, December 15, 1848.

[Ratification exchanged at London, January 26, 1849.]

Her Majesty, the Queen of the United Kingdom of Great Britain and Ireland, and the United States of America, being desirous to promote the friendly relations existing between their respective subjects and citizens, by placing the communications by Post between the territories of Her Britannic Majesty and those of the United States upon a more liberal and advantageous footing, have resolved to conclude a Convention for this purpose, and have named as their Plenipotentiaries, that is to say—

Her Majesty, the Queen of the United Kingdom of Great Britain and Ireland, the Right Honorable Henry John Viscount Palmerston, Baron Temple, a Peer of Ireland, a Member of Her Britannic Majesty's Most Honorable Privy Council, a Member of Parliament, Knight Grand Cross of the Most Honorable Order of the Bath, and Her Britannic Majesty's Principal Secretary of State for Foreign Affairs—

And the President of the United States, by and with the advice and consent of the Senate thereof, George Bancroft, a citizen of the United States, their Envoy Extraordinary and Minister Plenipotentiary to Her Britannic Majesty—

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles :

ARTICLE 1.

There shall be charged upon all Letters not exceeding half an ounce in weight, conveyed either by British or United States Packets between a port in the United Kingdom and a port in the United States, an uniform sea rate of eight pence, or sixteen cents ; and such Postage shall belong to the Country by which the Packet conveying the Letters is furnished.

ARTICLE 2.

There shall be charged by the Post Office of the United Kingdom, upon all Letters not exceeding half an ounce in weight, posted in the United Kingdom and forwarded to the United States, or brought from the United States and delivered in the United Kingdom, whether such Letters shall be conveyed by British or by United States Packets, an inland Postage rate of one penny half-penny.

There shall be charged by the Post Office of the United States, upon all Letters not exceeding half an ounce in weight, posted in the United States and forwarded to the United Kingdom, or brought from the United Kingdom and delivered in the United States, whether such Letters shall be conveyed by United States or by British Packets, an inland Postage rate of five cents.

ARTICLE 3.

Upon all Letters posted in one Country and delivered in the other, these rates of Postage, both sea and inland, shall be combined into one rate, of which payment in advance shall be optional in either Country ; it shall, however, not be permitted to pay less than the whole combined rate.

ARTICLE 4.

With respect to Letters above the weight of half an ounce, each Country shall be at liberty to employ, as regards the collection of the whole combined rate, the
scale

scale of progression in operation in its own territory for charging inland rates of Postage.

ARTICLE 5.

The United States engages to grant to the United Kingdom the transit, in closed Mails, through the territory of the United States, of the correspondence and Newspapers from the United Kingdom to the British North American Provinces, and from those Provinces to the United Kingdom, at the rate of inland Postage, to be charged under this Convention, for Letters and Newspapers between the United Kingdom and the United States.

A British officer shall be permitted to accompany the closed Mails during their transit.

ARTICLE 6.

On the other hand, Her Britannic Majesty engages to grant to the United States, the transit, in closed Mails, through the British North American Provinces, of the correspondence and Newspapers from one part of the territory of the United States to any other part of the territory of the United States, at rates not exceeding the rates of inland Postage now charged, or to be hereafter charged, in the North American Provinces, according to the distance such closed Mails may be conveyed within the North American Provinces.

An officer of the United States shall be permitted to accompany the closed Mails during their transit.

ARTICLE 7.

The United States further engage to grant to the United Kingdom the transit, in closed Mails, through the United States, or through any Country where the post communication may be under the control or management of the United States, of Letters and Newspapers forwarded from the United Kingdom, its Colonies or possessions, to any other British Colony or possession, or to any foreign Country, and from any foreign Country, or British Colony or possession, to the United Kingdom, its Colonies or possessions.

ARTICLE 8.

Her Britannic Majesty engages, on her part, to grant to the United States the transit, in closed Mails, through the United Kingdom, or through any Country where the post communication may be under the control or management of the United Kingdom, of Letters and Newspapers forwarded from the United States, their Colonies or possessions, to any other Colony or possession of the United States, or to any foreign Country, and from any foreign Country, or from any Colony or possession of the United States, to the United States, their Colonies or possessions.

ARTICLE 9.

When Letters shall be forwarded in closed Mails, under the stipulations of Articles 5, 6, 7 or 8, of the present Convention, the payment to be made to the Post Office of the United Kingdom or of the United States, as the case may be, shall be made by the ounce, according to the net weight of the Letters, at two rates to the ounce, with the addition of twenty-five per cent. on the amount of Postage to compensate the loss that would otherwise be sustained by this mode of computation.

ARTICLE 10.

The Country which sends or receives closed Mails through the other, is to render an account of the Letters and Newspapers sent or received in such closed Mails, and to account to such Country for the Postage due thereon.

ARTICLE

ARTICLE 11.

Letters posted in the United States addressed to foreign Countries, and intended to pass in transit through the United Kingdom, shall be delivered to the British Post Office free of the United States Postage, whether packet or inland ; and Letters from foreign Countries addressed to the United States, passing in transit through the United Kingdom, shall be delivered to the United States Post Office free of all British Postage, whether packet or inland.

In the case of those Countries to which Letters cannot be forwarded unless the British Postage be paid in advance, such British Postage shall be collected in the United States (in addition to the United States rates of Postage), and accounted for to the British Post Office.

In the case of those Countries to which Letters cannot be forwarded unless the United States Postage be paid in advance, such United States Postage shall be collected in the United Kingdom (in addition to British Postage), and accounted for to the United States Post Office.

ARTICLE 12.

The rate of Postage to be taken by the British Post Office upon Letters arriving in the United Kingdom from the United States, either by British or by United States Packets, and to be forwarded through the United Kingdom to Colonies or possessions of the United Kingdom, or of the United States, or to foreign Countries, and vice versa, shall be the same as the rate which is now, or which may hereafter be taken by the British Post Office upon Letters to or from such Colonies or possessions, or foreign Countries respectively, when posted at the port of arrival or delivered at the port of departure of the packets conveying the Mails between the United Kingdom and the United States.

The above Postage is irrespective of and beyond the inland rate to be taken in the United States upon such Letters, if posted or delivered therein, according to the stipulations of Article 2 of this Convention ; and also irrespective of and beyond the sea rate upon such Letters payable according to the stipulations of Article 1.

The rate of Postage to be taken by the United States Post Office upon Letters arriving in the United States, either by British or United States packets, from the United Kingdom, and to be forwarded through the United States to the Colonies or possessions of the United States, or of the United Kingdom, or to those territories which, according to the law of the United States, are beyond the limit of their established Post Routes or to foreign Countries, and vice versa, shall be the same as the rate which is now or which may hereafter be taken by the United States Post Office upon Letters conveyed, whether by sea or land, to or from such Colonies, possessions, territories, or foreign Countries respectively, when posted at the port of arrival or delivered at the port of departure of the packets conveying the Mails between the United States and the United Kingdom.

The above Postage is irrespective of and beyond the inland rate to be taken in the United Kingdom upon such Letters, if posted or delivered therein, according to the stipulations of Article 2 of this Convention, and also irrespective of and beyond the sea rate upon such Letters, payable according to the stipulations of Article 1.

There shall be excepted from the above stipulations Letters and Newspapers passing through the United Kingdom to and from France, as to which certain rates are fixed by the Postal Convention existing between that Country and the United Kingdom ; but the two contracting parties agree to invite France to enter

enter into communication with them, without loss of time, in order to effect such arrangements for the conveyance of Letters and Newspapers and closed Mails, through the territories of the United Kingdom, of the United States, and France, respectively, as may be most conducive to the interests of the three Countries.

ARTICLE 13.

Letters posted in the United States, addressed to the British North American Provinces, or *vice versa*, when not conveyed by sea, shall be charged, according to the rates of Postage which are now, or which shall hereafter, be in operation in the United States, and in the British North American Provinces, for inland Letters.

ARTICLE 14.

Upon all Letters posted in the United States, and addressed to the British North American Provinces, or *vice versa*, the rates of postage fixed by the preceding Article shall be combined into one rate, of which payment in advance shall be optional, both in the United States and in the British North American Provinces. It shall, however, not be permitted to pay less than the whole rate.

ARTICLE 15.

The rates to be taken on Newspapers published in the United Kingdom, when conveyed between the United Kingdom and the United States, either by British or by United States packets, shall be one penny for each Newspaper in the United Kingdom, and two cents in the United States, conversely. No higher charge than those above stated, shall be made by the British or by the United States Post Office, on Newspapers published in the United States, either when despatched from that Country, or when delivered in the United Kingdom.

There shall be no accounts between the two Offices for the transmission of Newspapers: each Office shall retain the Postage it shall have charged, according to the preceding stipulations.

ARTICLE 16.

The rate of Postage to be charged in the United Kingdom upon Newspapers to and from the United States, passing in transit through the United Kingdom, shall be one penny for each Newspaper, except where a lower rate is provided by any treaty between the United Kingdom and a foreign Country; and the rate of Postage to be charged in the United States upon Newspapers to and from the United Kingdom, passing in transit through the United States, shall be two cents for each Newspaper.

ARTICLE 17.

Periodical works, not of daily publication, posted in the United Kingdom or the United States, may be forwarded from one Country to the other, either by British or by United States' packets, by means of the two Offices, under the following conditions, namely:—

1st. There shall be no accounts between the two Offices for the transmission of such work: each Office shall retain the Postage it shall have charged.

2nd. They must be sent in bands or covers open at the sides or end, so that they may be easily examined.

3rd. They shall be in every respect subject to the conditions prescribed by the Laws and Regulations of both Countries.

The rates to be levied in Great Britain, as well on the above mentioned works addressed to the United States, as on those from the United States addressed to Great Britain, shall be as follows:—

1st. For every work not exceeding two ounces in weight, one penny.

2nd. For every work above two ounces in weight, and not exceeding three ounces, sixpence.

3rd. For every work above three ounces in weight, and not exceeding four ounces, eightpence.

4th. And for every ounce above four up to sixteen ounces, (the limit imposed on the transmission of such articles by the British Office), twopence additional, every fraction of an ounce being reckoned as a full ounce.

The rates to be levied by the Post Office of the United States, on similar works addressed to or coming from the United States, shall not exceed the rates to be charged in the United Kingdom.

ARTICLE 18.

Printed pamphlets, not exceeding the weight of eight ounces, posted in the United Kingdom or in the United States, may be forwarded from one Country to the other, either by British or by United States packets, by means of the two Offices, at the same rates and under the same conditions as those fixed for periodical works by Article 17.

ARTICLE 19.

In consideration of the two cents United States' currency, not being precisely equivalent to one penny sterling, the British Post Office shall account to the United States Post Office, at the rate of four hundred and eighty-four cents to the Pound sterling, and the United States' Post Office shall account to the British Post Office, at the rate of four hundred and eighty cents to the Pound sterling.

ARTICLE 20.

In case of war between the two Nations, the Mail Packets of the two Offices shall continue their navigation without impediment or molestation, until six weeks after a notification shall have been made on the part of either of the two Governments, and delivered to the other, that the service is to be discontinued; in which case they shall be permitted to return freely, and under special protection, to their respective ports.

ARTICLE 21.

The forms in which the Accounts between the respective Post Offices, for the transmission and conveyance of Letters, are to be made out, the time and mode in which payment shall be made by either Post Office to the other, together with all other measures of detail arising out of the stipulations of the present Convention, shall be settled between the British Post Office and the Post Office of the United States, as soon as possible after the exchange of the ratifications of the present Convention.

It is also agreed that the measures of detail mentioned in the present Article may be modified by the two Post Offices, whenever, by mutual consent, those Offices shall have decided that such modification would be beneficial to the Post Office service of the two Countries.

ARTICLE 22.

The present Convention is concluded for an indefinite period. It cannot be annulled by either of the two Governments, except after the expiration of a year's notice given to the other Government.

ARTICLE 23.

The present Convention shall be ratified by Her Britannic Majesty, and by the President of the United States, by and with the advice and consent of the Senate thereof; and the ratifications shall be exchanged at London within three months

months from the date hereof. It shall come into operation as soon as possible after the exchange of ratifications.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their Arms.

Done at London, the Fifteenth day of December, in the year of Our Lord One Thousand Eight Hundred and Forty-eight.

(L. S.) PALMERSTON,
(L. S.) GEORGE BANCROFT.

No. 70.

(See Page 315.)

The Committee to whom the Petition of Stephen Breard, John Fuller, and other inhabitants of the County of Richmond relative to the appointment of the County Clerk, and the emoluments of that office, was referred, beg to report—

That by the Law which is in force in England, and hitherto imitated and acted upon in this Province, the Clerk of the Peace has been appointed by the Custos Rotulorum in each of the respective Counties; but your Committee are of opinion that this system has been attended by some practical disadvantages, and that the change hereafter suggested will promote the efficiency of the public service, and induce the selection of more capable and acceptable officers. They beg therefore to recommend that the Clerks of the Peace be hereafter appointed in the following way:—That the Grand Jury in each of the Counties or Districts be required to return, annually, a list of three fit and proper persons, and that out of such list the General Sessions will nominate and appoint one to serve in the office of Clerk of the Peace for the then subsequent year.

As to the compensation to be provided for his service, the Committee recommend that the Act noted in margin, directing that not less than £30 should be assessed by the Grand Jury annually, for his services, be repealed; and that the former Act, also noted in margin, directing that the Grand Jury shall present annually "such sum or sums as shall be deemed necessary for the payment of the Clerk of the Peace, for his services in that office," be restored—as the Committee, after due deliberation, are satisfied that this is the fairer mode of providing for such services, that these services may vary in different years, both in extent and responsibility; and it does appear to your Committee that the Grand Jury should have the power of deciding upon these annually, and of providing for them accordingly.

All which is respectfully recommended.

GEO. R. YOUNG, Chairman.
HUGH McDONALD,
HENRY MARTELL.

Halifax, March 5th, 1849.

5 Wm. 4, c. 13,
vol. p. 385.

32 Geo. III., c.
1 vol., p. 281.

No. 71.

(See Page 315.)

The Committee to whom were referred the Petition of Samuel Hood, of Westport, in the County of Digby, Teacher, claiming a balance of £50, which he considers himself entitled to receive as his share of the School Grant for the said County, for Teaching from the 1st November 1845 to the 1st November 1848, a period of three years; and also the Report of the School Commissioners of said County on Mr. Hood's claim—have carefully examined the case, and the Commissioners Report thereon, and also two Reports of Select Committees of this Honorable House on this subject, beg leave to state that, whilst your Committee desire to express a decided opinion that, unless duly licensed and authorised to teach by the County authorities, no individuals should be allowed to participate in the Public Grant for this service; yet, as there has been already in the case of the Petitioner a deviation from this principle, partially sanctioned by the former Reports of Committees, your Committee have endeavoured to ascertain whether or not the remuneration already received by Mr. Hood has been an adequate compensation for the services alleged to have been performed. Your Committee find that in 1846 he received £10 on Report of Committee; 1848, £5 5s. from Commissions, and £30 advanced by Government, which was retained from the School Grants for Digby, making altogether £45 5s. The highest average sum paid yearly to licensed Masters in the County of Digby for Common Schools, for the years 1846, 1847, and 1848, amounts to £16 5s. per annum, equal to about £48 for the whole period claimed by Mr. Hood; when it is considered that the Petitioner was teaching against the wishes of the Commissioners from 1846 to June 1848, all which time without license, the same having been withdrawn at the former date by the Commissioners, your Committee do not consider that the Petitioner has any just or legal claim for further remuneration; perhaps, in fact, the County of Digby has already been called on to pay him a larger sum than, under all the circumstances, he could in justice have demanded.

Your Committee have also had before them the Petition of George B. Watson, Teacher of the Nautical and Grammar School at Arichat, claiming One Hundred Pounds for his services in teaching said School for one year, ending in May, 1848; and also, the Report of the Commissioners of said School with reference to this claim—which they have carefully considered. Although your Committee cannot recommend that the prayer of Petitioner be fully complied with, yet, under the circumstances of the case, they recommend that the sum of £75 be paid to him for his services in teaching said School.

JAMES McLEOD, Chairman.
HUGH McDONALD,
JOSHUA SNOW.

Committee Room, 6th March, 1849.

No. 72.

(See Page 315.)

The Committee on the Fisheries of Nova Scotia report—that they are gratified at being able to state that this branch of industry, notwithstanding the many difficulties the industrious class of our people engaged in it have to contend with, continues to prosper; but not so vigorously as the Committee desire.

The trade in Pickled Fish with Republican America increases, and is advantageous. From the 1st January, 1848, to 30th December, 1848, the large quantity of 100,800 barrels were shipped to that country—of which 96,500 were Mackerel. The Tables annexed also show that the general Fish Trade of the Province is stable and prosperous.

The Committee of the last Session, in their Report on this subject, called the attention of the Assembly to the concessions made by the British Government to the people of the United States, in relation to the Bay of Fundy, and expressed their opinion that fishing privileges in that Bay would lead to abuse, and in this anticipation they have not been disappointed. It having been represented that American vessels, manned by foreigners, were conducting that fishery within the conceded limits, Captain Darby, in the *Daring*, was ordered to those waters, and finding the information correct, pursued and seized the United States' Schr. "*Hyades*," which (for the sake of example and to restrict the fishermen of the United States to the terms of the concession, whereby they are permitted to enjoy the right of fishing in the Bay), was prosecuted in the Admiralty Court, under the provisions of the Law for the protection of the Fishery, condemned and sold,—that owing to the circumstance of such vessels not being entitled to registers, and sympathy for the owner—who crossed from Maine and attended the sale, in person—biddings were kept down, and the vessel sold for £13 5s., insufficient to pay the expense incurred. As, therefore, no further seizures are likely to be made, it is probable that the fishery of the Bay of Fundy will be fully participated in by the American people, until the inhabitants of that portion of the Province appreciate more justly their exclusive rights.

The Committee have reported a Bill for the inspection of Pickled Fish, being fully sensible of the importance of raising the character of that article in foreign markets. Formerly Pickled Fish of Provincial brand sold for a higher price in the United States market than their own catch; now it is the reverse, and the difference is attributed to defective inspection. Much expense is thereby incurred, and depreciation from 50 to 100 cents a barrel, which, on so large an exportation, amounts to an intolerable tax on the fisherman, and burthen on the trade. The Committee, therefore, recommend that the Government should adopt such measures as may lead to a reduction of duties on the products of the Fishery of Nova Scotia, exported to the United States of America, by free communication, on that subject, through the British Government or direct with the Government of the Republic, and should bring before the proper authorities the privileges conceded in the fishery, and the use permitted of the passage of Canso—a relaxation of the terms of the Convention accompanied by no corresponding concession;—and should press the fact that while our Law admits the chief export of the United States, bread stuffs, duty free, the staple of this Province is subject to an excessive tax of 20 per cent.

JAMES B. UNIACKE,
JOSHUA SNOW,
HUGH McDONALD,
JOHN CAMPBELL,

HENRY MARTELL,
FRANCIS BOURNEUF,
J. W. JOHNSTON.

Halifax, 24th February, 1849.

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PORT

PORT OF HALIFAX, }
NOVA SCOTIA. }

An Account of the Import of Fish and Fish Oil, during the year 1848.

PORTS.	DRY FISH.		PICKLED FISH.				SMOKED FISH.		FISH OIL.		
	Qtls.		Alewives Bbls.	Herrings Bbls.	Salmon.		Herrings Bxs.	Mackerel. Bxs.	Tuns.		
					Tcs.	Kits					
Halifax—and including the several Outports in the Province.	74233		2656	6631	5436	82	3219	75	7582	22	253

HENRY TREW,
CONTROLLER.

Custom House, 27th February, 1849.

**PORT OF HALIFAX, }
NOVA SCOTIA.**

An Account of the Export of Fish and Fish Oil, during the year 1848.

Ports.	DRY FISH.		PICKLED FISH.						SMOKED FISH.		FISH OIL. Tons.	
	Qtls.	Bbls.	Alewives.		Herrings.		Mackerel.		Salmon.			Herrings Boxes.
			Bbls.	Bbls.	Tcs.	Bbbs.	Kits.	Bbbs.	Bboxes.			
Amnapolis,	105	12									3033	9
Argyle,	601	455		168		588						3
Barrington,	9084					6943						47
Cornwallis,	40					18						
Digby,	572					95					8714	3
Halifax,	201182		4665	26744	49	129929	2011	1278		16066	770	815
Liverpool,	14528					7062						23
Lunenburg,	5721					6993					281	
New Edinburgh,	556					1198						
Parishborough,						169						8
Shelburne,	24642					6093					1000	
Windsor,	13734					7215					4293	10
Yarmouth,	710					695						2
Pictou,												
Total,	271475	5132	26912	167028	49	2011	1278	34157	920			

HENRY TREW,

CONTROLLER.

Custom House, 27th February, 1849.

Expense

Expense of Prosecution of the Hyades.

18th Sept. 1848.			
Schooner Hyades sold to Edward T. Hallet, for			£13 5 0
Paid Collectors 5 per cent. duty on £13 5s.	£0 13 3		
Commission on sales,	0 13 3		
	<hr/>		1 6 6
			<hr/>
			£11 18 6
Costs of Proctor,	12 7 8		
Registrar,	5 10 7		
Surrogate,	0 6 0		
Judge,	2 14 2		
Marshall,	5 2 5		
	<hr/>		
	£26 0 10		
Add 1-4th,	6 10 2		
	<hr/>		32 11 0
			<hr/>
Deficiency on Prosecution,			£20 13 3
Claimed by Fitzrandolph,			9 11 3
Amount lost by the transaction, including the half due			<hr/>
Capt. Darby,			£30 4 9

Mr. Darby's Memorandum.

Mr. FitzRandolph will oblige me by purchasing from the sale of the Schooner Hyades the following articles, if they can be bought below the prices named :

The Vessel as she lays at the Wharf,	£7 10 0
Jib,	1 10 0
Foremast,	1 10 0
Mainsail,	1 10 0
Fishing Lines, all in a lot, with leads and reels, not over 2s. 6d. a piece.	
The Salt, about 120 bushels, not over 6d.,	3 0 0
The Hawser, not over	4 0 0

JOSEPH W. E. DARBY.

4th September, 1848.

Schr. Hyades, and Court of Vice Admiralty,

To J. H. FitzRandolph, Dr.

For Warehouse dues upon Materials of Schooner Hyades, viz :		
1848.		
May 12—3 Sails at 1s. 3d. each, 3s. 9d. ; 1 cable, 1s. ;		
Lot of running gear, 6d.	£0 5 3	
2 Compasses, 1d. ; pot, pail and axe, 1½d. ;		
2 anchors, 4d., 8d. ; 1 do. small, 1d.	0 0 11½	
Fish fork, 3 gaffs, auger and dipper, 3d. ; 6		
spare leads, some leather, &c , 1½d.	0 0 4½	

May

May 12—1 spare line, ½d.; buck saw, ½d.; 11 fishing reels, lines and leads, 3d.,	£0 0 4	
3 empty barrels, 3d.; tub, 2d.; 2 nets, 3d.;	0 0 10	
1 brl. containing net, 2d,	<u>£0 7 9</u>	
		£1 18 9
For five months, is		
To wharfage of Schr. Hyades, 137 days,		
Less absent from wharf, 17		
	<u>120 days at 1s. 3d. per day,</u>	7 10 0
		£9 8 9
		<u>0 2 6</u>
Paid for pumping at different times, 2s.; burying fish and ballast, 6d.		£9 11 3

Personally appeared before me, J. B. Holdsworth, Esq., one of Her Majesty's Justices of the Peace for the County of Digby, this eighteenth day of September One Thousand Eight Hundred and Forty-eight, James H. FitzRandolph, who maketh oath that the above bill is just and true.

J. B. HOLDSWORTH.

Digby, 19th September, 1848.

DEAR SIR—

I am informed by Mr. Dennison that the Court of Vice Admiralty has written him that all Bills for Wharfage, Storage, &c. of Schooner Hyades, lately condemned in said Court, should be forwarded to you attested. I have accordingly enclosed my Bill, and will draw upon you for the amount.

I will feel obliged by your having it audited as soon as convenient.

Your very obedient servant,

J. H. FITZRANDOLPH.

To Jas. Scott Tremain, Esq.

Digby, October 20th, 1848.

SIR—

At the time of the sale of the Schooner Hyades, I was informed by Mr. Dennison that the Marshall of the Court of Vice Admiralty had requested him to direct the parties having demands against said vessel to forward them to the Registrar of said Court.

Having a demand against said vessel, for Warehouse dues and Wharfage, I did as requested, and drew an order in favor of Mr. Wm. Annand for amount of my bill, viz: £9 11s. 3d., which order has been returned; and Mr. Annand informs that he was told by the Registrar that no funds were in hand.

By the Provincial Act, 6th Wm. IV., cap. 8, and sec. 4th, "the produce of such sale shall be disposed of as follows: the amount chargeable for the custody of said goods, ship, vessel, or any other thing so siezed as aforesaid, shall be first deducted

deducted and paid, and," &c. &c. ; I have therefore taken the liberty of bringing the facts to your notice, and respectfully beg leave to remark that I conceive the appropriation of the proceeds of sale of this vessel, by the Court of Vice Admiralty, has not been legal ; and before calling the attention of His Excellency the Lieutenant Governor, and Council, by Memorial, to the subject, have determined to take the liberty of just addressing you upon the circumstance, and will feel much obliged by your having the kindness to inform me whether I am correct in my view of the subject. I also beg leave to add, that I have in my possession, in the Queen's Warehouse, provisions belonging to said vessel, probably amounting to between Four and Five Pounds—and should feel obliged by your informing me whether I can distrain them for part payment of my demand.

I have the honor to be,

Sir,

Your obedient servant,

J. H. FITZRANDOLPH.

Hon. J. B. Uniacke, H. M. Atty. General.

No. 74.

(See page 316.)

The Committee to whom was referred the Petition of Dr. Jennings and A. W. Godfrey, beg leave to report—

Petitioners complain that, according to the present arrangements of the Halifax Steamboat Company, sufficient accommodation in crossing the Halifax Harbor is not afforded to the inhabitants of Dartmouth, and others ; and that, the Law, as it at present stands, gives no power to the Sessions, or any other body, to regulate the number of trips which the Company's Boats should daily run across the Harbour, and pray that the Company may be placed under the control of some responsible Body, to whom the people may at all times appeal for redress.

Both the Petitioners and the Company have been heard before your Committee, and witnesses on behalf of each party have been examined, and the Law relative to the subject investigated, by which it would appear that, in 1815 the Company was first Incorporated, and exclusive rights given to them for twenty-five years : in 1829 their Charter was extended to the period of fifty years ; but by the Act which gives this extension, as regards time, it is enacted, " That during such period the said Company do and shall be subject and liable to such rules and regulations as the Justices assigned to keep the Peace at Halifax shall ordain and establish, with respect to the rates and fares demandable on said Ferry, and respecting the small passage Boats kept, or to be on the said Ferry, by the said Company. This Act also enacts that, if the population increases, the Lieutenant Governor may order more Boats to be provided, which shall be under the direction of the Justices in Session, in the same manner as above directed.

Although it may not appear from the language of the Statute that the Company was brought under any control, as regards the regulation of the number of trips which the Boats should daily make across the Harbour ; yet, it may be fairly presumed that, while the Legislature was conferring exclusive privileges upon the Company for so long a period, it did not intend that the public should be wholly left to their mercy ; otherwise, the Company may, at their pleasure, run their

their Boat but once a day, and that at an hour not at all suitable to the public convenience.

With respect to the facilities at present afforded by the Company, they have been thus stated by the Agent and Manager of the Company:—The Steamers run, from 1st April to 1st November, from 20 minutes before 6 o'clock, morning, to 10 o'clock at night; and from 1st May to 1st November, two Boats run on the Ferry, at the rate of six trips per hour, until sun-down; from 1st November to 1st April one Boat runs three trips per hour until nine at night; and the Company, at their annual meeting this year, passed an order to keep the Ferry open until ten o'clock throughout the year.

Your Committee do not pretend to determine to what extent additional facilities should be carried, to afford suitable convenience to the public, further than to say that, as respects the wants of the County to the Eastward of Dartmouth, it is more necessary for the Company to keep two Boats running during the winter than the summer season; but would recommend that an Act be passed to settle, in more clear and definite terms, the rights of the Company and the public, and placing the regulation of the number of trips which the Boats of the Company should make, under the control of the same Body which the regulation rates and fares are now placed.

All of which is respectfully submitted.

SAMUEL C. REELMAN, Chairman.
R. McG. DICKEY.

No. 75. (a)

(See Page 322.)

The Committee to whom was referred the Petition of William P. Carrett, and others, confined in the Gaol at Halifax, under judgments obtained against them at the suit of George P. Oxley and James B. Oxley, in the Mayor's Court, for the sum of Two Pounds and Four Shillings each, report—that neither the Petition, nor the facts upon which the same is founded, so far as the Committee can discover, disclose any circumstances to shew that the commitment of the Petitioners, or of any of them, was contrary to Law, or that the Law had been used so oppressively towards them, as to demand the summary interference of this House in their behalf.

If the proceedings were illegal, the Law already supplies the Petitioners with the means of redress; if not illegal, your Committee can propose no amendment by Bill to the Law, now in force, that can operate to relieve the Petitioners from the existing judgments.

Your Committee have ascertained that the humanity of the Magistracy of the County of Halifax, has continued to provide good and sufficient food for the Petitioners, and as the term of imprisonment will shortly expire, think, that any action of this House in the matter would be injudicious.

All which is respectfully submitted by

JOHN J. MARSHALL, Chairman.
CHARLES F. HARRINGTON,
STEPHEN FULTON.

No. 75. (b)

(See Page 326.)

General Post Office, Halifax, March 10th, 1849.

SIR—

Having submitted to the Postmaster General a proposition, conjointly with the Deputy Postmaster General of New Brunswick, for the establishment of a *Tri-Weekly* Communication between Halifax and St. John, instead of a *Semi-Weekly* one, as at present; and, also, a further proposal for an additional Mail between Halifax and Pictou,—I have the honor to enclose copy of a Communication I have received from the Secretary of the General Post Office upon the subject, by which it will be perceived, His Lordship has given his authority to the measures, subject to the sanction of the Lieutenant Governors of the two Provinces, for the reasons assigned, and in requesting you to lay the same before His Excellency for his information. I would respectfully point out the many advantages which these measures would in all probability have, in affording great acceleration in the correspondence between these important Provinces, and the infinite convenience to the public, particularly in the transport of the English portion of it.

With reference to that part of His Lordship's views upon the period of continuation, for which the contracts should be entered into, for the performance of this proposed service, I respectfully beg to offer a suggestion; that if the contracts were extended to 3 years, to be obtained by resorting to public competition, a more economical arrangement might be arrived at than by a shorter duration, and if His Excellency approves of this suggestion, as also an acquiescence in the increased accommodation, I shall be prepared to place myself in communication with the Deputy Postmaster General of New Brunswick, with a view to carry out the arrangements as soon as practicable, should similar views actuate His Excellency the Lieutenant Governor of New Brunswick.

The contracts at present in force can be terminated as soon as the interests of the Department require it.

I have the honor to be,

Sir,

Your most obedient,
Humble Servant,

A. WOODGATE.

The Hon. Joseph Howe, &c. &c.

(COPY)

General Post Office, February 16th, 1849.

SIR—

The Postmaster General having had before him your Letter of the 22d ult., together with the Report of the Deputy Postmaster General of New Brunswick, proposing the establishment of a third Weekly Mail between St. John and Halifax, Nova Scotia, I have to inform you that His Lordship, looking at the importance of the communication between those towns, as well as to the position in which the Province of New Brunswick is placed with respect to its English correspondence, is pleased to authorize a third Weekly Mail between St. John and Halifax, as soon as the existing Contracts can be terminated.

Considering,

Considering, however, that the Posts in the British North American Provinces are likely soon to be transferred to Colonial control, and that a reduction of the rates of Postage, which may then be expected, will probably have the effect of producing a serious diminution in the Revenue of the Post Office both in New Brunswick and Nova Scotia, the Postmaster General is of opinion that this step should not be taken without the entire concurrence of the Provincial Governments; and His Lordship accordingly desires that you will bring the subject under the consideration of the Lieutenant Governor of Nova Scotia, and consult His Excellency not only as to the expediency of establishing the third Mail weekly, but also with respect to the duration of the Contract, whether it shall be for one, two, or three years. You will further obtain the sanction of the Lieutenant Governor to your proposal to give an additional Mail weekly to Pictou.

The Postmaster General directs me to add that Mr. Howe has been instructed to consult the Lieutenant Governor of New Brunswick relative to this measure; and his Lordship desires that you will communicate with that gentleman as soon as you have received the opinion of the Lieutenant Governor, and that you will proceed together to carry out the arrangement, provided it meets the approval of the Provincial Government of each Province.

I am, &c.

(Signed)

W. L. MABERLY.

A. Woodgate, Esq., Halifax, N. S.

No. 76.

(See Page 327.)

The Committee appointed to consider the Petition of George Handley, of the City of Halifax, beg to report—

That the said Petitioner and C. D. Archibald are the owners of that portion of the Island of Cape Breton known as Little St. Peter's, including the Isthmus between the waters of the Bras d'Or Lake and St. Peter's Bay; and that on the Isthmus there is a Portage or right of way over the land of the said Petitioner and the said C. D. Archibald, which has been used and enjoyed by the public for many years for the purpose of crossing the Isthmus and carrying Boats from the Bras d'Or to St. Peter's. That the said Petitioner has conceded to the public to the extent hitherto enjoyed, the right so claimed, but complains that the said right of way or Portage has been obstructed and encumbered by the erection of a wharf at the public expense on the lake side of the Portage on the land of the Petitioner and the said C. D. Archibald, without their consent and in opposition to their wishes. Your Committee—without expressing any opinion as to the extent of the right so claimed, or how far the right of way and Portage which the public are entitled to will include the additional right of erecting a wharf—are of opinion that, if the public right of travel and Portage are encumbered or obstructed by the wharf, or if the Petitioners private rights be invaded by its erection on land over which the public had only the right of way, in either case the Petitioner should resort to the ordinary tribunals of the Country to get redress.

J. C. HALL,
H. HUNTINGTON.

10th March, 1849.

No. 77.

(See Page 331.)

MAY IT PLEASE YOUR EXCELLENCY—

In May last your Excellency did me the honor to appoint me, in conjunction with the late Solicitor General, the present Judge Desbarres, a Commissioner to carry into effect the Resolution passed during the last Session of the Legislature, by which provision was made for a survey to ascertain the most practicable line for a Railway between Halifax and Windsor.

Having, as early as the year 1835, brought the importance of establishing communication by rail between the capital of Nova Scotia and the fertile regions lying around the Basin of Mines to the notice of my countrymen, and having ever since looked confidently forward to the gradual approach of the period when the accumulation of capital and the increase of population would render the enterprise practicable and remunerative, I cheerfully entered upon the performance of the duties with which I was charged. Though the elevation of Mr. DesBarres to the Bench, and his retirement from the Government, deprived me, in the autumn, of that gentleman's further assistance, it is due to him that I should acknowledge that, in all the more important steps taken under this commission, I have been materially aided by his counsel and zealous co-operation.

Having opened a communication with Mr. Fraser, (the mover of the Resolution) and other gentlemen at Windsor, who take a deep interest in the project, and whose friendly co-operation I am bound to record, it was determined to entrust the Exploration to Mr. George Wightman, whose able Report, Plans and Estimates, I have now the honor to present for your Excellency's information.

Mr. Wightman is a native of the Province, and has been long favorably known to the public as a skillful and scientific Civil Engineer. Many of our best Highroads run upon lines discovered and traced out by this gentleman, who was for several years employed under Major Zuill, on the Survey of the St. Andrew's Railway, and the Military Road to Quebec—and subsequently under Captain Pipon, Major Robinson, and Captain Henderson, in the Survey of a Trunk Line for a Railway from the Atlantic to the St. Lawrence.

The range of the Ardoise presenting, from its elevation, the most formidable obstacles on the proposed route, Mr. Wightman was instructed to ascertain, in the first instance, whether these could be overcome, because if they could not further expense would be unnecessary. He left Halifax on the 19th May, with a party of five, and spent eighteen days in examining this difficult region, and exploring several routes, chiefly to the Eastward of the one finally selected. The partial Report marked A., with the accompanying Plan, was sent in on the 10th of June, and show the work performed to that time, and the general conclusions at which the Engineer had arrived.

He was then instructed to return, and adhering to the line he might adopt, to complete his Survey from the Tide level at the St. Croix to the head of Bedford Basin. This portion of the work was the most tedious and difficult, and occupied the party until the 4th September, when Mr. Wightman again returned to town, exhibited his working plans and reported generally.

His attention was then directed to that portion of the line lying between the head of the Basin and Halifax, which, from the depth of the Coves and the broken and elevated nature of the upland ridge which runs around the shore, it has always been feared would be most difficult and expensive. It proved less so than was apprehended, By the 24th October the line was complete to the Three Mile

Mile House, and then a series of Surveys of the Peninsula were necessary, to determine the very delicate and important question as to the mode of approaching the City. The shore route outside of the Campbell Road was finally adopted, and though the terminus as marked upon the plan is advanced no further than Richmond, I am happy to report that no serious obstacle exists to establishing it in the centre of the city.

On the 9th November, Mr. Wightman repaired to Windsor, and the Survey from the tide level in the Meander to the Town of Windsor occupied him until the 25th of November.

On his return to town, such of the party as were no longer required were paid off, and Mr. W. devoted himself to completing his Plans, and preparing his summer's work for the review of such other Engineer as he was informed would probably be employed for that purpose.

The selection of such a person required care and discrimination. It was indispensable that an Engineer, not only competent to report upon the line, but able from experience in the construction and working of Railways, to check the estimates, and determine accurately the cost of the work, should be engaged. An American Engineer, whose experience was derived from the alignment and formation of Railways through Countries like our own, was for many reasons to be preferred. Having obtained an introduction to John B. Jervis, Esq., the Chief Engineer of the Hudson River Railway, a gentleman of the highest standing in his profession, I explained to him what was required, and asked his aid in making the selection. For the promptitude and discrimination with which that gentleman responded to the requisition thus made upon him by an entire stranger, I am bound to feel truly grateful. The gentleman I was advised to select was E. J. Chesbrough, Esq., of whom Mr. Jervis, in reporting on his qualifications, was pleased to say that he was not only a person of experience, but "worthy of all confidence." I have appended to this Report (B) a letter from Mr. Chesbrough, written at my request, and several extracts from public documents, by which it will appear that from 1828 to the present time, that gentleman has been variously and almost constantly employed, under or in connection with the most experienced Engineers of the United States, in the survey or execution of some of the most important public works of that country.

Mr. Chesbrough arrived here on the 13th January, and proceeded at once, with Mr. Wightman, to traverse and inspect the line. On the 26th of January he reported generally, and, as his engagements in the States were pressing, and as it was very desirable, before Mr. Wightman's report was finally made up, that that gentleman should carefully inspect the lines of Railroad running through Massachusetts, Mr. Chesbrough recommended that he should proceed with his plans and estimates to his office in Boston.

Though some increase of expense would be incurred by adopting this suggestion, the advantages to be derived from it were obvious, and Mr. Wightman was instructed to proceed to Boston in the Steamer of the 9th of February. He returned on the 23rd of February, and on the 10th of March handed me the general Report and plan marked C., which I have now the honor to submit for your Excellency's inspection.

Mr. Chesbrough's Report marked D. is also submitted. Though dated earlier than the general report, it is based upon working plans and estimates laid before him by Mr. Wightman, and carefully reviewed.

These documents, will, it is confidently anticipated, interest your Excellency, and convey to the Legislature and to the Province at large, the most encouraging and gratifying information.

The

The results, as exhibited in these Reports, may be thus summed up. A Railroad can be made between Halifax and Windsor, with practicable grades and curvatures, suited to the speedy conveyance of passengers and freight, for £330,000, allowing for a rise in the price of labour; for £300,000, should prices not rise above the ordinary rates of the country.

Mr. Chesbrough states that a gross annual income of £30,000, or about £82 per day throughout the year, will cover working expenses, and pay five per cent. on the capital expended. Mr. Wightman estimates the probable income, almost immediately on the completion of the work, at £31,865.

Should the work be undertaken by a private Company, and these calculations be accurate, the enterprize would not only be free from risk, but immediately remunerative. But, should the Legislature step in, and, mindful of the rights of the public over this great Highway through our country, determine to construct it, by an issue of scrip redeemable in twenty years, not only may the interest upon the capital be reduced to $3\frac{1}{2}$ or 4 per cent., but the profits which cannot fail to accrue from the rapid increase of travel, and growth of population, which Railroads everywhere induce, may be steadily applied to the extension of this fine chain of communication, carrying it link by link through Falmouth, Horton, Cornwallis, Aylesford, Wilmot and Granville, until the whole of that fertile valley encircled by the North Mountain, and rapidly filling up with population and industry, becomes a suburb of the capital, and until the commercial emporium of the Sister Province of New Brunswick is brought into such close connexion with Halifax, that passengers can go thither and return in a single day.

An account of the Expenditure incurred under this Commission, marked E, is annexed; and although the sum placed at the disposal of your Excellency has been exceeded by a moderate amount, I trust that the discretion exercised in this respect will not be disapproved, and that the information collected throughout the year, and now condensed into a moderate compass, accessible to, and easily comprehended by, all who take an interest in the subject, will be regarded by your Excellency and by the Legislature, as worth the outlay it has cost.

I have the honor to be,
Your Excellency's most obedient,
Humble Servant,

JOSEPH HOWE.

His Excellency Sir John Harvey, &c. &c. &c.

[A]

Sackville, 10th June, 1848.

SIR—

In accordance with your instructions to me directed, I beg leave to submit the following Report of a preliminary Exploration of Lines of Railway between Halifax and Windsor.

Beginning at A, the level of Tide water at Meander River, the rise to the summit of the Mountain at Cockscomb Lake is 440 feet, and the grade will vary from 40 to 50 feet per mile. The banks of the River are steep, and it will be necessary to keep in the bottom of the valley. The valley is crooked with small flats along the river. The rock in the lower part is limestone and slate, and near the top of the mountain whin-stone. The stream is small, a sectional area of water-way of 250 square feet will probably be sufficient for the Bridges.

From

From the top of the Mountain the descent, southwardly, to the Half-way House, averages about 20 feet per mile, from thence the Sackville River about 40 feet per mile, to the Lakes of McCabe's and Webber's Mills. From Webber's Mill to the flat country at Fultz's, is about three miles, and the average descent is 50 feet per mile.

From about a mile below the Half-way House to Fultz's, the banks are high, and I think the Road will be expensive; but have not examined very closely.

There is another Line marked on the Plan at O, diverging near the top of the Mountain to the Eastward, passing by H, and falling into the preceding Line at I, which runs through better land, and would, I think, be cheaper, but the grades will be much heavier than on the preceding. It may be proper to examine it, though I have not much hope of getting a good line in that quarter.

On the Line of the River Hebert. Beginning at the mouth of the River at A, is a rise of 350 feet in 24 miles, to the head of the River at E. The steepest part of this ascent is between Barron's and Bond's Mills, where the grade will be 40 to 50 feet per mile. Below Barron's Mills the grade will be under 15 feet per mile; above Bond's Mills the greater portion is entirely level, the water standing in still ponds. The banks of the River are steep and high, and the line must follow the valley.

The most expensive part is between Barron's and Bond's Mills, where the channel is narrow and crooked. A very large portion of the remainder is comparatively straight, with open banks. The rock is entirely slate. The River in the lower part is subject to considerable freshets, and will require Bridges with 300 or 350 feet of section of water-way.

From E to the head of the great Shubenacadie Lake at G, is about 7 miles, and the descent 280 feet—being an average of 40 feet per mile. The line will run in a valley, which appears broad and open, but is probably rocky.

Or, the line might be carried from E to the Beaver Bank stream at F, and thence toward Sackville by the line H I, explored last winter, but it would not be an eligible route.

Another line may diverge from the River Hebert at D. It will pass the summit of ground at M, 457 feet above the sea—from which place there is a descent of near 400 feet, and distance of 9 miles to the Shubenacadie Lake at N, giving an average of 44 feet per mile. From D to the Lake there do not appear to be any very great obstructions.

Or from B a line may diverge to the Northward by Withrow's Mills, crossing the summit of the Rawdon Ridge at L, 500 feet above the sea, from which it will descend 440 feet in $10\frac{1}{2}$ miles to N, giving an average of 42 feet per mile.—This line appears tolerably easy of execution, but there are some doubts whether the ascent from K to L may not be inconveniently steep.

There is an opening from C to L, but it is in a deep narrow gorge, and much inferior to that from D to M.

The lines that appear most eligible are shown on the Plan by double dotted lines.

I am, Sir,

Your most obedient servant,

GEORGE WIGHTMAN.

Major Robinson, Royal Engineers, Halifax.

The distances will be nearly as follows:—

On the line of the Meander and Sackville Rivers—

Windsor to Sackville,	36 miles.
Sackville to Halifax;	10 “
	—
	46

On the line by the River Hebert and foot of the Grand Lake to Dartmouth—

Windsor to P, meeting of Quebec Line,	35½ miles.
Thence on Quebec Line to Dartmouth,	19½
	—
	55

On the line by the same River and head of Grand Lake to Dartmouth—

Windsor to C, meeting of Quebec Line,	34½ miles.
Thence on the Quebec Line to Dartmouth,	15½ “
	—
	50

[B]

COPIES.

No. 1.

West Newton, Mass., 20th February, 1849.

DEAR SIR—

You requested me while in Nova Scotia, to give some account of my professional history. I commenced engineering, when scarcely 15 years of age, in the spring of 1828, on the Baltimore and Ohio Railroad, and entered the service of the State of Pennsylvania in 1830, as a sub-assistant Engineer, on the Alleghany Portage Railroad, under Bt. Lieutenant Colonel S. H. Long, U. S., T. E. In 1831, I joined the corps of Major (then Capt.) William Gibbs McNeil, U. S., T. E., and remained in it for eleven years, during which time I was employed on the Paterson and Hudson Railroad in New Jersey, the Boston and Providence and Taunton Branch Railroads in Mass., the Concord Railroad in New Hampshire, and the Louisville, Cincinnati and Charleston Railroad, a great Southern project, only 67 miles of which were ever built—of this I had the active and entire charge for the last two years; my Chief having become the Consulting Engineer. In 1844, I took charge of the Stoughton Branch, in this State, and completed it. I located afterwards, a large portion of the Vermont and Providence Railroad, and the Pawtucket Branch of the Boston and Providence Railroad; and have been employed for nearly three years on the Boston Water Works, as Chief Engineer of the Western Division, or Aqueduct Department.

Mr. Wightman has two or three pamphlets, which will give the additional information, if it be desired, on this subject. I also send you five letters—one from the present Governor of this State, and the others from Presidents of Railroad Companies;

Companies, and would beg you to return these to me by the first opportunity, after having examined them.

Very respectfully,
Your obedient Servant,

(Signed) E. S. CHESBROUGH.

Hon. Joseph Howe, Provincial Secretary, Nova Scotia.

No. 2.

Boston, 14th February, 1849.

I have been for several years acquainted with Mr. E. S. Chesbrough. In his profession as an Engineer he has a high reputation.

As a Gentleman, he is intelligent, amiable, and courteous; in uprightness and integrity of character, I believe him to be without reproach.

(Signed) GEO. N. BRIGGS.

No. 3.

*Office of Boston and Providence Railroad Companies,
Boston, June 2, 1845.*

SIR—

It gives me great pleasure to say to you that I have noticed your conduct as resident Engineer of the Stoughton Branch Railroad, during its construction,—that it has been to my entire satisfaction and that of all parties interested. This Corporation being largely interested in the Stoughton Branch Railroad, has led to notice your conduct closely.

I hope you may succeed in finding employment on some of the new Railroads about to be constructed, your talents and experience will be found valuable to whoever may employ you.

With great respect, &c.,

(Signed) JOS. GRINNELL, President.

E. S. Chesbrough, Esq.

No. 4.

Canton, June 2nd, 1845.

I hereby certify that Mr. E. S. Chesbrough has had the sole charge of the Stoughton Branch Railroad, as Engineer, and that he has discharged the duties of said office in a most faithful, efficient, and satisfactory manner; and shall ever take much pleasure in recommending him as every way capable, (as an Engineer) and worthy of all trust.

(Signed) F. W. LINCOLN,
President S. B. R. R.

No.

No. 5.

Boston, 26th March, 1844.

DEAR SIR—

Your brother, Louis, has informed me that you are now unemployed, and would like to take charge of the construction of some Railroad now commencing. From my acquaintance with you while in my employ, in constructing the T. and B. Railroad, and since while constructing the Columbia Railroad, I can, with confidence in your ability and integrity, recommend you to the favorable notice of any corporation who may want an Engineer to construct a Railroad.

I am, respectfully,

Your friend,

(Signed)

THOMAS B. WALCH,
President T. B. Railroad.

Sylvester Chesbrough, Esq.

No. 6.

*Office of the L. C. & C. R. R. Company, Charleston,
25th July, 1842.*

DEAR SIR--

Your relations as resident Engineer, and those of John McRea and Mr. Wm. Graham, your Assistants, having terminated in consequence of the completion of the Railroad as far as Columbia, I cannot permit the separation to take place without expressing to you the high sense entertained of the professional ability of yourself and Assistants, and of the zeal and perseverance with which you have discharged the varied responsibilities devolving on you. I beg that you will convey the above testimonial on my part to Messrs. McRea and Graham, and that you will accept for yourself and in their behalf the high consideration and regard entertained personally for each of you.

Yours respectfully,

JAMES GADSDEN,

President L. C. and C. Railroad Company.

E. S. Chesbrough, Esq.

No. 7.

*Extract from the first Monthly Report of the Water Commissioners of the City
of Boston.—City Document—No. 20, pages 4 and 5.*

“On the 25th, the Commissioners having held frequent previous consultations on the subject, and having given deliberate consideration to the selection of an Engineer, decided on dividing the work to be executed into two departments—the first to consist of the Aqueduct, leading from Long Pond to a reservoir in Brookline or Brighton; and the second to consist of the line of pipes from that reservoir to the City, with the reservoir and the distributing pipes in the City, each to be under the charge of a Chief Engineer who shall be independent of each other. They also decided on inviting E. Sylvester Chesbrough, Esq., then employed on the Pawtucket Branch Railroad, to take the charge as Chief Engineer of the first of these departments. They subsequently, after conference with Mr. Chesbrough in reference to the nature of the duties to be performed,

and

and the manner of executing them, completed an arrangement with him, by which he agreed to enter immediately into the service at a compensation of \$3,000 per annum."

No. 8.

Extract from a Pamphlet, entitled, Celebration of the Introduction of the Water of Cochituate Lake into the City of Boston, October 25th, 1848. (Prepared by order of the City Council of Boston.) Page 27.

"It remains only for me to perform the grateful duty, of acknowledging the obligations which the Water Commissioners are under, for the cordial co-operation of all those who have been associated with them in the prosecution of the enterprize. To the skill, energy and assiduity of the Chief Engineers, Messrs. Whitewell and Chesbrough and of the Consulting Engineer, Mr. Jervis, we are eminently indebted for the promptness and success, with which the work has been carried forward, and the satisfactory manner in which it has been executed.

No. 9.

Extract from proceedings of the Louisville, Cincinnati and Charleston Railroad Company, 1838. Pages 56 and 57.

"The Senior Resident Engineer, E. S. Chesbrough, has, as heretofore stated, been charged with the general direction of the operations in the States of Tennessee and Kentucky, and continued to be so, 'till those operations were suspended, when his services (always invaluable) were availed of in South Carolina, on that portion of the work in progress of construction. The evidences of intelligence and skill, with which the work was conducted by him, under my instructions, and of the great industry with which it was prosecuted, I am satisfied, will be apparent on an examination of the Archives of this department, in the office at Lexington."

[C]

Mr. Wightman's General Report.

SIR—

Having been appointed to explore the country in order to ascertain the most practicable route for a Railroad from Halifax to Windsor, and to make a preliminary survey thereof, I beg leave to lay before you for the information of His Excellency the Lieutenant Governor, the following Report :

The general formation of the country between Halifax and Windsor is too well known to require a very minute description. It is composed of a range of ground seven to eight hundred feet in height opposite Windsor, and falling off gradually eastwardly to the Shubenacadie Lakes.

The first object was to examine the country with reference to finding the lowest pass through the highlands, and the most favorable position for the Road. The result of this examination was to determine on the vallies of the Sackville and Meander Rivers for the line of the Road.

The reason of this preference is, that it is lower by eighty feet than any pass Westwardly of it, while it admits of a much greater distance in the descent to the tide water of the Bay of Fundy, and consequently of a much less perpendicular descent per mile.

Besides this, on the Southern side of the highlands, the valley of the Sackville River, which commences in the same depression as at the head of the Meander, affords a direct opening to Bedford Basin; whereas, the openings of the country, from the Western pass lead either through Lake Pigot to the Meander, or to Margaret's Bay—the ground in the direction of Halifax being occupied with barren and rocky ridges running across the course required for the line.

Another reason for the preference given to this line is that by crossing the main road leading from Newport, Rawdon and Douglas, towards Halifax, it will attract more of the business of these Townships, both in freight and passengers, than if it went direct from Windsor; and the land on the direct route is too barren to afford any compensation for the loss of this business. And lastly, the valley of the Meander abounds in Plaister and Lime Stone, the freight of which will, in all probability, afford considerable revenue to the Road.

Eastwardly of the Meander, the next practicable opening of the valley of the River Hebert. This valley forms a passage through the highlands, about 120 feet lower than the pass by the Meander, but this route is not only very circuitous, but runs into difficult and broken ground between the head of the River Hebert and Sackville. Indeed the natural opening of the country by this route joins the proposed Quebec Line at the head of the Shubenacadie Grand Lake.

Taking the vallies of the Meander and the Sackville Rivers as the proper route, and commencing at Windsor, the line will run nearly on the track of the present road to the bend at foot of "Prospect Hill," where it continues directly through the ridge at Mr. Jenkins' to the shore of the River St. Croix, which it follows to Tonge's Ferry, about $3\frac{1}{4}$ miles from Windsor.

Thence it continues directly onwards, over the "Winkworth" Marsh, crosses the St. Croix, passes a few rods to the Southward of the mansion of James Allison, Esq. at Mantua, crosses the Hebert at the edge of the highland, and passing across the marshes of the Messrs. Chambers at Newport, enters the valley of the Meander about half a mile easterly of the house of Mr. John Chambers. In all this distance (6 miles) it may be carried on a dead level.

From this place to Parker's Mills, six miles further, the valley of the Meander is twenty to forty rods broad, and bounded by abrupt hills. The line can be carried on ascents of 15 to 37 feet per mile, except about half a mile immediately below the mills, where it will be necessary to increase the grade to 58 feet per mile, for the purpose of getting above the mill dam.

From Parker's Mills to Canova's Point, $4\frac{3}{4}$ miles, the valley assumes the character of a deep mountain ravine, and will require careful management and some rather heavy work. The grades vary from 45 to 60 feet per mile—the latter being a mile and three quarters in length at the head of the deep valley. This is the steepest ascent on the northern side of the Ardois, and will govern the weight of the loads passing towards Halifax. It is desirable that this grade be reduced, and it is possible that a line might be carried along the sides of the hills on the western side of the valley, so as to make a uniform grade over the whole section—and the practicability of such a grade should be tested before locating the line. It would probably, however, add more to the expense than the benefit would repay. The equalized grade would be about 50 feet per mile, and the addition of useful power about ten per cent.

From

From Canova's Point to Dymock's Mill, one mile and a quarter, the valley is open, and the grades averaging about 28 feet per mile. Dymock's Mill is virtually on the top of the Mountain, the rise thence to the highest ground being too trifling to require particular notice; above this place also the appearance of a valley is no longer seen, and the stream, now an insignificant brook, flows between banks but a few feet higher than its bed.

From Dymock's Mill it is one mile and three quarters to Coxcomb Lake, a sheet of water one mile and three quarters in length. The line follows its Western side, and will require some heavy embankments in coves of the lake.

The Eastern side, besides being out of the alignment, is impracticable.

From Coxcomb Lake to the summit of ground, is for half a mile a rocky ridge, dividing the waters of the Meander from those of the Sackville River. A cut of 12 feet in this ridge will reduce the rise from the Lake to 18 feet per mile. This point is twenty-one (20) miles and three quarters from Windsor, and 464 feet above high tide water in Bedford Basin.

Immediately on the South side of this ridge, the Sackville River takes its rise in an extensive range of flat, boggy ground; at about 2 miles it begins to assume the appearance of a valley, but broad, and admitting of curvations of three to six thousand feet radius, and grades varying between the level and thirty feet per mile to Lewis' Mill, about a mile westwardly of the "half way house," on the Windsor Road. This section, seven miles, is the easiest on the route.

At Lewis' Mill commences a great fall of the valley, near three miles to McCabe's Lake, the first mile and a quarter at 59 feet per mile, and the remainder varying from ten to forty-five feet per mile; the curvatures easy; then we have two miles and a quarter along McCabe's and Webber's Lakes level, with the exception of about a quarter of a mile between the Lakes, which descends at 40 feet per mile.

At Webber's Lake commences a rapid descent towards Sackville, averaging 76 feet per mile, for two miles and a quarter. This section will require some heavy works, and will be the most expensive in the line.

It is very desirable that this grade be reduced to the same descent as the maximum on the Northern side of the mountain—60 feet per mile. There is a probability that this may be done by carrying a line along the Eastern side of the valley, crossing the stream at the Thirty-seven Mile mark upon a high viaduct, and coming out to the present line about half a mile above Sackville Bridge.—No surveys have been made with reference to this object, but this ground ought to be carefully examined.

From the foot of this grade to Sackville, the bottom of the valley is open, and offers no obstacle to be particularly noticed.

From Sackville to Halifax the line follows the edge of Bedford Basin, cutting occasionally across the small coves. This section has not been found so expensive as it was anticipated. The formation of the coast is such as to admit of a line nearly along the margin of the water, at curvatures which are not greater than are considered admissible on most of the American Roads.

GRADES.—With respect to the grades of this road, a glance at the section will show that it cannot be compared with roads in more level countries. It has been found, however, that steepness of grade has not effected the cost of transportation to so great a degree as was formerly supposed. It is the mere running expense of the locomotive only that is increased by the increase of grade, and this bears but a small proportion to the whole. By adapting the weight of engine to the gradients, nearly the whole increase of expense will be in increased quantity of fuel. This, in the Massachusetts roads, ranges between one fourth and one fifth of the whole working expense.

It appears from a careful perusal of the various reports, that the cost of transportation is governed more by other circumstances than by the mere state of the gradients. That this is the case will appear from the following statement of the cost per ton per mile for transportation of freight, extracted from the first Annual Report from the Baltimore and Ohio Rail Road :

Name of Road.	Steepest Grades.	Cost per Ton per mile.	Pass'grs. per mile.
		Cents.	Cents.
Boston and Lowell	10 feet per mile.	1.538	1.450
Boston and Providence	37½ "	2.181	1.529
Boston and Worcester	30 "	1.728	1.284
Eastern Railroad	40 "	2.644	.833
Western Railroad	83 "	1.334	1.419
Georgia Railroad	—	1.670	2.050
Baltimore and Ohio	60 "	1.652	.922

Here we see that the cost on the Western Railroad, with its heavy grades, and which surmounts a ridge of country nearly 1450 feet high, is less than in Boston and Lowell, which is nearly level. I am not in possession of sufficient data to be able to point out fully the reason of this—neither would this be a proper place to go into an investigation of the subject, but the fact that freight is carried on the Western at the above rates, on grades of 78 feet, may satisfy us that such grades are not very exceptionable. No. 1 is a section of the Western Road, and of the Halifax and Windsor Road on the same scale with the heights and grades marked upon them, and by which a comparison may be instituted.

Curvations.—The curves in this line are numerous, but not so abrupt as, from the nature of the country, was to be apprehended. The shortest curvation is at Cunovan's Point—the radius 300 feet, and passenger trains will have to slacken speed in passing over it, but as it is nearly on a level this can be easily done.—There are several curves from one thousand to fifteen hundred feet radius, but they are all of them on a level, except one of fifteen hundred feet near Dymock's Mill. The curves on the steep grades have radii of three to six thousand feet, and will admit of rapid motion upon them, nearly as well as a straight line. That such curves as occur in the Halifax and Windsor route are not impracticable will appear from this, that out of about twenty roads in Massachusetts eleven have curves whose radii are occasionally from five to eleven hundred feet, although such small radii are considered objectionable, except near stopping places, where the speed would not be great.

On the Halifax and Windsor route, although the table of curvations exhibit a great length of curved route, all the larger curves may be considered as virtually straight lines. On the Boston and Worcester Railroad there is a curve of about 2200 feet radius, which is passed daily by trains running between twenty and thirty miles an hour with perfect safety, and without slackening speed.

Mode of performing the work.—As respects the ultimate completion, this question is easily answered: there is no doubt that it should be governed by the same rules as govern road-making of any other kind—making due allowance for difference of use. If we put a few inches of gravel or broken stones upon the ground, it will answer very well for common carriages, but if we want a road to bear the action of carriages of 20 tons weight, moving at great velocity, we must have a road of strength proportionate to the stress. Another subject to be attended

tended to in those northern latitudes, is the liability to heave with the frost. In the first American roads those matters are not sufficiently attended to: experience, however, has shown that a perfect foundation is absolutely necessary, but the most proper time for establishing this must depend upon the command which may be had of materials in any given locality. The more common plan, after establishing a good drainage, is to dig out a trench of a proper width for a roadway, and fill up with stone or gravel. This trench should go below the heaving action of the frost. This foundation requires a good deal of attention to keep the supports of the rails at a proper height. Whether the expense of this attention exceed or fall short of the interest of the sum required for a more permanent structure, is uncertain; it must depend mainly on the means of obtaining the proper materials in any locality.

The Romans, in their road-making, built a *rock* of concrete and flags in alternate layers, and their roads have proved indestructible. Possibly the expense may be too great for imitation, but the line from Halifax to Windsor offers a fair field for the experiment—the materials are immediately on the spot. The estimates, however, are predicated upon the usual plan, leaving the consideration of the more perfect plan to some future time.

Superstructure.—This includes the rails and their immediate supports. The whole history of Railroads, so far as this subject is concerned, is to be considered in some measure as a series of experiments.

On the first English Roads, Iron rails were fastened upon square stone blocks imbedded in gravel; on some of the more modern roads longitudinal timbers have been substituted. On the American roads a great variety of plans have been tried and abandoned, but that which is generally acted upon at the North, is the use of the H rail, about 56 pounds per yard, laid upon cross pieces of timber imbedded in the surface of the road at from $2\frac{1}{2}$ to 3 feet from centre to centre. This keeps the road effectually in gauge, although the cross sleepers require, as already observed, frequent re-adjustment in height.

The first rails upon the H plan were about 40 pounds per yard, but were found too light, and were replaced with the rails of 56 to 60 lbs. On all the roads in Massachusetts, eighteen in number, the returns of which were made to the Legislature in 1847, thirteen had rails of 56 pounds per yard, and the remaining five ranged from 54 to 64, except the "Western," on a part of which they ranged as high as 70 lbs. We may therefore take 56 lbs. as the weight that has been generally settled upon in Massachusetts, after an experience of 15 years. I have not been able to learn whether they have tried the continuous bearings similar to the Great Western and other roads of the kind in England. It would be proper, before determining upon any definite plan for Nova Scotia, to ascertain the effect of both descriptions of roads.

WEIGHT OF ENGINE.—Closely connected with the weight of rail, is the weight of engine, or rather they are correlatives, the weight of engine being that which governs the weight of rail. On the earlier roads the engines were light, generally about 8 tons—never exceeding 10 tons. These engines answered pretty well under ordinary circumstances, but occasionally contingences arose in which the want of greater power was much felt. Gradually the engines have been enlarged, until at the present day they range ordinarily from 12 to 23 tons. The advantages of heavy engines are said to be—

1st. That while they cost no more for train hands, they take, under ordinary circumstances, heavier loads, and in emergencies, such as snow, frost, &c., on the rails, are still equal to the business required.

2nd. That the fuel required to draw a light load with a heavy engine is but a little

little greater than that required to draw the same load with a light engine—the difference being only that required to move the extra weight of the engine and tender.

3rd. That the parts of a heavy engine being more massive, and being but seldom drawn upon to their full strength, are not so liable to get out of order, and therefore they cost less for repairs.

4th. That with light engines going fully loaded, whenever any emergency happens, the only remedy is to put on more engines, the hands of which must be kept in pay whether there is work for them or not; whereas, with heavy engines going ordinarily lightly loaded, there is always a surplus power immediately at command by merely applying a little fuel.

The disadvantages are that the first cost is somewhat greater, and they require heavier rails. The question is merely one of economy, and it has been settled by an experience of fifteen years in favor of heavy engines.

CONDUCTING OF THE WORK.—I would recommend that the work be divided into yearly sections. The first section may extend from Beddoes road to Sackville—fifteen and a half miles. It is estimated at forty-one thousand pounds for grading, and thirty-one thousand pounds for superstructure—making seventy-two thousand pounds in the whole. This will require for grading about one hundred and sixty-four thousand days' work of men and horses; and, allowing two hundred and seventy working days in a year, the number of men and horses required will be about six hundred—say five hundred and fifty men and fifty horses, or, which is equivalent, one hundred and sixty men throughout the year, and twelve hundred men for four months in winter. It will also require about one hundred and seventy men during the summer, to lay the superstructure. This section may be finished in November, 1850, and would be immediately used for bringing ship timber and various kinds of lumber and timber to Sackville, and would also be useful in the transportation of materials for the remainder of the road.

The next section might run from Beddoes Road to Newport Road, sixteen and a half miles. The estimate for grading is about sixty thousand pounds, to which, add thirty-three thousand pounds for superstructure, gives ninety-three thousand pounds. The grading will require two hundred and fifty thousand days' work, which, at the same proportion for their winter and summer labour, will require two hundred and forty men throughout the year, and eighteen hundred men extra in the four winter months, with a proportionate number of horses—also, about one hundred and eighty men in the summer, for laying the superstructure, which would be completed in autumn of 1851. This would let in ship timber and lumber from both sides of the Ardoise Hill, and probably lime, plaister, hay, and farm produce from Newport and Rawdon.

The third section may reach from Newport Road to Windsor, and from Sackville to Halifax. The grading and bridging will come to about fifty thousand pounds, which, at the same calculation as above, will require two hundred thousand days' work of men and horses; but as this work will be in exposed situations, we may suppose it pretty evenly spread over the year. This section including the superstructure, will require about eight hundred men and a proportionate number of horses. In the spring of 1852 the part from Newport Road to the St. Croix may be finished.

By following this course there would be six months for preliminaries and surveys, and three years for building the road. This is as short a time as the work can possibly be done in without great injury to other interests, and most probably to that of stockholders themselves.

In the building of all the American Railroads which I have been able to get an account of, a considerable time has been consumed.

For the Boston and Lowell Railroad the Act of incorporation was passed in June, 1830. The construction commenced in 1831, and the Road was opened in the spring of 1836, making altogether between five and six years. The length of the Road twenty-five miles.

The Boston and Providence Railroad received its charter in June, 1831, and the surveys were commenced in July of the same year. In December, 1832, the work was commenced. In June, 1834, twelve miles were opened, and in June, 1835, the Road was opened throughout—making four years in the whole. The length of the Road is forty-seven miles.

For the Boston and Worcester Railroad, the first surveys were made in the summer of 1831. In April, 1833, the grading was going on in several places and nine miles opened; and the whole was opened about the end of 1835, being about four years and a half. The length of the Road forty-four and a half miles.

The Western Railroad is a continuation of the Boston and Worcester Railroad to Albany, about one hundred and fifty-six miles. It was intended to draw a part of the trade of the West through Boston: had a loan of four millions of dollars from the State and one million from the Corporation of Albany, and was besides pushed forward by the wealthy capitalists of Boston. There was therefore no want of funds. The Company for constructing this Road, was formed in 1835, in 1839 it had been carried to Connecticut River—about fifty-four miles—and it was finished in the autumn of 1842, about seven years from the commencement of the survey.

The Boston and Maine Railroad, seventy-three miles, was eight years. The Eastern, forty-one miles, five years. And the Nashua and Lowell, fourteen miles, four years in building. The time required for constructing these roads shows that three years is the very least that ought to be applied in the construction of the Halifax and Windsor Road. Indeed, it is probable that four or even five years will prove more in accordance with the supply of labour that can be spared from other avocations. By taking a considerable time in the construction of the Road, it can be easily done by the means already existing in the country, and without abstracting the labour from other interests. There is a large body of labouring men out of employment from the middle of October to the middle of April each year. At the very least, one third of the men and horses in the agricultural districts, might, during three months, be employed on roads, without diminishing the necessary labour upon the farms; and there is no doubt that a large portion of this class of persons would readily accept of employment on the Railroad; and probably a considerable quantity of the stock might be disposed of in this way. There is another reason in favour of winter work that does not usually apply to Railroads. On this Road there is about one hundred and sixty thousand cubic yards of rock excavation at an estimated cost of upwards of sixty thousand pounds. Common labourers are not efficient at this kind of work, but the plaister quarry men are good miners, and in winter are mostly out of employment. In the County of Hants is a large body of men who either follow the business of quarrying plaister at present, or have been accustomed to it at some former time. If this rock cutting is confided to the summer, it must be done at such a price as will induce these men to leave their quarries and farms, or at an expense equally great by laborers unaccustomed to the work. Whereas, in winter the price would come nearly to the level of that of other work. That this work can be done in the dead seasons of the year, is certain—experiments have been made in this Province on a small scale, which prove it. In such reports as I have

have been able to procure, respecting the Massachusetts Roads, there is no intimation of the work being stopped by the winter. Just now, large quantities of earth are being removed into Boston, for filling up low ground; and in Vermont, a colder country than Nova Scotia, there were a great number of men employed upon Railroads last winter, and I believe they are at work this winter—though of this I have not positive information.

This may serve partly to explain the fact of the rapid increase of Railroads in Massachusetts. That State containing about eight hundred thousand inhabitants, had from 1830 to 1848, expended in the construction of Railroads about thirty-five millions of dollars, and this immense amount of labour has been paid for without foreign assistance, and without neglecting any other interests. But great as it is in the aggregate, when spread over eighteen years, and divided among the population it appears a very light burden. Massachusetts is as poor, if not a poorer territory than Nova Scotia, but by judicious combination the inhabitants have done more than those of any other State in the Union. That they have derived great benefits from their Railroads, may be inferred from the fact that these works are steadily upon the increase. In 1846 the State Legislature chartered eighteen; in 1847, sixteen; and in 1848 nineteen Railroads and Branches, with an aggregate capital of fourteen millions and a half of dollars, and this in addition to eight hundred and eighty miles of Railroad already made. When this is compared with the tardy rate at which Railroads advanced from 1830 to 1840, it shows not only an increased confidence in the value of them but in the available resources of the country.

Summary of Curves and Straight Lines.

Number of Curves.	Length of Curve of same Deflection in miles.	Radii in feet.	Deflection in Degrees.	Total Deflection in Degrees.
1	.3375	800	127.63	
1	.2687	1,000	81.38	
1	.2375	1,250	57.45	
7	2.2187	1,500	441.7	
2	.8250	1,600	156.	
5	2.4375	2,000	368.7	
9	3.6562	2,500	431.	
8	5.6814	3,000	573.5	
5	2.3187	3,500	200.	
4	2.6937	4,000	203.74	
3	1.3375	4,500	90.	
5	2.9875	5,000	180.75	
14	6.0250	5,500	331.33	
3	.7750	6,000	29.	3281.65
68	31.7999 Curved Line.			
	14.9875 Straight Line.			
	46.7884 Total.			

Table of Grades.

Distance.	Inclination per mile.	Ascent.	Descent.	Total Ascent and Descent.
Miles.	Feet.	Feet.	Feet.	Feet.
17.825	Level.		18.30	21.30
3.195	0 to 10	3.00	15.95	55.12
4.337	10 to 15	39.17	43.55	67.50
3.575	15 to 20	23.95	62.60	145.10
3.600	20 to 30	82.50	52.28	105.73
2.975	30 to 40	53.45	19.40	85.66
1.980	40 to 50	66.26	90.93	301.85
5.200	50 to 61	210.92	164.25	164.25
2.100	61 to 85			
46.787		479.25	467.26	946.51

ESTIMATE.

Road Bed.

Embankment, 1,047,500 yards at an average of 1s. 3 ¹ / ₂ d.	£67581	2	0	
Rock Excavation, 140,000 yards, average 7s.	61195	0	0	
Dry Masonry, for Bridges and Culverts, 28,800 yards,	10566	16	0	
Protection Walls, Dry Masonry, 15,000 yards,	3390	0	0	
Superstructure of Bridges over Roads and small Rivers,	4942	5	0	
Catch Drains,	254	17	0	
				£147930 0 0
St. Croix and River Hebert Bridges,	£5000	0	0	
Draw Bridges at Winkworth Creek and Nine Mile House	900	0	0	
Cob-work in Coxcomb Lake,	4000	0	0	
Alteration of Main Road in various places,	600	0	0	
Fencing,	3380	0	0	
				16880 0 0

Superstructure.

Iron Rails, 88 tons (55 lb. per yard) delivered in Halifax at £13 15s.	£1210	0	0	
600 Cast Iron Chains (15 lb.)	60	0	0	
10,000 Spikes, 1/2 lb. each 3d.	62	10	0	
Freight of Iron to the Road,	120	0	0	
2,100 Kyanized Sleepers of Spruce or Hemlock at 1s. 3d.	131	5	0	
Ballasting the Track at 20s. per rod,	320	0	0	
Laying, say,	96	5	0	
				£2000 0 0
For one mile,				100000 0 0
For 50 miles, including turnouts,				

Estimate for Road Furniture furnished by Mr. Chesbrough :

Engines and Cars.

8 Locomotives at £1,875,	£15000	0	0
8 First Class Passenger Cars, at £500,	4000	0	0
2 Second do. do. at £312 10s.	625	0	0
48 Freight Cars at £168 15s.	8100	0	0
20 Gravel do., at £66 15s.	1325	0	0
4 Snow Ploughs, at £125	500	0	0
5 Hand Cars, with tools for Road repairs, at £90	450	0	0
			30000 0 0

Depots and other Fixtures.

1 Passenger House at Halifax,	750	0	0
1 Freight do. do.	1250	0	0
1 Car do. do.	375	0	0
1 Engine do., including Repair Shop and tools,	1125	0	0
2 Wood Sheds, do.	125	0	0
1 Turn Table, do.	375	0	0
2 Tanks, do.	250	0	0
			4250 0 0
Same as above, at Windsor, except Repair Shop,			3625 0 0
3 Passenger and Freight Houses at Way Stations	£1500	0	0
3 Wood Sheds at do.	250	0	0
1 Tank and Boiler at Middle Station,	300	0	0
4 Small intermediate Stations,	325	0	0
			2375 0 0
			£40250 0 0

Summary.

Grading,	£147030	0	0
Bridges, &c.	16880	0	0
Superstructure,	100000	0	0
Road Furniture,	40250	0	0
Land Damages, suppose	500	0	0
Engineering, Management, and Contingencies,	20000	0	0
Total,	£330060	0	0

The above estimate is made upon the supposition of a rise of labourers' wages to the amount of nearly twenty per cent. Whether any such rise will take place, will depend much upon the manner in which the work will be conducted. If the price of labour should remain as it is at present the estimate may be reduced on this account by about £30,000.

The Bridges are calculated to be of the best timber, kyanized and secured from the weather. They may be built equally strong in the common way for two thirds of the estimate, but would be more exposed to accidents from fire, and not half so durable. There is also an objection to frequent renewals on a Railroad, on account of the interruption to the business.

The St. Croix and River Hebert Bridges are calculated for stone piers and abutments, with superstructures protected from the weather. They may be built with

with wooden abutments, and strong rough superstructures, for about two thirds of this estimate.

The Bridge and Road masonry may be omitted to the amount of one half the estimate, and wood substituted. The masonry may be built up before the decay of the wood—say, within ten years. This would not interfere with the working of the Road.

Several of the high embankments may have bridges or trestle work of timber substituted, and be filled with earth at leisure. The objection to this is the exposure to fire, and the inconvenience in case of an accident, which would render it necessary to take a car out of the train.

The amount of these savings would be :

On the small bridges, &c,	£1700
St. Croix and River Hebert Bridges,	3000
Masonry,	5000
Embankments,	7300
	<hr/>
	£17,000

These reductions are to be considered merely as a temporary expedient to get the Road in working condition under a temporary want of funds. On the earlier American Roads the practice of making temporary work was carried to a great length, but it was found inconvenient, as well as expensive, in the end, and the more common feeling at present is, if possible, to make a permanent structure at the first.

The measurements upon which the estimate is founded are of course to be taken only as an approximation to the truth, but the calculations are so made that on the final location of the line I do not think the quantities estimated upon need be exceeded, except in the case of the alteration of line proposed in the Sackville valley, which, if adopted, would require a new survey.

SOURCES OF INCOME.

Present Travel and Traffic.

By Mr. Sentell's returns of Traffic and Travelling, taken at the Nine Mile House, the number of Passengers going into Halifax were, for nine and a half months :

In Carriages,	11,072
Horsemen,	469
In Coaches,	2,245
Foot Passengers,	1,337
With Waggons,	4,328

The first item of the above probably includes the small market waggons, one-fifth of which may be considered as from the Eastern roads. The second, third, and fourth items may be considered as nearly all belonging to the Western road. The last may be considered as superseded by the freighting department of the Railroad.

We have then for passages

First item, four-fifths of 11,072,	8,872
Second,	469

Third

Third,	2,245
Fourth,	1,377
	<hr/>
Add the proportion for 2½ months,	12,963
	3,411
	<hr/>
Same out of Halifax,	16,374
	16,374
	<hr/>
	32,748

By the same returns the Freight was, from Halifax :

	TONS.
Merchandise,	1258
Flour,	550
Fish,	30
Luggage,	16
Miscellaneous,	100
	<hr/>
	1954

Towards Halifax :

Hay,	1438
Meat,	1031
Apples, Potatoes, Vegetables, } Oats, Barrels, Timber, &c. }	1000
	<hr/>
	3469
	<hr/>
Add the proportion for 2½ months,	5423
	1427
	<hr/>
Gives for the year,	6850

The heavy Eastern freights pass nearly all by Dartmouth—a reduction of five hundred tons will probably be quite sufficient to make for that part of the traffic, leaving for Western freight 6350 tons.

The returns of Cattle give 3128 oxen and cows, and 7468 sheep in the nine and a half months, from the first of June to the middle of February. The number of cattle during the remaining two and a half months cannot be taken proportional to the time, probably five hundred will be a fair allowance, making 3628. Suppose the cattle from the Eastward be nearly or about one-half of the whole number, we may, without much danger of error, allow for the Western Road 2000 head. The number of sheep will be augmented very little in the Spring months, and making due allowance for those driven from the Eastward, we may suppose the number coming from the Westward about 4000.

Summing up these items, we get—

32,748 passengers, at 5s.	£8187	0	0
6,850 tons freight, at 15s.	5137	10	0
2,000 cattle, at 5s.	500	0	0
4,000 sheep, at 9d.	150	0	0
	<hr/>		
	£13974	10	0

This is the amount derivable from the present traffic. It remains now to examine into the probable income that will be created by the road itself.

Way

Way Travelling.—This is a head of income very difficult to judge of. It must always depend on the amount of population along the line. In nearly every instance on Railroads in the Northern States, it has greatly exceeded the anticipations of the projectors. In the official reports of the Massachusetts Railroad Directors to the Legislature, the numbers of the way passengers are not separately given, but by dividing the number of passengers carried one mile by the length of the road, we get the equivalent number of through passages, which, compared with the number of passengers actually carried, gives a tolerable idea of the way travelling. In 1847 the actual number carried compared with the number of passages that the aggregate miles travelled were equal to, were on the following roads :—

	Actual Passengers.	Equivalent through Passages.
Boston and Maine,	728,307	172,600
Boston and Providence,	487,478	175,525
Boston and Worcester,	598,305	321,793
Western,	388,111	114,530
Connecticut River,	237,215	65,554
Eastern,	892,896	33,570
Fall River,	173,134	77,000
Fitchburg,	494,035	160,000
New Bedford and Taunton,	97,936	81,380

As the average distance of the way passages is not given, they cannot be separated from the through passages on the above Roads, but it may fairly be inferred that they amount to a very large proportion of the whole number. We cannot compare some of these roads with the Halifax and Windsor, because of dissimilarity of circumstances ; but there are others that can be so compared. The New Bedford and Taunton, for instance, is only twenty miles in length, running through a sparsely settled country, and there the way travelling is about two-sevenths of the whole. The Boston and Worcester is forty miles in length, and runs through a country indifferently settled. It is the thoroughfare for business travellers from the West, and making due allowance for this class, who are always through passengers, and comparing the remainder, at least three fourths of the local passages must be way travel.

But, perhaps, as good a way as any to examine this question is to compare the number of passages and the money paid for them with the whole population. In 1847 the population of the State was about 830,000, and the number of passages on all the Railroads five million two hundred and fifty-five thousand six hundred and ninety, giving an average of six and one-third passages for each individual. In the same year the money paid for passages amounted to two million seven hundred and twenty thousand one hundred and thirty-six dollars, being an average of three dollars and twenty-eight cents for each individual.

No doubt a small part of this travel is by business people from other States, but on the other hand there are large portions of the State without the benefit of Railroads.

It is evident, from the fifty new Railroads and Branches which have been chartered in the last three years, that the people in the State do not think themselves as yet fully accommodated.

Mr. Jervis, Chief Engineer of the Hudson River Railroad in his Report of June last, after giving the statistics of the Massachusetts Roads, says—"It may be enquired what is the cause of this extraordinary amount of travelling. Probably the active habits of intercourse among these people. But what has caused this

this habit? It does not appear to have existed to any considerable degree prior to the construction of these Railroads. When the Worcester, Lowell, and Providence Railroads, (three of those in the table) were projected or in course of construction, the friends and promoters of those roads, after carefully investigating the subject of travelling at that time, and after making allowance for the probable increase that would be realized by opening these new facilities for the public accommodation, estimated the annual number of passengers that would be carried on the three Roads, at one hundred and forty-one thousand four hundred and forty, which is less than *one-eleventh* of the number actually carried the past year. The actual number carried before the Railroads were constructed, could not have been more than one-twentieth of the number in the table. The travelling habit has therefore been substantially created by the facilities the Railroads have afforded.

“ In 1839, a Committee of the Massachusetts Legislature having the subject of Railroads under consideration, remark—‘ On every Railway yet opened the actual transportation has far exceeded the recorded estimates formed on that existing in any period previous to their construction, and has been constantly increasing.’ ”

That Mr. Jervis is right in his opinion that the travelling habit has been created by the Railroads, will appear by appendix A, which shows that the increase of travelling has been immeasurably beyond the increase of population, but even on the Roads which have been a considerable time in use, and on which it might be supposed the travelling had become uniform, there is still an increase. By comparing the number of passages in 1846 and 1847, the increase of the following Roads was as under :—

	Time in use up to 1846.	Increase per cent.
Boston and Lowell,	10 years.	5
Boston and Providence,	12	2½
Boston and Worcester,	12	27
Western,	6	46
Eastern,	7	13½
New Bedford and Taunton,	7	4
Nashua and Lowell,	7	17½
Boston and Maine,	4	58
Old Colony,	1	83

Here it may be remarked that the first two Roads on the table are nearly stationary. The first is a short Road near Boston, and the second depends in a measure upon the New York travelling; but when we come to the Worcester, we observe, in the twelfth year of its existence, an increase of 27 per cent. The Western Road is the avenue of communication between Boston and the West, and crosses a good deal of barren and mountainous country. It might be supposed that the business travel upon that Road would increase but little after the third or fourth year, and yet, in the seventh year of its existence, the number of passages increased no less than 46 per cent. Similar observations will apply to the Eastern, and Boston and Maine Roads. These are rival Lines, running from Boston towards Maine, and taking, in their way, a number of small towns and villages. The former of these, in its eighth year, has increased thirteen and a half per cent., and the latter, in its fifth year, fifty-eight per cent.

Nothing can show more plainly than these examples the gradual formation of new social habits among the people by the influence of Railroads. It is not difficult to account for this: when the roads are rough, and with the common conveyances people do not ordinarily move to any considerable distance without some imperious

imperious necessity, and the social intercourse of family with family is confined within narrow limits. But give them a Railroad by which, at a trivial expense, they can travel at a rapid rate, in a moving palace, protected from the weather, and warmed in winter, and it may be easily conceived that the circle of friendly intercourse will increase in proportion to the means of gratification; one evidence of this is the great number of females that travel on the American roads. Of the influence of Railroads in creating travelling, we have an example at Pictou.—The distance from the Albion Mines to New Glasgow is less than three miles, and yet almost every coal train carries a greater or less number of passengers. Nobody seems to think of walking, who can get along with the train. It is not impossible that the passages in these trains bear quite as great a ratio to the population as in any part of New England.

In applying the foregoing facts and reasonings to the Halifax and Windsor line, there is one circumstance that it would be unfair to omit noticing. The population is principally concentrated at or near the extremities of the line, the intermediate country not admitting of a dense population, still a very considerable amount of way travelling may be expected. Sackville will undoubtedly grow into a respectable village; the valley of the Sackville River contains a strip of very good land throughout nearly the whole length that will speedily be filled up with inhabitants; and the Ardoise Hill contains a great deal of good land, that would soon be occupied. All these people would depend immediately upon the road, not only for their intercourse with the capital and with Windsor, but with each other. When we go to the northward of Ardoise Hill we find a considerable population, which would, in all probability, under the influence of a Railroad, be trebled in density in a few years. The valley of the Meander would become thickly settled, and villages would also grow up at Newport Road, and probably at Mantua. Taking the population at Windsor and Falmouth, at two thousand, and the population East of the St. Croix at two thousand more, and allowing them to contribute at the same rate per head as in Massachusetts, the income from the way passengers in this quarter would be three thousand pounds per year. But it is not to be supposed that the road, if carried to Windsor, will stop there. It is only twenty-five miles further to Cornwallis, and its course would be through the midst of a wealthy population of eminently social habits, and the intercourse that would grow up between the settlements in Hants and Kings, may be expected to be very great. There would be at least ten thousand people within the immediate influence of the Railroad.

We may form some opinion as to the amount of this intercourse from the following account of passages over the Avon Bridge, at Windsor, in the year ending December 1st, 1845, which is taken from the toll keeper's return:

22,865	Persons,		
6,008	Single Horse Conveyances,		
679	Two	“	“
477	Three	“	“
346	Four	“	“
1,198	Head of Cattle.		
401	Sheep and Calves.		

It is proper to remark that there is another Bridge about five miles further up the River, which is not subject to toll, and over which there is a large amount of travel. The first two items of the above return manifestly consist mainly of the intercourse between the townships on either side of the Avon River, and by supposing it to increase in the ratio which has been usual in Massachusetts, four

to ten fold, it would of itself make a very fair item of income. Were a Railroad made from Windsor to Kentville, it is probable that the local business and travel would support it.

This, though not bearing immediately and fully upon the question of traffic and travelling on the Halifax and Windsor Road, seems yet a fair subject of collateral enquiry, on account of its prospective effects upon the income of this road. There would be then a direct intercourse by Rail between the capital and the most fertile and wealthy townships of the interior, and the increase of travel to and from the capital, and which would contribute to the income of the latter road, would undoubtedly be very great. The further increase of travel that may be calculated upon with considerable confidence, is as follows: The first effect of a Railroad would be to create ship-building establishments at Sackville, as well as a village of wealthy persons, who would retire from the City. Suppose one hundred and fifty families drawn to Sackville, and the valley of Sackville River, from various causes, their passages and freightage will be probably One Thousand Pounds. For the inhabitants along the Basin, and at Hammond Plains, we may put down at One Hundred Pounds. Passengers from the City for pleasure will constitute a large item. Great numbers of persons now make excursions to Sackville at seven shillings and six-pence to ten shillings a piece. If the cost was reduced to one third of the sum, and the comfort at the same time increased by the accommodation of a Railroad train, there is reason to believe that travelling of this description would increase ten-fold. Besides near two hundred persons go weekly to Sackville in the Steamer, during the Summer, the whole of which would go by the Road. If we put this item at Five Thousand Pounds, it will not be likely to prove an over estimate. It will only average about five shillings a-piece on all the inhabitants of the city, whereas the statistics of the Massachusetts roads show that the payments of people for railroad travelling, is above three dollars a piece for the average of the whole State. At this rate, the proportion of Halifax would be Fifteen Thousand Pounds. There is another source for travelling that we have yet to consider. The North side of Minas Basin, comprising Londonderry and Parrsboro', with the settlement on the Macan River and Amherst, have but little intercourse with Halifax, on account of distance and other difficulties. If by a proper establishment of water craft, by steam or otherwise, these people could be accommodated with passages to Halifax from the shore of the Basin, at a low rate, a large intercourse might soon be established. From Amherst to Parrsboro', the distance is thirty-nine miles over a good level road, and this road running along the valley of the Macan, passes through a flourishing settlement nearly its whole length. The distance from Parrsboro' to Windsor is thirty miles, about three hours for an ordinary steamer—thence to Halifax by rail two hours a half. If this distance can be run over for two or two and a half dollars, a considerable accession of travelling and business may be anticipated. Income from this source is uncertain, but suppose to begin with £200.

Summing up these we get, for passages between Ardoise Hill and Newport on the one side, and Windsor and Falmouth on the other,	£3000
Sackville and the Vale of Sackville River,	1000
Pleasure travelling from the City,	5000
From the North side of the Basin of Minas,	200
	—
	£9200

There remains yet to be considered the probable income from sources of traffic not open by the present mode of conveyance.

A glance at a map will show that a Railroad between Halifax and Windsor is as it were a canal to unite the Bay of Fundy with the Atlantic, admitting of as cheap a transit and open in all seasons of the year. Whatever additional traffic may be thereby created will go to swell the income of the Road. These additional sources may be nearly as follows :

Potatoes.—The freight of Potatoes from the Basin of Minas to Halifax is six-pence per bushel, and the insurance and deterioration on board the vessel not less than one shilling more, making the expense to Halifax one shilling and six-pence per bushel. Were the Railroad completed a class of small traders would spring up, who would bring them to Windsor in large boats, and put them upon the Road, for about two-pence per bushel, and three-pence more would pay freight to Halifax, making with other charges about eight-pence. This would bring all the roots, apples, &c., from Hants and King's and part of Colchester, by the Railroad, and would give those Counties nearly a monopoly of the supply. If we estimate the supply of root crops, apples, &c., at one hundred and twenty thousand bushels, the weight at forty bushels per ton, will be four thousand tons, which at ten shillings—£2000.

Cider.—The freight and insurance by sea from Cornwallis and Horton is about three shillings per barrel, allowing eight barrels to the ton, and nine-pence per barrel for freight in boats to Windsor; the freight thence to Halifax would be one shilling and seven-pence, making in the whole two shillings and four-pence per barrel. This would bring all the articles of this nature upon the Road. Suppose one thousand barrels equal to one hundred and twenty-five tons—£78.

Fish.—All around the Basin of Minas may be caught large quantities of the Digby Herrings. They were currently sold in the summer of 1846 in Londonderry for one shilling per bushel. A few are now smoked and exported, but were a cheap communication opened with Halifax this business would doubtless become considerable. It is impossible to estimate the amount of income from it to the Road—but suppose for Fish and returns, travelling in connection therewith, &c. about £100. Besides this, the Shad from the Basin of Minas, being a fish much prized, would probably (a large portion of them) be brought to Halifax; also, a great quantity of fresh fish of other kinds would be carried from Halifax to the country. Freight from these sources say, £100.

Ship-Building at Sackville.—There is a great quantity of good Ship Timber on the Ardoise Mountain, and on the range of Country between the Windsor and Beaver Bank Roads which could be brought to the Road and worked up at Sackville, where there is an excellent site for a Ship-yard, immediately alongside of the Railroad. The freight upon the timber will amount to about five shillings per ton of shipping. Suppose two thousand tons to be built annually, it will give for freight, £500.

Lumbering in Hants and Colchester.—A considerable part of the Lumber that is taken to St. John's from both sides of the Basin of Minas, will be brought to Halifax. The freight of Deals to St. John's is about two pounds per thousand; by Boat to Windsor, and thence by Rail to Halifax, about two pounds ten shillings; but Halifax is the best market, and nearer to England, which would give it a preponderance. A considerable quantity would be required for loading new Ships—suppose five hundred thousand of Deals at thirty-five shillings, £875.

Besides this, it is not unlikely that Halifax may be established as the general shipping port for the Deals made around the Basin of Minas. The freight to Halifax will cost ten shillings per thousand more than to St. John's, but the freight and insurance from Halifax to England would probably be fifteen shillings

less, leaving a small preponderance in favor of the Halifax trade. This trade is too uncertain to calculate much upon at present, but suppose, £500.

Cordwood.—The smaller hardwood trees, and the tops of those used for Ship Timber, would be converted into Cordwood for the Halifax market. Suppose one thousand cords at eight shillings per cord—£400.

Wharf Logs and Timber, from various points on the line between Ardoise Hill and Sackville, not easily estimated. Suppose, £200.

Boards, Scantling, Staves, Hoops, &c. &c. from the borders of Minas Basin, say, £300.

Also, a considerable share, if not the whole, of the traffic between Truro, Onslow, Londonderry, Parrsborough, and even Amherst, with Halifax, will be carried on by water across the Basin to Windsor, and thence to Halifax by the Road. By means of Boats upon the Basin this can be done more cheaply than by the Eastern Road. The freight by land from Truro to Halifax is about two shillings and six-pence per cwt., and from Halifax to Truro about the same, or two pounds ten shillings per ton each way. From the Townships northerly of Truro it is greater. The freight by the Railroad and Boat may be set down at twenty shillings. This saving would determine the greater part of this freight by Windsor. The amount of this cannot be ascertained. Suppose with return freights three thousand tons at fifteen shillings per ton—£2250.

There is a large quantity of goods sent by sea to Cornwallis, Horton, &c. in return vessels—the trade in potatoes, &c. being done by the Road—the goods would be returned by the same—suppose four hundred tons—£300.

Trade of New Brunswick.—It is probable that a considerable quantity of dry goods and fine cutlery for the New Brunswick market, would come to Halifax by the Mail Steamers, and be passed on to New Brunswick by Windsor. The quantity is uncertain. Suppose for freight—£100.

Lime.—The Valley of the Meander abounds in Limestone of excellent quality, as also materials for casks and water power for making them with, and wood for burning the lime. It is probable that the greater part of the supply of Halifax will be derived from this source. Suppose fifteen hundred hogsheads at five shillings per hhd.—£375.

Brick.—Along the valley of the Meander and in the vicinity there is abundance of materials. They can be made at a price that will bear freight to Halifax. Suppose one hundred thousand at twelve and six-pence per thousand—£62 10s.

Plaster of Paris.—The Plaster on the Meander is of the best quality and brings the highest price in the American markets. At present vessels returning to the United States often have to purchase ballast at one shilling and nine-pence to two shillings per ton, and it probably costs them six-pence additional to get rid of it at the next port. Plaster at present prices can be put into cars on the Railroad at two shillings per ton, and allowing six shillings and six-pence per ton for freight it can be shipped in Halifax for eight shillings and six-pence per ton. At this price vessels bound to New York or to the Southward of that port may be expected to make up full cargoes with Plaster. Suppose one thousand tons shipped in this way—£250.

Calcined Plaster.—For making Calcined Plaster the line of Railroad offers greater facilities than any other situation in the Province. Water power for grinding the plaster and making casks, and fuel for calcination is abundant. It is probable there might be a considerable export of it to the West Indies and elsewhere. Freight say—£100.

Flag Stone.—On the Parrsboro' Shore there are to be obtained Flag Stones among the best in the Province. They are a fine grained sand-stone, work freely, and

and stand the weather; they can be quarried and brought by the return Plaster Vessels to Windsor for seven shillings and six-pence per ton—and seven shillings and six-pence more would bring them to Halifax. At this price they would be put to a great variety of uses—Freight, say £100.

One advantage derived to the Road from a traffic in Plaster, Limestone, &c., will be that when the ordinary freight of Country Produce is slack they will keep up the employment, and the profit may consequently be smaller than upon Market Produce.

Collecting these several items we have :

For Freight of Potatoes, &c.,	£2000	0	0
“ Cider,	78	0	0
“ Fish,	200	0	0
“ Ship Building,	500	0	0
“ Deals,	1375	0	0
“ Cord Wood,	400	0	0
“ Wharf Logs, &c.	200	0	0
“ Boards, Scantling, &c.,	300	0	0
“ Traffic with Cobequid Bay,	2250	0	0
“ Return Goods to Cornwallis,	300	0	0
“ Goods to New Brunswick,	100	0	0
“ Lime,	375	0	0
“ Brick,	62	10	0
“ Plaister of Paris,	250	0	0
“ Calcined Plaster,	100	0	0
“ Flag Stones,	100	0	0
	<hr/>		
	£8590	10	0
Add to this Way Passages,	9300	0	0
Income under Sentell's Returns,	13974	0	0
	<hr/>		
	£31865	0	0

All which is respectfully submitted by,

Sir,

Your most obedient Servant,

GEORGE WIGHTMAN.

To the Hon. Joseph Howe, Provincial Secretary, &c. &c.

Halifax, March 10th, 1848.

[D]

West Newton, Mass., February 20th, 1849.

SIR—

After having examined the line surveyed for the proposed Halifax and Windsor Railroad, and the Plans and Estimates of the same, as furnished by Mr. Wightman, who made the Survey, I feel prepared to make the following Report :—

In

In my opinion, the Survey made is sufficient to give a satisfactory knowledge of the general character of the route, and to afford a basis for an approximate estimate of the probable cost of the work. It is not, of course, so satisfactory as a definite location would have been, but this could not have been made for the amount appropriated for the Survey.

The ground selected for the Line, and the Plan proposed, as it regards grades and curves, appear to me to have been judiciously chosen, with very few exceptions. The most important of these is the steep grades between the 34th and 37th miles from Windsor.

Here, I think, by incurring a reasonable additional expense, and selecting rather different ground for the line, a maximum grade of not more than 60 feet per mile, instead of 80 feet might be obtained. A slight improvement might perhaps be made in a similar manner between the 10th and 17th miles from Windsor, and result in diminishing the maximum ascent, going Eastward to 53 feet per mile instead of 60. This might prove to be a matter of considerable importance, as the heavy transportation will probably be in that direction. These changes are partially, if not altogether recommended by Mr. Wightman.

The estimates of cost of the different items which make up the whole work are, so far as I can see, quite liberal. At a few places, upon further investigation, the estimates may be found too low, but should this prove to be the case, which is quite likely at the closing of Coxcomb Lake and over the bogs on Sackville River, the opportunities of altering the line are so good that the estimate need not be exceeded.

The probable nett income to be derived from your Road after its completion—the all-important subject, so far as a remunerating investment of capital in it is concerned—depends upon three elements, viz:—1st. The cost of constructing the Road and furnishing its equipments; 2nd. The amount of Travel and Freight that will pass over it, or, in other words, the gross amount to be derived from passengers and merchandize; 3rd. The cost of working the Road to accommodate this amount of business.

The cost of construction, as will be seen by reference to Mr. Wightman's estimates, will not, I think, exceed £337,500; and should the present low prices of iron rails and labour continue, will, in all probability, not be more than £300,000. But to guard against disappointment in the final result of the enterprise, it would not be safe to assume it at less than the higher sum.

The gross revenue to be derived from the business of the Road must depend upon the travelling and business statistics of the population likely to make use of it. My own knowledge of these is so exceedingly limited that it could be of no value to you whatever; I have, however, for your satisfaction and guidance in making up or adopting an estimate of the probable gross amount of income, annexed to this paper several tabular statements. No 1 shows, as far as it has been in my power, with a good deal of effort, to collect them: the cost of construction, progressive increase of business, original estimates of these items, length, &c. of the principal Roads that have been for any length of time in operation in New England, and of a few in other parts of the United States. These statements show that the universal tendency of Railroads in this country is to increase the travel and transportation of the merchandize of the districts through which they pass. This increase, however, does not always follow the same rate on different Roads; nor does it usually continue long at the same rate on any given Road.

In Massachusetts it has generally been found that the travel along any line of Railroad was in a short time after its completion, treble that of the original estimate, when that estimate was based upon actual and carefully ascertained statistics.

tistics. This is owing to the much greater comfort and economy of time and expense of Railway travelling. Sometimes, however, capitalists have been disappointed, by embracing in their estimates too wide a region on each side of the Road, and then presuming upon a liberal increase.

Railroads not only tend to increase the amount of travel and business of the districts through which they pass, but they increase also the value of property along them, and at their termini. As an illustration see Tabular Statement page 98, Boston Census of 1846, showing the increase in the valuation of property in the City of Boston—could I obtain similar statistics of Worcester, Springfield, Fitchburg, and other towns in Massachusetts they would show similar results. You will perceive from a glance at these Statements, that the original estimate of the cost of construction of several of the Railroads of this country has fallen far below the actual cost. This has not been owing so much to under estimates of particular items, as to unforeseen contingencies; such as changes of plan rendered necessary to accommodate an unexpected amount of business; and improvements found necessary, as the views of projectors and engineers became more enlightened.

There is not now the same necessity nor the same excuse for such wide discrepancies, unless equally wide departures from the present rules which govern the operations of Railroads should hereafter be found necessary. Besides, when Railroads were first introduced into this country, the views of even the best Engineers on this subject were exceedingly crude, and now afford considerable amusement to look back to. You will also perceive that the cost of construction increases on the same Road from year to year, after its first completion and opening for use. This has been owing to causes already mentioned, and to the building of branches the lengths of which are mentioned in the Statements.

With regard to the cost of working the Road, it will depend very much on the amount of business to be done, and the amount of accommodation given to that business; that is, whether you run one or more passenger trains a day, each way, over the Road. Thinking it might be satisfactory as a matter of reference, I have appended to this the Tabular Statement No. 2, showing various items in relation to the cost of working, and rates of charges on several of the most important Railroads in the United States.

It will be seen from this Statement that the cost of different items, varies very much on different Roads. This is owing not so much to a difference in judicious management, as to a difference of circumstances. For instance, the Boston and Lowell Railroad Company expended for each mile run of its engines in 1846, 103.4 cents, while the Western Railroad Company expended but 72 cents. But while the Lowell Railroad is only 25 $\frac{1}{2}$ miles long, the Company is obliged to maintain expensive depot establishments at each terminus, and incur almost as heavy general expenses, as the Western Railroad Company, whose road is 156 miles long.

The cost of operating the Connecticut River Railroad affords perhaps a more satisfactory comparison, for the proposed Halifax and Windsor Railroad, than any other that I know of; although the analogy even here is not complete.

By referring to Tabular Statement No. 3, it will be seen that the cost per train per mile run in 1848 on this road was 53.3 cents. The average cost per train per mile on all the Massachusetts Railroads in 1847 was about 71 cents per mile.

No doubt one passenger train a day, each way, could carry all the persons who might wish to travel between Halifax and Windsor; but they would be far better accommodated by two trains a day, and this would tend greatly to increase the amount of travel: at least, such has been the effect, to a remarkable and unexpected.

pected degree, wherever judiciously tried in this country. Supposing, then, that you will run two passenger and one freight trains daily, each way, over your Road, and that you will not run Sunday trains, the following may be considered a safe estimate of the total cost of working the Road, viz:—3 trains, each way a day, would be 6 trains a day over the whole road; calling the Road 47 miles in length, this would be 282 miles a day: or for 312 days, the total number of 87,984 miles to be run by the engines in a year: 60 cents per train per mile would give as the total cost per annum of working the Road \$52,790.04, or in round numbers £13,200 currency; 60 cents per train per mile run may be considered large when compared with the Connecticut River Railroad—but that is a new road, and has not yet been subject to the deterioration common to older roads; besides, they run a greater number of trains over it without increasing their general expenses, or salaries, and miscellaneous expenses of principal officers. On the other hand, it may seem too small when compared with the average of all the roads in Massachusetts; but fuel costs twice as much here as it does in Nova Scotia, and labour is 33 per cent. dearer here than there.

From the foregoing premises then if there should be business enough to yield a gross annual revenue of £30,000—which, after deducting the cost of working the road (£13,200), would leave a nett income of £16,800; it would afford a return of about 5 per cent. on the estimated cost of the road.

For further and more detailed accounts of the doings and expenditures of the most important Railroads in Massachusetts, I would refer you to the reports of the Directors of the different Companies, made to the Legislature of this State, copies of which reports have been furnished to Mr. Wightman for the years 1840 to 1847 inclusive.

Which is respectfully submitted.

E. S. CHESBROUGH,

Civil Engineer.

Hon. Joseph Howe, Provincial Secretary, Nova Scotia.

TABULAR STATEMENT, No. 2.

(Taken from the 23rd Annual Report of the Directors of the Baltimore and Ohio Railroad Co.)

Comparison of the Cost of Construction and Operation upon seven of the leading Railroads of the United States, prepared from their (most recently) published Annual Reports.

Charge per Passenger Mile	Charge per Ton per Mile	Name of Road.	Len. of Road in miles.	Cost of Road & Equipment.	Cost per mile.	Receipts from Passengers.	Receipts from Tonnage and Mail.	Total Receipts, Rent, &c.	Total Expenses.	Ratio of Expense to Receipt per cent.	Cost per mile run.	Cost per Passenger per mile.	Cost per Ton per Mile.
2.22	3.44	Boston & Lowell,	25 $\frac{1}{2}$	\$ 1,040,418	\$ 75,356	\$ 418,523	\$ 193,836	\$ 384,103	\$ 207,987	54.1	103.4	1.450	1.538
2.65	4.34	Boston & Providence,	41	2,109,445	51,449	88,230	110,882	360,875	169,679	47.1	85.3	1.529	2.180
2.20	3.75	Boston & Worcester,	44 $\frac{1}{2}$	3,485,232	78,319	82,279	260,165	554,712	283,876	51.2	96.2	1.284	1.728
2.46	4.23	Eastern Railroad,	38 $\frac{1}{2}$	2,220,869	58,061	93,310	46,099	371,338	132,556	35.7	52.4	.833	2.644
2.73	2.92	Western Railroad, } (11 months)	156	8,185,788	52,473	00	389,861	459,365	878,417	47.0	72	1.419	1.334
4.37	5.08	Georgia Railroad,	213	3,423,513	16,073	82	124,630	418,605	167,836	40.1	64.8	2.050	1.670
2.77	3.96	Average of the above,	86.4	3,560,877	55,289	08	253,344	494,675	229,102	45.9	79.0	1.427	1.849
3.13	2.56	Balt. & Ohio Railroad	179	8,948,509	49,991	67	403,912	1,101,936	517,341	46.9	65.3	.922	1.652

The expenses of the first six of the above Roads are apportioned, between the Passenger and Freight business, according to the number of miles run with trains of each description.

The statements for the first four Roads are for the year ending January 1st, 1847.

The statements for the Western Railroad are for the 11 months ending December 1st, 1846.

The statements for the Georgia Railroad are for the year ending April 1st, 1847.

The Baltimore and Ohio Railroad is taxed with an expensive horse power establishment, with which the other Roads here, compared with it, are not burdened. Excluding the cost of this establishment, the expense on this Road, per mile run, is but .840 per passenger mile, and 1.525 per ton per mile.

TABULAR STATEMENT, No. 3.

Connecticut River Railroad.—Current Expenses for 1848.

Repairs of Road,	\$9860	61
“ “ Bridges,	333	21
“ “ Buildings,	848	62
“ “ Engines,	9910	87
“ “ Snow-Plows and Scrapers,		
“ “ Tools and Machinery,	156	59
“ “ Passenger Cars,	3241	18
“ “ Freight do.,	3641	08
“ “ Gravel do.,	187	01
“ “ Hand do.,	87	79
Clearing Snow,	341	38
Stationery, Printing, and Advertising,	888	54
Damages,	951	25
Expenses of Transportation	{ Services,	10742 42
	{ Wood,	13480 50
	{ Oil,	1895 41
	{ Contingent,	491 26
Expenses of Stations,	14697	48
General Expenses,	2856	22
Miscellaneous Expenses,	3833	24
	Total,	\$78,444 68

Number of miles run, 147,092.

Total Expense per train per mile, \$0,533.

Extract from the Appendix of a Report made by Mr. Samuel B. Ruggles, Chairman of the Committee of Ways and Means of the Assembly of the State of New York, submitted to the House on the 12th March, 1838.

“ The following Tables, compiled from public documents, are published for the purpose of exhibiting the progressive increase during a series of twenty years, in the official valuations of the taxable property in the City and in the State of New York respectively. They embrace the two periods of ten years each, one immediately preceding, and the other immediately following, the completion of the Erie Canal in the year 1825 :

I. Official valuation of the Real and Personal Property of the City of New York from 1815 to 1825, inclusive :—

Year.	Real Property.	Personal Property.	Total.
1815	\$57,000,000	\$24,636,042	\$81,636,042
1816	57,308,200	24,766,000	82,074,200
1817	57,799,435	20,996,200	78,895,735
1818	59,827,285	20,426,806	80,254,091
1819	60,500,295	18,612,766	79,113,061
1820	52,084,328	17,446,425	69,530,753
1821	50,619,720	17,665,350	68,285,070
1822	53,330,574	17,958,570	71,289,144
1823	50,184,229	20,756,591	70,940,820
1824	52,019,730	31,055,946	83,075,676
1825	58,425,895	42,734,151	101,160,040

II. The like from 1825 to 1835, inclusive :—

Year.	Real Property.	Personal Property.	Total.
1825	58,425,895	42,734,151	101,160,040
1826	64,912,850	42,534,931	107,447,781
1827	72,617,770	39,594,156	112,211,926
1828	77,139,880	36,879,653	114,019,533
1829	76,834,880	35,691,136	112,526,016
1830	87,603,580	37,684,938	125,288,518
1831	97,221,870	42,058,344	139,280,214
1832	104,042,405	42,260,213	146,302,618
1833	114,124,566	52,366,976	166,491,542
1834	123,249,280	63,299,231	186,548,511
1835	143,732,425	74,991,278	218,723,703

Increase in the valuation of the Real and Personal Property of the City in the ten years preceding 1825, \$ 1,439,634
 Increase from 1825 to 1835, inclusively, 135,648,027

III. Official valuation of the Real and Personal Estate of the State of New York, from 1815 to 1825, inclusive :—

Year.	Real Property.	Personal Property.	Total.
1815	239,667,218	41,587,905	281,255,123
1816	250,182,474	40,680,034	290,862,508
1817	265,710,214	38,457,247	304,167,461
1818	271,721,102	37,611,638	309,332,740
1819	243,942,231	37,054,513	280,996,744
1820	222,148,986	33,403,379	255,552,365
1821	207,446,531	33,199,982	240,646,513
1822	198,439,210	32,864,290	231,303,500
1823	215,238,913	46,903,728	252,142,636
1824	211,577,310	57,908,315	269,485,625
1825	199,533,471	63,893,875	263,427,346

IV. The like from 1825 to 1835, inclusive :—

Year.	Real Property.	Personal Property.	Total.
1825	199,533,471	63,893,875	263,427,346
1826	214,802,204	64,590,093	279,392,297
1827	238,430,138	65,823,585	304,253,723
1828	275,861,471	68,785,292	344,646,763
1829	238,747,841	70,794,638	309,542,479
1830	250,975,885	68,142,411	319,118,296
1831	271,053,169	70,801,274	341,854,443
1832	294,596,149	75,956,259	370,552,408
1833	Returns incomplete.		
1834	347,608,841	118,849,137	466,457,978
1835	403,517,585	125,058,794	528,576,379

Decrease in the valuation of the Real and Personal Property of the State in the ten years next preceding 1825, amounts to the sum of \$ 17,827,777
 Increase in the ten years next subsequent, 265,149,033

In 1839 the Real Estate of the City of New York was,		\$196,940,134
1840 do.	do.	187,121,714
1848 do.	do.	187,315,386
" Personal Estate,	do.	59,837,917
" Aggregate valuation of the City,		247,153,303

In 1847 the assessed value of the Real Estate in the State of New York,		\$509,496,855
was,		
" " Personal Estate,		121,162,201
" Aggregate valuation of the State,		632,699,993

The valuation for the city having increased about 144 per cent., and that of the State 126 per cent. during the twenty-three years from 1825 to 1848.

[E]

Statement of Expenditure for Survey of Halifax and Windsor Railroad.

1849.

March 13.

Amount of G. Wightman's Account,				
	for labour, &c.,	marked No. 1	£493	13 1½
Do.	do. Contingent Account,	" 2	29	3 6½
Do.	do. do.	" 3	9	11 9½
Do.	do. do.	" 4	23	12 3½
Do.	E. S. Chesbrough, Esq.,	" 5	147	0 0
Do.	For copying Correspondence, &c.,	" 6	20	0 0
			£723	0 9
Amount drawn from Treasury,			600	0 0
			£123	0 9

Halifax, N. S., March 13, 1849.

No. 78.

(See Page 332.)

The Committee to whom were referred the various Petitions and claims for the support of Transient Paupers, Shipwrecked Seamen, &c., beg leave to report as follows and to recommend that the following sums be granted, viz. :

Dr. B. Page, allowed him in full,	£6	0	0
Dr. Farish,	14	5	0
Overseers of Poor first section Township of Pictou,	63	4	7½
Overseers Poor of Township of Clements,	16	18	4
Elijah Tuttle, Township of Pugwash Overseer of Poor,	14	10	0

Overseers

Overseers of Poor Township of Sydney, for keeping } Alex. Ballantine,	£1 0 0
Dr. Bent of Pugwash,	5 7 6
Dr. Clark of do.,	4 9 0
Overseers of Poor Township of Truro,	19 11 9½
Overseers Poor North Sydney, C. B.,	22 5 2
Dr. Brown of Horton,	8 15 3
Overseers of Poor Township of Horton,	5 17 6
S. N. Gourley, Township Amherst Overseer of Poor,	36 9 6
Overseers of Poor Township of Cornwallis,	10 10 0
Overseers of Poor Township of Digby,	4 17 2
Overseers of Poor Township of Wilmot,	12 4 6
William C. Pipes, Maccan, keeping poor man,	7 10 0
Overseers of Poor Township of Yarmouth,	20 7 6
Hugh McLeod, Overseer of Poor 4th section Town- } ship of Pictou,	5 1 0
Overseers of Poor Township of Liverpool,	17 0 5
Overseers of Poor Township of Granville,	19 11 3
Dr. McDonald of Sydney,	8 10 0
Dr. S. Willobycki, Liverpool,	5 0 0
	<hr/>
	£329 6 0½
Hugh Munro, Overseer of the Township of Sydney,*	2 15 0
	<hr/>
	£332 1 0½
Add to the Township of Granville,	12 3 3½
	<hr/>
	£344 4 4
James Jordon for Board of Alex. Ballantine,	4 10 0
Dr. Forman, attendance on ditto,	6 7 9
	<hr/>
	£354 18 1

Your Committee cannot recommend the prayer of the following Petitions to be granted—the Accounts being deficient, some in furnishing the items, some for want of those affidavits required by the rules of the House, and others for want of both:—

- McKay, Pictou, want of items.
- James Jordan, Sydney, want of examination and items.
- Dr. Bent, want of examination and items.
- Overseers of Poor Township of Granville, for charge of Mrs. Greenland not a Transient Pauper.
- Overseers Poor, Egerton, want of items.
- “ “ Kempt, want of Account.
- “ “ Fourth section Township of Pictou, want of affidavits and items.

Your Committee have given their serious attention to all the Petitions, Accounts, Vouchers, &c., which have come before them, and they unanimously came to the conclusion, that their wisest course was to adhere strictly to the Resolutions of the House, relative to Transient Paupers, passed in the Session of 1845. Your Committee have therefore returned all those documents, which were deficient or unsatisfactory in any of the requisite particulars, in order that they might be amended; in most cases they have come back so corrected as to meet the favourable notice of your Committee.

Your

Your Committee could not, without too much increasing the bulk of this Report, refer in detail to the various nature of the numerous applications that have passed through their hands, nor to the reasons which have governed their decision as to their merits; and your Committee feel that a delicate responsibility has rested on them in deciding against the claims of some, and in reducing others; in regard to the first, they have been guided by the rules of the House already referred to,—in regard to the second, namely, the claims which your Committee have thought proper to reduce, they have adopted the lowest rate of charges as a standard, to which they have reduced the others; and although your Committee feel that in adopting this course they may have unintentionally curtailed the just claims of some, they confidently assert that they have been impelled to this course by an anxious desire to do justice to all, with a due regard to public economy.

Your Committee, therefore, after much and patient reflection, have come to the conclusion, that no better remedy for these abuses can be devised, than to make Transient Paupers like those who have gained a residence, chargeable to the Township or County in which they happen to require assistance, with power to remove them to the Metropolitan Asylum as soon as their health or other circumstances will admit.

All which is respectfully submitted.

R. McG. DICKEY,
EDWARD L. BROWN,
HUGH McDONALD,

Committee Rooms; 14th March, 1849.

No. 79.

(See Page 335.)

The Committee to whom were referred the several Petitions for aid to Breakwaters, Light Houses, and other securities to Navigation—beg to Report as follows:

On the Petition of Robert Kennedy and others, of Guysborough, praying aid to a Breakwater at Indian Harbour. The inhabitants have expended £39 10s., and have subscribed £26 15s. more. As they have not had any public aid in this work, the Committee recommend that £22 be granted them.

On the Petition of Maurice Kavanagh, praying aid to build a Boat-carriage at the little St. Peters' Haul-over, in the County of Richmond—in the present state of funds the Committee do not recommend any Grant. On that part of the Petition praying aid to the Road at that place, the Committee suggest that the Members from that County provide such sum from the Road fund of that County as they may deem just.

On the Petition of Joseph Martell and others, praying aid to a Breakwater and Slip at the South side of Little St. Peter's Haul-over—the Committee recommend that £12 10s. be granted them, on their subscribing and expending £37 10s. No subscription accompanies this Petition.

On the several Petitions for a Light House at Peters' Island, in the County of Digby; on the Petition for a Light House at Pictou Island; and on the Petition for a Light House at Port Medway, in the County of Queen's; and the several applications for new Light Houses—the Committee would state that the Light House

House funds would not justify the erection of any new Light Houses in the present year.

On the Petition of the Inhabitants of Guysborough, praying that their Beacon be continued as a Light House, and placed in charge of the Commissioners of Light Houses—the Committee recommend that it be kept lighted at the public expense on as moderate terms as the object can be effected to give the necessary accommodation,—the whole expense not to exceed £40 annually.

The Report of the Commissioners of Light Houses represents the service to be in a very efficient state, and all the Light Houses well supplied with fuel, oil, &c. ; and suggests the propriety of calling upon the authorities of New Brunswick to pay one half of the annual expense of Apple River Light.

The Committee recommend that His Excellency be requested to call the attention of the authorities in New Brunswick to the subject, and feel little doubt but that the people of that Province will, with their accustomed liberality, be disposed to furnish their fair proportion of the funds necessary to keep up that Light.

The Commissioners of Light Houses suggests the propriety of erecting several cheap Lights at different points in the Province. The Committee have no doubt of the utility of these public works, or of the advantage they would afford to Commerce generally ; but in the present state of the funds they think it would be imprudent to incur this expense.

On the application of Hypolite Marraud, of Richmond, to the Commissioners of Light Houses, and to the Legislature, for permission to light a Beacon at Arichat Harbour, erected by Marraud and others at that Port—the Committee recommend that the Commissioners be authorised to put the Light in operation, if they shall approve of the site, and the expense do not exceed £40 annually.

In reference to the Letter of the Provincial Secretary of New Brunswick, stating that no Grant had been made by that Province towards the support of a Packet between St. John and Digby—the Committee would remark that this is an accommodation that cannot be spared without much inconvenience to the people in the Western part of the Province ; and it will be for the House to consider what aid, or whether any will be afforded by this Province under the existing circumstances.

On the Petition of Edward Crane and of John Lockart, for aid to a Packet from Horton to Parrsborough—the Committee do not recommend any Grant.

On the Petition of the inhabitants of Guysborough, praying aid to a Breakwater at Fox Island, the Committee recommend that they be granted £33, when they shall have subscribed and expended £100. The Committee recommend that the Bill referred to them, entitled, "An Act to regulate the Pier or Wharf at Everett's Landing in the Township of Weymouth," be allowed to pass, with an amendment to the effect that the regulations made under it be laid before the Governor and Council for their approval, before they have any effect.

On the Petition of William Weeks, for aid to run a Packet from the Bay Verte to P. E. Island—the Committee recommend that he be required to run the Packet weekly, and that he be granted £20 ; the Packet to be run months.

On the Petition of Anne Moon, praying that the allowance of £15, granted her last year, be continued as a Pension—she states herself to be in great distress, and that her husband was lost while in the public service, as keeper of the Light at St. Paul's Island.—The Committee do not deem it advisable to depart from the policy hitherto pursued, of requiring Townships to maintain their Poor in all cases where such poor persons are entitled to it by Law.

On the application of the Hon. Samuel Cunard for aid to run a Steam Packet between

between Pictou and P. E. Island—In the present state of the funds the Committee leave the subject entirely for the consideration of the House.

On Petition of George Sprague, for aid to run a Packet between P. E. Island and Bay Verte, weekly—the Committee do not recommend any Grant.

On the Petition of the inhabitants of Yarmouth, praying aid to a Breakwater at Kelly's Cove—the Committee recommend that they be granted £26 when they have subscribed and expended £78.

On the Petition of Anselm F. Comeau, and others, praying aid to a Breakwater at Meteghan—the Committee recommend that £14 be granted when £40 10s. shall be subscribed and expended.

On the Petition from Cape Breton, praying aid for a Breakwater at Ingonish, the Committee recommend that £100 be granted when £301 5s. shall be subscribed and expended.

On the Petition from the inhabitants of Guysborough, praying aid towards a Canal from Molasses Harbour to White Haven—the Committee recommend that they be granted £8 when they shall have subscribed and expended £20.

On the Petition from King's County, praying aid to a Breakwater at Barnaby's Mill Cove—the Committee recommend that they be granted £31 when they shall have subscribed and expended £93.

On the Petition of Wier and Rathburn, for aid to a Packet between Windsor and Parrsboro'—the Committee do not recommend any Grant.

On the Petition for aid to Arisaig Pier, the Committee would observe: there is no subscription, and would suggest that £12 10s. be granted on the inhabitants subscribing and expending £36, and that an Engineer be sent to examine and report to the Legislature at its next Session, the state of that work, the depth of water around it, the prospect of its standing, and the general advantages likely to be derived from it if kept up.

On the Petitions of Edmond Forrestall, of the West side of the Strait of Canso, and of James G. McKeen, of Inverness; praying the Grant for that Ferry to be increased—the Committee would remark that: heretofore £15 has been granted to the Ferrymen on each side of the Strait, but as they have sustained a loss of Boats recently in that service, the Committee recommend that their Grants be increased to £20 each, for the present, to be regulated by the Sessions of the County of Inverness, and paid on the usual certificate.

On the Petition of Pelitish Kinsman, for aid to the Givan Breakwater, Cornwallis—the Committee recommend that £30 be granted, on the inhabitants subscribing £100 and expending the same.

On the Petition of Sibanus Whitney, for aid to a Breakwater at Hall's Harbor, King's County—the Committee recommend that £33 be granted, when £100 shall be subscribed and expended by the inhabitants. No subscription accompanies this Petition.

On the Petition of John Snow, for aid to Ferry across Digby Gut—the Committee do not recommend any Grant in the present state of the funds, this being a new service.

On the Petition of the inhabitants of Richmond, relating to the Grandique Ferry—the Committee suggest that the Grant of last year be applied by the Court of Sessions for that County to improving that communication in such way as they may deem most judicious for the public service.

The Committee recommend that the foregoing shall only be paid when it shall be certified to the satisfaction of His Excellency the Lieutenant Governor and Her Majesty's Council, that the sums required to be subscribed have been faithfully

fully expended on the works mentioned, and that the sites for the Breakwaters have been respectively conveyed to the public.

H. HUNTINGTON,
C. F. HARRINGTON,
H. Y. MOTT,
JAMES D. FRASER,
G. McKENNA.

Halifax, 12th March, 1849.

No. 80.

(See Page 335.)

(COPY.)

No. 141.

Downing Street, 13th February, 1849.

SIR—

As the Lords Commissioners of the Treasury have now under their consideration the draft of a Bill to be submitted to Parliament in the present Session on the subject of the Postal arrangements in the British North American Provinces, I have to inform you that, in the opinion of their Lordships, it will not be desirable that the existing Rates of Postage in those Provinces should be disturbed, until the control of the Post Office Departments shall have been transferred to the Local Governments. Under these circumstances I do not propose to advise Her Majesty to make any order at present upon the Act passed by the Legislature of Nova Scotia in its last session "enabling the Governor, in Council, to make Orders and Regulations towards establishing an uniform Rate of Postage throughout British North America."

I am, &c., &c.,

(Signed) GREY.

Lieutenant Governor Sir John Harvey.

No. 81.

(See page 336.)

(COPY.)

No. 142.

Downing Street, 22nd February, 1849.

SIR—

In answer to your Despatch No. 71, of the 25th of January last, enclosing a letter from Mr. Johnston, on the subject of his claim to retain the Office of Advocate and Procurator General of the Vice Admiralty Court of Halifax, I have to inform you that Mr. Johnston's statements have not altered the view which I had originally taken of the subject.

The office which he holds is one which has been commonly, if not uniformly, combined

combined in Nova Scotia, with that of Attorney General, and there appear to me obvious advantages in the combination which cannot be carried into effect if the former be held by a different tenure from the latter. The Lords Commissioners of the Admiralty have accordingly communicated to Mr. Johnston their intention to dispense with his services; and Mr. J. B. Uniacke will be appointed to his office, with the full understanding that he will hold it only so long as he remains Attorney General.

Although the office in question appears to me to fall within the rule which I have laid down respecting political situations held under Responsible Governments, it by no means followed, as Mr. Johnston appears to suppose, that I contemplated its extension to the case of Officers in the Regular Army or Militia, or Justices of the Peace.

I am, &c. &c.,

(Signed) GREY.

Lieutenant Governor Sir John Harvey.

(See Page 347.)

(COPY.)

Provincial Secretary's Office, Halifax, October 12th, 1848.

SIR—

In answer to a Letter, which, by command of the Lieutenant Governor, I had the honor to address to you on the 29th July, in reference to the resignation of the Office of Advocate General, as contemplated in Lord Grey's Despatch of the 24th June, you informed me that you would "take an early opportunity to form and communicate your determination," after you had "had an opportunity, in the approaching vacation, to communicate on the subject with some of your constituents and friends in the Country.

As two months have elapsed since the date of your letter, will you do me the favor to inform me, for the information of His Excellency, whether you have come to any decision upon a point, to which, as you may readily conceive, much interest is attached by the Provincial Government.

I have the honor, &c. &c

(Signed) JOSEPH HOWE.

Hon. J. W. Johnston.

(COPY.)

The Provincial Secretary presents his compliments to Mr. Johnston, and will be obliged by an answer to the communication addressed to him on the 12th October.

Hon. J. W. Johnston.

(COPY.)

(COPY.)

Government House, Halifax, January 25, 1849.

MY LORD—

A few hours before the Mail was advertised to close, Mr. Johnston, the leader of the Opposition, forwarded to the Provincial Secretary a copy of a Letter which, he informed him, was to be transmitted this day to your Lordship, conveying that gentleman's reasons for refusing to resign the Office of Queen's Advocate in Nova Scotia.

A copy of your Lordship's Despatch, (No. 103) dated the 24th of June, in which your Lordship's views and instructions, as explained in your Despatch (No. 72) of the 24th March, were reiterated and enforced, was sent to Mr. Johnston on the 12th of July. On the 29th of July a note was written by the Secretary respectfully requesting that the Provincial Government might be informed of his determination in reference thereto. In reply, Mr. Johnston stated that, before deciding, he desired time to consult his constituents and friends in the Country during the vacation. No communication having been subsequently received, the Provincial Secretary, on the 12th October, addressed to Mr. Johnston the letter, a copy of which is enclosed.

No answer having been returned to this letter, a note was written to Mr. Johnston on the 15th of November—of which a copy is also enclosed. This was not even acknowledged. Though feeling empowered, by your Lordship's strongly expressed opinions, to suspend Mr. Johnston, and marking the discourtesy which no act of the Provincial Government had provoked or could excuse—I preferred to wait till my advisers could lay upon the table of the House your Lordship's Despatch of the 24th of June, and elicit a public declaration of the course Mr. Johnston intended to pursue.

The document which he forwards by this Mail conveys his decision, and the reasons by which he has convinced his own mind that the leader of the Opposition ought to hold the Office of the Queen's Advocate in one of the highest Courts of the Province.

Should your Lordship's views remain unaltered, I shall feel gratified to receive such definite and peremptory instructions as may enable me to bring this correspondence to a close; which, for the reasons already stated, your Lordship will perceive cannot, in justice to the Provincial Government, or with due respect to my position, be much longer protracted.

The references made by Mr. Johnston to the exercise of patronage and to the new Commission of the Peace, will be more appropriately answered when I transmit certain Memorials which have been sent to me, with the explanations and information which may be connected with the subjects to be brought under your Lordship's consideration.

With a full knowledge of its public acts, the Assembly have recently expressed their approval of the conduct of the Administration; and it does not appear to me that, while Mr. Johnston conscientiously discharges his duty in denouncing it, he should be permitted to hold an office never before retained by the acknowledged leader of the Opposition.

I have, &c.

(Signed)

J. HARVEY.

The Right Honorable Earl Grey, &c. &c.

(COPY.)

Halifax, Nova Scotia, 17th January, 1849.

MY LORD--

I have the honor to address you on a subject which has already occupied more of your Lordship's attention than I would have wished. I refer to the office of Advocate and Procurator General of the Vice Admiralty Court at Halifax, which I have had the honor to hold for some years, by Commission from Her Majesty under the Great Seal of her High Court of Admiralty, and concerning which, your Lordship has said that you did not object to my continuing to hold the office, provided I ceased to be a Member of the Legislature. Your Lordship adding that, "the same rule must be adopted in Nova Scotia as in England, that no person can sit in either House of the Legislature holding office at the pleasure of the Crown who does not support the Administration for the time being." As a member of the House of Assembly of Nova Scotia, entertaining the conviction that the Administration of the present Provincial Government, as it has been gradually developing itself, is most pernicious to the public welfare, the duty of opposing its course of policy, is enforced upon me by obligations more constraining than the claims of party; and forbids any compliance with the condition your Lordship has imposed on my retention of the office.

This duty it is my purpose to fulfil to my best ability, during the Session that is now commencing, and it is proper to add that it is not my intention at present to retire from the Assembly, should it be, as it is not now, in my power to do so.

While I thus decline the condition alluded to, I have respectfully to inform your Lordship, that I deem it my duty not to tender my resignation of the office, for reasons which I have now the honor to explain.

The office of Advocate and Procurator General of the Vice Admiralty Court at Halifax, is in itself I conceive, strictly of an Imperial and National character. Cases in which Provincial interests may require the aid of Admiralty jurisdiction are provided for by Provincial Laws which give authority to the Attorney General to proceed without requiring the consent or co-operation of the Advocate General.

It has happened that last Summer the present Attorney General exercised this power; and if it were possible to imagine cases in which the Provincial Government could require the aid of the Advocate General, and I do not know any such—it may with at least equal probability be believed that instances may arise in which it would be found important, that he should be independent of its influence.

The relation, therefore, between the Government and the Admiralty Officers in England, appears to be not analogous to any that can subsist between those officers in a Colony and the Colonial Government; nor is it possible to believe that the tenure of offices of this nature can be intentionally designed to be made dependent on the changes of political parties in a Colony—however much may be done toward that result by the transfer of the office of Advocate General at this time to a member of the Provincial Government, necessarily having a seat in the Legislature.

But the rule referred to by your Lordship is very extensive: it embraces the great proportion of the offices exercised throughout the Province, including Judges and Registrars of Probate, Justices of the Peace, Officers of Militia and a large variety of others, descending to some of the most trifling nature; and yet my Lord, it is of every day's observation, that many such officers as these, and those

those of all ranks in the Army and Navy, in England, enter Parliament without restraint on their political opinions; and they have ever been eligible to the Legislature of Nova Scotia, equally unfettered in the exercise of their public opinions and conduct.

It is indeed apparent that the rule could not be carried out, to its letter, in small communities, without the most injurious effect upon the public service, and that without large modifications it would everywhere be inconsistent with the genius of the English people.

But my Lord, every one of the officers I have referred to as holding office under Provincial appointment for Provincial purposes, seem to fall more appropriately within the rule than an office held under the Admiralty Seal, unconnected with Provincial objects and devoted to national and general interests.

It would be more congenial to me, my Lord, to trouble neither your Lordship nor myself on this matter further than by tendering my resignation; and had I answered your Lordship's last Despatch on the subject somewhat earlier than I now do, my reply would have been of that character, whatever my opinion of the occasion that enforced the step. But the question has assumed a more general and practical bearing, from the extensive exclusions from office by the Provincial Government during some months past, descending to some of very humble character, consummated by a general Commission of the Peace, excluding a large number, probably exceeding one hundred of the Justices of the Peace, entertaining political opinions opposed to the present Provincial Government, among whom are men of the highest respectability and consideration, and substituting more than double the number of new appointments of those who are its devoted adherents.

Such a change in the Magistracy of a Country, whose whole population does not probably equal that of one of the metropolitan suburbs, or of any one of several Cities in Great Britain, is more than sufficient of itself to arouse the attention of all, who see in the power of a few individuals, unchecked by any of the controlling influences that operate upon the Government of England or of the United States, and supporting themselves by a corrupting and oppressive exercise of patronage, a mode of government the most degrading, and especially mischievous and injurious in small communities.

Nothing, I conceive, with every deference to your Lordship, can be imagined more efficacious in promoting such a system than the principle "that no person can sit in either House of the Legislature, holding an office at the pleasure of the Crown, who does not support the Administration for the time being," construed and applied as it would be construed and applied on any emergency by the present Provincial Government, and against the pernicious application of which the just and elevated views enunciated by your Lordship's Despatch of 31st March, 1847, would prove a feeble barrier, as may be judged from the significant and practical evidences furnished by the last eight or ten months.

At a time when these Colonies are approaching a crisis of no ordinary import in their history and government, I cannot, my Lord, induce myself by tendering my resignation on the single ground of my Parliamentary opposition to the Provincial Government to give any sanction to a precedent calculated to be used, as I conceive, most injuriously as regards the prosperity of a Colony with whose welfare my own interests and duties are deeply and inseparably connected.

It has been my fortune, in conjunction with my former Colleagues, by a letter addressed to your Lordship, to have given occasion to your valuable Despatch of 31st March, 1847, containing principles which, if enforced, are calculated to check some of the mischiefs of selfish Government, and advance the prosperity of the Colony.

If the present letter shall again direct your Lordship's attention to the circumstances of Nova Scotia, and induce a modification of a rule which, I am assured, cannot be carried into full operation without neutralizing the beneficial effects of that Despatch, I shall rejoice in having effected a public benefit; and should it be Her Majesty's pleasure, in the exercise of her undisputed and acknowledged power, to remove me from the office of Advocate General of her Court of Admiralty at Halifax, it will still remain for me to hope that it has been found convenient to give the principle a partial operation in my case, without designing to establish a precedent for general application.

It only remains for me to add, that the delay in answering your Lordship's last Despatch communicated to me on this subject, which has extended beyond my original intentions, has been of no benefit to me or detrimental to him who might have been appointed my successor—the office being without salary or other fixed advantage, and there having occurred no business from which emolument could be derived. Your Lordship will not understand any of the remarks in this letter as intended in the most remote degree to apply to Parliamentary offices. The opinions I entertained regarding the responsibility of the Executive as recognized by a change in the incumbents of office on a vote of the Legislature, and the points in which those opinions stood opposed to others who carried them further, were so entirely sanctioned by your Lordship's authority, that I should regret to be misunderstood on that point. While from having held two offices at the time of my retirement from the Government, I have illustrated practically the distinction I maintain between Parliamentary and non-Parliamentary offices, in the prompt and unqualified resignation of the office of Attorney General on the one hand, and in the course I have thought it proper to pursue touching the office of Advocate General on the other.

I have, &c. &c.

(Signed) J. W. JOHNSTON.

The Right Honorable Earl Grey, &c. &c.

No. 82.

(See page 339.)

The Committee to whom is referred the Despatch of the Right Honorable the Colonial Secretary on the subject of Tri-weekly Mails to St. John, New Brunswick; and Pictou, in this Province; dated 13th February, 1849—Report as follows:

New Brunswick.—That the average number of Letters passing between Halifax and St. John's, including the correspondence addressed to Post Towns on the route, together with amount of Postage actually collected in Nova Scotia, is about 20,000 Letters; and the number of Newspapers, 85,000—producing, at the present rate of Postage, the sum of £1151 17s. 6d., which, at the proposed rate of 3d. for each Letter, will reduce the Letter Postage to £250, which doubled, will give £500—making too great a deficiency to justify the change at present, however desirable it may be at a future period.

The expense of the transmission of the Mails borne on the Nova Scotia Revenues, is—

From

From Halifax to Truro,	£285	0	0
Between Truro and Amherst,	295	0	0
	<hr/>		
	£580	0	0

Pictou.—The average number of Letters between Halifax and Pictou for one year, is about 10,866, yielding Postage at present rates, £517 12s. 4d.; and the number of papers for the same period, 18,512, yielding £39 8s. 8d.—in all £557 1s. The expense of transfer is £115. The Committee do not recommend the establishment of these Rides, which would increase the expense one third; and as the Lords Commissioners of the Treasury are about to submit to Parliament a Bill on the subject of the Postal arrangement in British America, the Committee consider it would be indiscreet and premature to adopt the suggestions of those interested at present.

JAMES B. UNIACKE, Chairman.

Committee Room, Halifax, 16th March, 1849.

No. 83.

(See Page 342.)

The Committee to whom were referred the Petitions of Mary Fitzgerald, and Dennis Heffernan, praying for remuneration for articles furnished to the Richmond Hospital, and for services performed in attending the sick in said Hospital, and at Melville Island, in 1847—beg leave to Report:

That after a careful examination of the claims of the respective parties, your Committee are of opinion—in addition to the sums allowed in Dr. Hoffman's account last year for the Petitioners—that Mary Fitzgerald should receive Five Shillings per day for the first eight days which she was in attendance at the Hospital; and Dennis Heffernan should receive the sum of One Pound Fifteen Shillings; and would recommend that the said sums—making together Three Pounds Fifteen Shillings—be granted by the House this Session to be paid to the Petitioners.

All which is respectfully submitted.

SAML. CREELMAN, Chairman.
PETER SMYTH,
J. SANGSTER,
W. A. HENRY.

Committee Room, 17th March, 1849.

No. 84.

(See Page 343.)

(COPY.)

Government House, Prince Edward Island, March 7, 1849.

SIR—

I took an early opportunity, in the present Session of the Legislature, to submit for the equitable consideration of the House of Assembly, the claim of the Province of Nova Scotia to be reimbursed the sum paid as Head Money for the Immigrants who arrived at Pictou from Glasgow in the barque "Lulan," and who were forwarded in November last to Georgetown, in this Island.

From a Resolution presented to me by the House of Assembly, a copy of which, as also of an Address which accompanied it, I beg to transmit for your Excellency's information. I regret to say that the House does not admit that there are sufficient equitable grounds to reimburse the Province of Nova Scotia the sum paid as Head Money upon the occasion referred to.

I have, &c. &c.

(Signed) DONALD CAMPBELL, Lt. Gov.

Lieut. General Sir John Harvey, K. C. B., &c. &c., Halifax.

(COPY.)

To His Excellency Sir Donald Campbell, Bart., Lieutenant Governor and Commander-in-Chief in and over Her Majesty's Island of Prince Edward, &c. &c.

MAY IT PLEASE YOUR EXCELLENCY—

The House of Assembly having given full consideration to the correspondence between your Excellency and Lieutenant General Sir John Harvey, Lieutenant Governor of Nova Scotia, on the subject of a certain amount of money paid by the Government of that Province as Head Money for certain Emigrants from Great Britain, who were forwarded last November from Pictou to Georgetown, have come to a Resolution thereupon—a copy of which they respectfully beg leave to submit to your Excellency herewith.

(Signed) JOSEPH POPE, Speaker.

House of Assembly, 3rd March, 1849.

Resolved, That there does not appear to this Committee any equitable grounds sufficient to induce the House of Assembly to reimburse the Government of Nova Scotia in the sum of £141 10s. paid by order of His Excellency the Lieutenant Governor of that Province to the Government of this Colony as Head Money for certain Immigrants from the port of Glasgow, in Great Britain, who were forwarded in the month of November last from Pictou, in Nova Scotia, to Georgetown, in this Island, by order of the Government of that Province, inasmuch as the authorities in that Province exacted from the said Immigrants the amount of Head Money payable by the Laws of Nova Scotia; and it appearing to this Committee

mittee that the detention of the said Immigrants in Nova Scotia was occasioned as a precautionary measure for the safety of the inhabitants of that Province from infectious disease: and that many of such Immigrants are aged and indigent persons, have become permanently settled in this Colony, and several of them have already made application to the House of Assembly for their necessary support.

(Signed) JOHN McNEILL,

Clerk House of Assembly.

House of Assembly, 3rd March, 1849.

No. 85.

(See Page 344.)

The Committee appointed to examine and Report upon the Accounts and other Documents connected with the Barque "Lulan," and also on the Petition of James Carmichael, Esq., praying to be reimbursed certain monies paid by him for support of the Passengers by the said Barque, at the port of Pictou; also the Petition of Dr. Wm. James Anderson, Clerk to the Board of Health, at Pictou, praying to be remunerated for past services in that capacity, beg leave to report as follows:

First. In reference to the Barque "Lulan"—

It appears from the Accounts and Vouchers exhibited, that the Board of Health at Pictou expended,

For erecting an Hospital and in the purchase of Cooking Stoves, Pipes, and other articles for culinary purposes,	£68 13 2
For Provisions, Clothing, &c., for Passengers, &c., including £10 to Clerk of Boad of Health,	182 18 10
	<u>£251 12 0</u>

The Medical charges contained in the Account, including Quarantine Fees, are, £192 2 9

Deduct this sum paid by Owners of Vessel to the Collector of Customs, on Account Quarantine Fees, and which the Health Officer is entitled to received from the Collector at Pictou,

9 6 8
<u>£182 16 1</u>

The Committee also recommend a further deduction off this Account of

67 6 1	115 10 0
<u> </u>	<u> </u>

Total to be paid by the Province, £367 2 0

Of this sum of £367 2s., there had been advanced by His Excellency from the Treasury to the Board of Health, as appears by the Treasurer's Account Current of 1848, £200; and your Committee believe that a further sum of £150 has been also paid in this present year, being a balance of £17 2s., to be provided for. Your Committee recommend that the Cooking utensils and other articles remaining

remaining in the hands of the Board of Health, should be sold, and the proceeds remitted to the Provincial Treasury.

Second. On the Petition of James Carmichael, Esq., praying repayment of certain Monies expended by him, your Committee recommend that the prayer of the said Petition be not complied with. Your Committee deem it their duty to bring the facts of this case and the circumstances which induced these expenditures by Mr. Carmichael fully before the House, in order that, if through any misapprehension in their judgments of what the Law is, and what the duty of the owners of the "Lulan" were, they may have arrived at a decision which the House do not approve, no injustice may be done to the party petitioning, they having been desirous, agreeably to the prayer of the Petitioner, to give to the subject "that cool and dispassionate investigation which the importance demands." It has been shewn to your Committee that the Barque Lulan was, in the month of August last, at Glasgow—at which place James Carmichael, Esq., the Petitioner, and Captain McKenzie, the master, who, together, are the sole registered owners in equal parts of the said vessel, then were;—that the vessel had on board a quantity of freight and some Passengers, both cabin and steerage, bound for Pictou, the residence of Mr. Carmichael. That at this time there were in sheds on the quays at Glasgow, a large number of poor Highlanders, who, having been sent from the Island of Uist by the Proprietor of an Estate there, in order that they might be shipped to Cape Breton and P. E. Island, had no conveyance provided for them, and were then supported by charitable individuals.—But the agent of the Proprietor engaged for the passage of these poor people with the owners of the Lulan, or their agents, at the rate of £3 10s., sterling, each,—the owners to furnish the provisions required by the Imperial Act, and the agent furnishing certain other articles of food necessary to sustain them on the voyage. That it was well known to the owners of the Lulan, that the place to which these people desired to be conveyed, was not to Pictou whither the Lulan was bound. Yet with this knowledge they received on board 127, most of whom were in a very destitute situation, with a view of landing them on the shores of this Province. It does not appear that there was any disease visible at the time of embarkation which took place about the 17th or 18th of August, and the vessel arrived at Pictou after a fine passage on the 18th September—the said Petitioner being also a Cabin Passenger on board. The vessel on arrival, was visited by the Health Officer, who reported that 3 persons had died of small pox on the passage—that others had also been attacked with this disease, but were convalescent, and that 13 persons were then labouring under the complaint. On the report of the Health Officer, the Board of Health sent to Captain McKenzie the communication—the substance of which is as follows:—

"They approve of the recommendations of the Health Officer, viz: that the sick should be separated from the healthy and removed to the Light House Beach as soon as suitable accommodations can be furnished for them: that it be recommended to Captain McKenzie to provide accommodations on the Beach for all the Highland Passengers." Other arrangements are then suggested respecting the Miners on board, and then is added—"That if, on the expiring of 14 days from the time of separation, no disease shall have appeared amongst those on board, that they and the Barque shall be released from Quarantine."

This communication is acknowledged in a letter signed by both the owners, dated on the 19th September, in which, amongst other things, they say—"We fully concur in the propriety of the Barque "Lulan" being placed in Quarantine. We are preparing to evacuate the ship, and will have all the Passengers put on shore, and if necessary our men also." At this time the Board of Health report
the

the case to his Excellency, and state "that the Highland Passengers are very scantily clad," and that the majority of them are in extreme poverty. These facts are founded on the information of the Health Officer. The owners of the *Lulan* landed the Emigrants agreeably to the recommendations of the Board, and supplied them with the quantities of Bread and Flour required by the Imperial Act, to the same extent as they would have done had they remained on board the vessel; and on the 26th September the Health Officer certified that the vessel "might enter at the Custom House and commence the discharge of her Cargo. On the 4th October the Health Officer fully released the vessel from Quarantine, and it may be stated that the permission to enter at the Customs and discharge the Cargo, appears to have been granted at the earnest solicitation of the owners, who state that they were under Insurance to sail for Britain on or before the 10th October; and that, if detained beyond that period, it would subject them to much additional expense.

And it appears that the vessel, in fact, did sail with her homeward cargo, on or about the time so much desired by the owners, although the Passengers remained in charge in the Province, in Quarantine, until December. Your Committee think it would have been more prudent, if the Board of Health had required a written engagement from the owners of the *Lulan*, for the payment of the expenses incurred, or to be incurred, on account of these unfortunate Passengers; yet as they conceive that sufficient is shewn in the letter of the owners, coupled with their subsequent conduct, to satisfy the House that all the time, at all events, in which the *Lulan* should be detained in Quarantine, the Passengers landed should be considered as "on board," for all legal purposes; and as the Account of Mr. Carmichael consists of a claim for the cost of erecting the sheds in which these unfortunate people were placed when landed, and of the provisions furnished them, they again repeat they do not think that he has any fair claim for repayment. The recommendations of the Board were no doubt not only made from motives of the purest humanity—a desire to arrest the progress of a loathsome and fatal disease, and to alleviate the sufferings of the sick—but also with a desire to expedite the release of the vessel from Quarantine, and also to advance the wishes of the owners in the way in which they desired. The Committee cannot conclude their remarks on this subject, without expressing their deep regret that the owners of any vessel belonging to this Province, could, under any circumstances, have been induced to bring to our shores at so late a period of the year, so many destitute Emigrants, who were totally unacquainted with the English language, and who were to be landed at a Port distant from the places to which they wished to be conveyed; for to those who know the length of our winters, and the difficulties which ever meet the Emigrant when first arriving in our Province, it must have been evident that even if free from disease, yet these poor people would necessarily have become a burthen on the charities of the public. In the present instance a heavy expenditure has been entailed upon the Public Treasury, not only whilst they were placed in Quarantine, but also in the monies expended in forwarding them to their respective destinations; £112 10s. Currency, was paid for head money alone on those sent to P. E. Island, independently of the passage paid; and also for provisions and passage money paid for those forwarded to Cape Breton; and the Legislature of P. E. Island have since declined to refund the amount paid them for head money. They trust, however, such a case will not again occur.

It does not seem just that this Province should be subjected to the expense and annoyance which must ever result if a system is sanctioned by the Imperial authorities, which will permit landed proprietors, or others, to inundate this

Country with the paupers from their estates. Your Committee recommend that a strong, but respectful remonstrance, be made to the Home Government on this subject; that a statement of expenses (after deducting the head money received) be forwarded to the Colonial Secretary, with an earnest appeal to his sense of justice, and an humble request that the amount expended may be refunded to the Treasury from Imperial funds.

Third. Your Committee have also considered the application of Dr. Anderson, for remuneration for past services as Clerk of the Board of Health. The sum of £10 was allowed by the Board for Dr. Anderson as a remuneration for duties performed in this capacity in the case of the Lulan, and your Committee are not inclined to recommend any grant to him. Dr. Anderson is also one of the Health Officers, and in cases of disease on board of any vessels arriving, his services are always required and paid for in this capacity.

All which is respectfully submitted.

JAMES D. FRASER, Chairman.
THOMAS KILLAM,
EDWARD L. BROWN.

House of Assembly, 17th March, 1847.

No. 86.

(See page 344.)

The Committee to whom were referred the several Petitions of Zenas Waterman, Junior, of Queen's County; Abraham Martell, of Richmond; and Margaret Sutton, of Richmond--report as follows:

The Petitioner, Zenas Waterman, Junior, states that in 1846 he was appointed Commissioner to expend £40, granted for erecting a Bridge, and he over-expended £7 13s. 9d. in completing the Bridge; that in 1847 the Bridge was carried away by a freshet, and that he expended £22 2s. in repairing it, which sums, amounting to £29 15s. 9d., he asks to be repaid to him. In reference to the charge for the over-expenditure of the sum of £7 13s. 9d. in 1846 your Committee have not had sufficient evidence to satisfy them that that sum should be granted; but in reference to the latter sum of £22 2s. your Committee have sufficient evidence to warrant them in recommending payment of it. They therefore recommend a Grant of £22 2s. to the Petitioner out of the Road Money for the County of Queen's County for the current year.

The Petitioner, Abraham Martell, states that in 1847 he was engaged by Arthur Brymer, Esq., then member for Richmond, to procure a quantity of timber and stones for building a Bridge in that County, and that he procured the same at an expense of Nine Pounds and Thirteen Shillings, which materials were subsequently used in the construction of the said Bridge, but that no payment was made Petitioner. Evidence of these facts having been given, your Committee recommend the payment of that sum (£9 13s.) to the Petitioner out of the Road Money of the County of Richmond for the present year.

The other Petitioner, Margaret Sutton, states that about ten years ago Lawrence Kavanagh, Esq., then a Commissioner of Roads and Member of this House, obtained permission from Petitioner to open a new public Road through her land and gave her a note signifying that she should receive £6 compensation from the Provincial funds, but which she never received: and that ever since that time the public

public has had the benefit of the Road—your Committee having enquired into the foregoing and other facts brought to their notice, are of opinion the Petitioner should be paid the sum of Six Pounds, above mentioned; and, under the peculiar circumstances of the case, are induced to recommend the payment thereof out of the Road Money of the County of Richmond.

W. A. HENRY, Chairman.

Committee Room, 16th March, 1849.

No. 87.

(See Page 344.)

The Committee appointed to enquire into the advances made during the last year on account of distressed Emigrants, shipwrecked Sailors, and cases of Small Pox, in the different Counties and parts of this Province, beg leave to report as follows:—

A.—Yarmouth:

One case of Small Pox—they recommend that the following amounts be paid:

To the Health Officers,	£9 0 0
Mr. Killam for use of vessel, &c.,	8 5 8
John Owen, as keeper, &c.,	8 12 6
Elizabeth Studley,	1 0 0

£26 18 2

The expenditures made here seem to have been conducted with a due regard to economy.

B.—Speculator, at Sydney, C. B.:

John Scott, for supplies to Captain and Crew,

15 1 0

This sum has been paid. The evidence for this advance is not so full as it ought to be, and the Committee beg to report certain Resolutions for future guidance.

C.—Schooner Joseph Howe, at Sydney, C. B.

Peter A. Hearn, for board, &c.,	£18 18 2
Thomas Walsh, for ditto,	16 16 6
Garret Fitzpatrick, ditto,	21 19 4

57 14 0

All of these Bills have been paid under a Certificate of the Magistrates at Sydney. Amount for boarding at 15s. a week is too high—they recommend that a letter be addressed forthwith by the Provincial Secretary to the Magistrates requesting that an Account of Sales of the shipwrecked Property be forwarded, and that means be taken to recover the amount of these advances from the owners of the vessel. They annex a letter written by the Provincial Secretary on the 11th April last, in reference to this charge.

D.—

D.—John Fox—Sick Emigrants at Canso :

Of this Bill the Committee recommend that the sum of £12 10s. be paid, according to the Scale established, they regard this as a fair compensation for the services performed—this sum has been already paid by the Treasurer, and ought to be provided for.

E.—Henry Vergo and Conrad Bushing :

For aid to Shipwrecked Passengers at Port Mutton Island, and for carrying them (72 in all) to Liverpool.

Henry Vergo,	£7 10 0
Conrad Bushing,	4 0 0
	<hr/>

£11 10 0

The Committee regard these as creditable and meritorious services.

F.—Joseph Kennedy :

For conveying the Captain and Crew of an English Brig sunk off Scatterie to Sydney, Cape Breton—paid by order of J. B. Dodd, Superintendent,

8 0 0

Paid at the Treasury. Mr. Dodd ought to have furnished a more full explanation of the facts.

G.—Thomas Samuel Bown :

Paid for landing and lodging 25 men, taken from the Brigs Leo and Emerald, wrecked near Ingonish—by order of Peter Hall Clarke, Sydney,

7 3 9

Paid from the Treasury.

H.—Peel's One and Brig Valina :

The Barque Peel's One, of Liverpool, G. B., 627 tons, bound from Hull to Richibucto, came into collision with the Brig Valina, of St. John, N. B., off the coast of Cape Breton on the 17th Sept. last. The vessel foundered, and the Passengers and Crew, with difficulty, got on board the barque. On the 19th of September the latter was wrecked at Cape North, and the vessel went to pieces. Everything was lost—14 persons perished, including five of the passengers and three of the crew of the Valina. Of the Seamen, 19 reached Sydney on the 23rd September, in a destitute condition and severely injured. Messrs. P. H. Clarke and Thomas Samuel Bown, two Magistrates at Sydney, C. B., caused them to be provided with clothes and lodging, and to be forwarded to Halifax—except one unfit to be removed.

Messrs. Archibald & Co's. Account, as paid from the Treasury,

131 16 2

The Committee have to remark that the separate items for the expenditure for these two vessels are not distinguished, and altho' a letter was written by the Provincial Secretary to the two Magistrates above referred to, calling upon them to furnish the Vouchers in respect of this outlay, they are informed that no answer has yet been received.

I.—Benjamin Wier :

Charge for passage of 43 Emigrants sent by Brig Alexander to Boston,	£70 0 0
Do. for seven extra,	10 10 0

£80 10 0

CR.

By Head Money per sundry persons,	11 8 9
-----------------------------------	--------

£69 1 3

By amount paid by Commissioners of Sable Island, for Passengers from Schooner Fulton, wrecked there,	51 9 7
--	--------

£17 11 8

Advanced from the Treasury. The Committee recommend this sum to be provided for.

The above were sent to Boston by command of His Excellency the Lieutenant Governor. The above balance was on account of Passengers belonging to the wreck of the Ship Omega, and taken off by the Ship Aurora.

J.—Benjamin Wier :

Paid W. O'Hearn's passage to Newfoundland,	£2 10 0
--	---------

“ Passage of three Germans to Boston and Providence,	6 0 0
--	-------

8 10 0

Paid from the Treasury by command of His Excellency the Lieutenant Governor.

K.—Board of Health at Barrington :

The Committee are not yet prepared to report upon this claim, and are of opinion that the Accounts ought to be referred to the Board of Health for further information.

M.—Portuguese Paupers at Clare :

On reading the letter sent to the Provincial Secretary by Mr. Bourneuf, and after full enquiry into the merits of the case, the Committee recommended that the sum of £27 10s. should be advanced forthwith out of the Treasury. Mr. Bourneuf stated that eighteen Pauper Passengers of Portuguese extraction, had been landed at Clare, and were totally destitute of funds. They had expressed a desire to proceed to Boston, and as they might be transferred as Transient Paupers to Halifax, at a heavy expense, while they could be shipped to Boston by an advance of 30s. each, the Committee thought it the preferable course to recommend that this sum should be remitted to the Board of Health at Digby, in order that they might be sent off without delay.

N.—Dr. Hoffman, as Health Officer :

It was decided last year that the Health Officer should be paid his fees for visiting Transports and Ships-of-War when conveying Troops or Emigrants. Upon the precedent thus made, the Committee recommend that the bill now submitted, being £9 15s. should be provided.

O.—Ship Omega :

Paid Capt. Scott, of Barque Aurora, for rescuing 170 Passengers saved from the Barque Omega while on a voyage from _____ to _____, and wrecked at sea,	£126	5	0
Do. Capt. Burke, of the Schr. Cherub, for passage of 35 Passengers of Barque Omega, brought from Canso to Halifax,	35	0	0
Sum remitted to the Solicitor General at Canso, to repay outlay for board and expenses,	60	4	2
Sum expended by the Board of Health while the Emigrants were kept in the Hospital at Dartmouth—per Vouchers No. 1 to 27,	199	17	0
Do. do. Vouchers No. 28 to No. 37,	218	5	11
Do. do. per Account rendered by the Board, dated 1st July, '48,	80	19	5
Sum remitted to pay Dr. Fox, for services rendered to three Passengers while at Canso,	12	10	0
To pay Dr. Hoffman, for his attendance from the 18th March to 26th May, on these Passengers, while in Hospital at Dartmouth,	70	0	0
Do. do. to pay Dr. Desbrisay, for similar services,	45	0	0
Do. do. to pay Dr. Jennings, for like services,	3	0	0
Paid the Hon. M. Tobin to pay passage money of Emigrants to New York,	7	10	0
	<hr/>		
	£858	11	6

All these sums have been advanced and paid out of the Treasury, with the exception of the bill still due to Dr. Jennings.

One of your Committee, Mr. Taylor, has examined the amount of expenditures with care, and states that they have been superintended by the Board with a due regard to economy.

Dr. Hoffman's bill is rendered for 70 days at 40s. a day—£140; and Dr. Desbrisay, for 60 days, at 30s. a day—£90. The majority of the Committee think that the sums above allowed are a sufficient compensation.

The whole of these expenditures form, in the opinion of the Committee, an outlay which ought to be repaid by the Imperial Government: and recommend that effective measures should be adopted by the Executive to submit the claim to the proper authorities, and to have the same repaid.

P.—Board of Health at Guysborough :

The Committee have examined the Accounts for the expenditure of £35 18s. 2d. (including the sum of £30 advanced by the Executive in 1847), and recommend that the balance of £5 18s. 2d. advanced from the Treasury be provided for.

Q.—Dr. Gilpin's bill for vaccinating and visiting the Poor at Toney River, at Pictou, in August, 1847—£3.

This amount having been paid in January, 1848, the Committee have no power to check the expenditure. They think that, considering that Dr. Gilpin was paid £50 for one month's services at Pictou, and the sum of £24 19s. 2d. for expenses, this bill ought not to have been paid.

R.—Lawrence Kavanagh, Jun. :

This bill being for keeping the Captain, and his wife, of a vessel: until proof is afforded that the Captain had no funds nor credit to pay for his board, the Committee think it ought not to be paid.

S.—David Read :

The facts of this claim being familiar to Mr. McDonald, the Committee recommend that the advance of £5 from the Treasury be provided for.

T.—Mrs. Uniacke's bill for three dozen striped Shirts, for emigrants on board of the Barque Omega, and omitted in the Account rendered by the Board of Health : the Committee recommend this bill to be paid.—£3 12s.

W.—Dr. Carritt's Account :

Of the sum of £14 12s. 6d. claimed, the Committee recommend that the sum of £10 be provided ; but they are of opinion that no Warrant should be granted for payment until the Account, as rendered, be verified by the affidavit of the party.

Y.—Mr. McKay, Administrator of the late John McKay—£50.

This sum has been paid by the order of three Magistrates at Arichat, and purports to be a balance due on the charter party of the Schooner Antares, employed in conveying the passengers of the Barque Maria, cast away at Ivanhois, to Quebec. Upon consulting the Chairman of the Committee to whom the claims for the Ship Maria were referred last Session, he states that this claim is just and ought to be paid.

X.—Bill for Sick Paupers at Waterloo Hospital :

The Committee, after an examination of the Keeper and Clerk of the Poor House, recommend that the sum of £58 7s. 6d. be provided for. The average rate of supporting paupers in the Poor House, is 7½d. each, per day. The bill rendered for these is 1s. 6d. each ; but the Committee, upon the evidence given, and an examination of the books, have allowed 9d. each, per day, only. They are obliged to reject the claim made for wages to Nurses belonging to the Establishment. As for the charge for Medical attendance of £50, in addition to the salary of £120 allowed to the Medical gentleman in charge of the Poor House ; the Committee do not consider this a charge which ought to fall upon the Treasury. They recommend for the future that no bill of a similar kind should be paid unless authorized by the Board of Health, and reported upon by the Health Officer.

In closing this Report, the Committee call the serious attention of the House to this class of expenditures. They have become a serious burthen upon the Treasury, and are annually increasing. The past year the outlay will exceed £2000, and may be as high as £2300 or £2400. Of the advances made they annex an Abstract.

No system has hitherto been procured for the purpose of promoting economy, and having the expenditures subjected to local supervision, and the Committee, therefore, have passed a set of Regulations, which they trust will meet the approval of the House, and if adopted, be rigorously enforced. The Passenger fund last year, as per Account annexed, yielded in all only the sum of £353 17s. 4d.

They lastly recommend that the Executive be instructed to take prompt and effective measures to recover, as far as practicable, and under the terms of the several Despatches from the Right Honorable Lord Stanley and other Secretaries of State, to be formed upon one formula, the advances made for Shipwrecked Seamen ; and also that the expenditures made for the Passengers of the Ship Omega ; and also such cases be preferred as a claim to the Home Government, for
which

which we ought to be reimbursed. The principle has been recognized in favour both of Canada and New Brunswick ; and although not pressed by the Legislature last year, the state of the finances render a higher vigilance indispensable.

All which is respectfully submitted.

G. R. YOUNG, Chairman.
R. McG. DICKEY,
HUGH McDONALD.
EDW. L. BROWN.

Halifax, March 19, 1849.

Whereas, the demand upon the Treasury on account of Sick Emigrants, cases of Small Pox and Shipwrecked Sailors, have lately increased to such an extent as to become a serious burthen upon the Treasury, and it is necessary to introduce additional and more stringent guards upon such expenditures, in order to prevent inaccuracy and to promote economy :

Resolved, That before any advances are made from the Treasury for and on account of any expenditures made by the local Board of Health, whether for sick Emigrants or cases of Small Pox, the Vouchers setting out the items and details, and Accounts therefor, shall have been previously submitted to the General or Special Sessions of the Peace in the County where such expenditures have been made, in order that the same may be there examined and reported upon—such Report to be forwarded to the Provincial Secretary, and to be deposited in the office of the Treasurer, together with the Vouchers, before the Warrant is drawn or paid.

Resolved, That all Vouchers for such expenditures rendered to such Boards in duplicate be duly attested to—one thereof to be kept by the Board of Health, the other to be forwarded to the office of the Provincial Secretary, as aforesaid.

Resolved, That in no case shall the advances be made from the Treasury, for and on account of such expenditures, exceed the proportion of 60 per cent. on the whole, until the said expenditures have been so examined and reported upon by a Committee of this House.

Resolved, That no advances shall hereafter be made from the Treasury for and on account of Shipwrecked Sailors, until an affidavit made by one of the Magistrates advising such advances, is sent forward to the Provincial Secretary, stating the circumstances under which they were made, the name of the vessel, the master, and the port to which she belongs, together with a copy of the certificate of Registry if the same can be had ; and also the Vouchers for expenditure forwarded in duplicate, duly attested, setting out the details of such expenditure, and the names of the parties to whom such assistance has been rendered ; and further, if any property has been saved from the wreck, duplicate copies of the Account, Sales, and the appropriation of the nett proceeds.

Resolved, That copies of the foregoing Resolutions be printed and transmitted to the Secretaries of the Board of Health, and also to the Clerks of the Peace, in order that the same may be read at the Sessions.

Abstract of Monies received on Account Passenger Fund, since 1st Jan., 1848.

1848.		
January 15.	Weymouth,	£6 0 0
	Shelburne,	0 5 0
February 10.	Liverpool,	5 0 0
March 21.	Halifax,	35 16 8
	Parrsboro',	0 15 0
July 11.	Cape Breton,	0 19 0
	Lunenburg,	0 15 0
1849.		
January 22.	Halifax—from Pictou,	252 7 8
23.	Yarmouth,	3 1 9
29.	Weymouth,	17 0 0
		<hr/>
		£322 0 1

Treasurer's Office, 27th Feb., 1849.

SAMUEL P. FAIRBANKS.

March 2.	Amount brought down,	£322 0 1
	Custom House, Halifax,	31 14 6
		<hr/>
		£353 14 7

(COPY.)

Provincial Secretary's Office, Halifax, 11th April, 1848.

GENTLEMEN—

I have it in command from His Excellency the Lieutenant Governor, to acknowledge the receipt of your letter of the 1st March, and to inform you that your order on the Treasury to cover the expenses incurred for the relief of the Crew and Passengers of the Joseph Howe has been paid.

His Excellency has full reliance on your discretion and humanity, but desires me to suggest that as every expenditure of this nature is very accurately scrutinized by the Assembly, the utmost economy should on all similar occasions be kept in view.

I have, &c.,
(Signed)

JOSEPH HOWE.

C. E. Leonard, Esq., and other Magistrates.

Abstract of Warrants and Orders paid by the Treasurer out of the Passenger Act Fund, between 1st January and 31st December, 1848.

Date.	No.	By whom received.	Amount.
Jan. 31,	1	Dr. Gilpin,	£3 0 0
Feb. 16,	2	W. J. Anderson,	12 0 0
19,	3	Board Health, Guysboro',	5 18 2
March 18,	4	David Reed,	5 0 0
28,	5	David Bears,	35 0 0
29,	6	Captain Scott,	126 5 0

April	4,	7	S. Donovan and others,	£59	0	0
	7,	8	Peter A. Hearn,	18	18	2
	8,	9	Board Health, Halifax,	200	0	0
	8,	10	Benjamin Wier,	17	11	8
	13,	11	Thomas Walsh,	16	16	6
	22,	12	Garret Fitzpatrick,	21	19	4
May	9,	13	Hon. M. Tobin,	7	10	0
	27,	14	Board Health, Halifax,	226	14	11
July	7,	15	Ditto,	80	19	5
	13,	16	Benjamin Wier,	8	10	0
Oct.	6,	17	Archibald & Co.,	131	16	2
Nov.	15,	18	Board Health, Pictou,	100	0	0
June	24,	19	Dr. Desbresay,	45	0	0
	24,	20	Dr. Hoffman,	70	0	0
July	13,	21	Thomas S. Bown,	7	3	9
Aug.	8,	22	Joseph Kennedy,	8	0	0
	9,	23	T. & E. Kenny,	60	4	2
	19,	24	Ditto,	12	10	0
Oct.	9,	25	Board Health, Pictou,	100	0	0
	21,	26	C. E. Leonard, and others,	15	1	0
Decr.	11,	27	Board Health, Pictou,	15	0	0
	19,	28	Lieutenant Governor, P. E. Island,	112	10	0
				£1513	8	3

Treasurer's Office, Halifax, 31st December, 1848.

No. 87—(Part 2nd.)

(See page 380.)

The Committee to whom the claims for expenditures in aid of Sick Emigrants, cases of Small Pox, &c. were referred, beg to report further, as follows:—

That they have examined the accompanying Account submitted by Mr. Israel Harding, Acting Secretary, for and in behalf of the Board of Health at Argyle, for expenditures made there in consequence of the appearance of Small Pox—and recommend that the sum of £43 be voted and placed at the disposal of His Excellency to meet the liabilities of the Board. It would have been more satisfactory had the Doctors bills, and other Accounts, in detail, duly attested, been submitted to them; but upon the statements of Mr. Huntington and Mr. Ryder, and by the large deductions which appear to have been made by the Board itself, from the charges as first rendered, the Committee are satisfied that the Board have acted with a due regard to economy, and have relieved the Treasury of those portions of the bills which do not properly fall upon it.

All which is respectfully submitted.

GEO. R. YOUNG, Chairman.
R. McG. DICKEY,
HUGH McDONALD,
EDWARD L. BROWN.

Halifax, March 27, 1849.

Board

Board of Health, Argyle,

		To Freeman Larkin.
To finding provisions at my house for three persons, attending Small Pox patients, viz:—David Larkin, 32 days; James McCarthy, 21 days; Mary McAtey, 34 days—at 5s. per week,		£3 2 6
To Soft Soap,	£0 2 6	
To Crockery,	0 5 0	
	0 7 6	
		£3 10 0
To House used as an Hospital,		4 0 0
		£7 10 0

At a meeting of the Board of Health for the Township of Argyle held at Tusket on the 17th day of March, 1849.

Members present—Thomas Willett, President; Simon D'Entremont, John Hatfield, and Israel Harding, the following Accounts of expenses incurred by the Board in several cases of Small Pox at Pubnico, in this Township, the past winter, were submitted for the inspection of the Board.

After a careful examination of the several items charged, the Board recommend that the sums in the latter column be paid to the parties opposite to whose names they stand.

By order of the Board,

ISRAEL HARDING,
Acting Secretary, pro. tem.

	Amount of Account rendered.	Recommended to be paid.
Doctor Thomas O. Geddes, medical attendance on H. Larkin and Isaac Larkin with S. Pox,	£26 8 3	£7 10 0
Doctor Thomas O. Geddes, for vaccination 133 subjects charged,	No sum specified	1 10 0 for poor
Doctor Thomas Kirby, medical attendance by order of Board of Health, &c.,	12 7 6	7 10 0
Doctor Thomas Kirby, for vaccination 252 subjects charged,	No sum specified	3 0 0 for poor
Doctor Joseph B. Bond, for attendance at Tusket to visit a family supposed to have Small Pox, by request of a member of the Board,	1 10 0	1 0 0
Doctor J. K. Wilson, of Barrington, for a visit to Herman Larkin and vaccinating,	3 0 0	1 10 0
David Larkin, Jun., for nursing patients thirty-two days,	No sum specified	5 0 0
James McCarthy, for nursing patients twenty-five days,	" "	4 0 0
Nancy McAtey, for nursing patients and cleaning house and other services as cook, &c. thirty-one days,	" "	2 10 0
		Freeman

Freeman Larkin, for house rent, fuel, &c., as per Account herewith sent,	No sum specified	£7 10 0
James Larkin, for services performed as messen- ger for nurses, &c.,	“ “	1 0 0
		<hr/>
		£43 5 9 £42 0 0

From the above Statement it will be seen that we have greatly reduced the Physicians Accounts by reducing the items allowed and by striking off wholly those incurred by those able to pay for themselves.

We have thought proper to send Freeman Larkin's Account entire as it will best explain itself, and we fully concur in its reasonableness.

All which is respectfully submitted.

By order and in behalf of the Board,

ISRAEL HARDING,
Acting Secretary.

No. 88.

(See Page 345.)

The Committee on Indian Affairs beg leave to report as follows—

Your Committee have investigated the Accounts of expenditure for the past year, of Dr. Gesner, Bishop Fraser, Indian Commissioners in Nova Scotia Proper; and of H. W. Crawley, Esq. and the Rev. Mr. Courteau, in Cape Breton; which are satisfactory.

The Abstract annexed shews the amounts severally expended by those gentlemen, and also the mode of appropriation—which is also satisfactory to your Committee.

Your Committee have considered the applications, by Petition, of several Medical gentlemen in different sections of the Province for remuneration for professional services rendered to the Indian Inhabitants in cases of sickness, and recommend an extra Grant this Session to pay the several sums hereinafter reported. To prevent abuses creeping into this branch of the public service, your Committee are of opinion it is necessary to impose restrictions upon these Grants, and recommend the passage of a Resolution by the House against granting compensation to any Medical practitioner for Medicines supplied to, or attendance upon, sick Indians, unless the services are performed by direction of Overseers of the Poor, or of one of the Indian Commissioners; the Accounts for which services, together with the fact of their being so employed, to be duly vouched by the said Overseers of the Poor, or Commissioner, as the case may be, and to be paid only upon the application of the said Overseers or Commissioner. Should these suggestions be approved by the House, and a Resolution of that nature be passed, your Committee would respectfully recommend the publication of the same in some of the newspapers circulating in the Country.

Your Committee recommend that the following sums be granted and paid to the following persons, the several sums hereinafter mentioned:

To Dr. S. Willobycki, of Liverpool, for attendance upon two sick Indians, the sum of Five Pounds Two Shillings and Six-pence.

To

To Dr. Benjamin G. Page, of Amherst, for medicine furnished to sick Indians, Two Pounds.

To Dr. Wm. Culpepper, of Lunenburg, for medicine furnished sick Indians, One Pound and Seven Shillings.

To Dr. Hamilton, of Cornwallis, for attendance upon, and medicines furnished to sick Indians—Two Pounds and Five Shillings.

To Dr. James Forbes, of Liverpool, for attendance upon, and medicine to sick Indians, in full of his Account—Seven Pounds.

To Dr. Charles Bent, of Pugwash, for attendance upon, and medicines to sick Indians, in full of his Account—Seven Pounds and Ten Shillings.

To J. S. Morris, Esq., Twelve Pounds and Fifteen Shillings, to pay for Surveying and Plans of Indians' Lands.

Your Committee have also read with attention and interest the Petition of the Chiefs and Captains of the several Indian tribes; but although they deeply regret the distressed condition of these unfortunate people, cannot, under present circumstances, recommend any additional Grant for the benefit of the Indian population. Your Committee, however, hope the mode adopted by the Legislature, may induce the greater portion of them to abandon the migratory habits and depend upon the more permanent employment of Agriculture, as a means of livelihood.

W. A. HENRY, Chairman.
STEPHEN FULTON,
H. Y. MOTT,
JOHN CAMPBELL,
JAMES McKEAGNEY.

Abstract referred to in the foregoing Report.

Expenditure by Dr. Fraser, Indian Commissioner :		
Amount received from Provincial Treasurer,		£30 0 0
“ received from Overseers of Poor, Guysboro', balance unappropriated by them,		0 15 0
		<hr/>
		£30 15 0
Amount expended in relieving sick Indians,		30 1 3
		<hr/>
	Balance in hand,	£0 13 9
Expended by Dr. Gesner :		
Amount received from Provincial Treasurer,		£150 0 0
Balance in hand in 1848,		8 14 2
		<hr/>
		£158 14 2
Amount expended in different Settlements as encouragement to industry in Agricultural pursuits, in the shape of seed—in erecting barns, and furnishing provisions during seed time,	£85 1 3	
Amount expended in supplying provisions & clothing	44 9 3	
Miscellaneous charities,	8 12 7	
Travelling expenses,	17 16 0	
Balance in hand,	2 15 1	
		<hr/>
		158 14 2
		<hr/>
		Expenditure

Expenditure by H. W. Crawley, Esq., at Sydney, Cape Breton :		
Amount received from Provincial Treasurer,		£50 0 0
" received by him from Indians in part payment of Seeds, &c., sold,		4 12 6
		<hr/>
		£54 12 6
Miscellaneous charities,	£1 10 1½	
15 barrels Meal, and 61 bushels of Corn, distributed to Indians,	31 17 11	
22 pairs of Blankets, &c.,	10 2 2	
Tuition of 12 children for 6 months,	5 0 0	
Medical attendance,	2 6 8	
Postage,	0 6 5	
Balance in hand,	3 9 2½	
	<hr/>	54 12 6
Expenditure by the Rev. Mr. Corteau, in Cape Breton :		
Amount received from Provincial Treasury,		£50 0 0
Expended in provision and charities,	£26 11 6	
Balance reserved to purchase provisions and seeds this season,	23 9 0	
	<hr/>	50 0 0
<i>Statement of Balance in the hands of the several Indian Commissioners, to be hereafter accounted for.</i>		
In the hands of Bishop Fraser,	£0 13 9	
" Dr. Gesner,	2 15 1	
" H. W. Crawley, Esqr.,	3 9 2½	
" Rev. Mr. Corteau,	23 9 0	
	<hr/>	£33 7 0½

No. 89.

(See page 345.)

The Committee to whom was referred the Petition of George T. Handley, of St. Peter's, beg leave to report as follows :

The Petitioner claims compensation for the loss of Goods belonging to him, which he alleges were stolen out of his store in 1846 by parties who broke into it and took therefrom about 200 barrels of Flour and Meal, which had been deposited there by the Government for distribution, and in consequence of which, goods of Petitioner were taken to the value of Ten Pounds ; and also the amount of a small Account for expenses of the Storing and other charges paid by Petitioner.

Your Committee have not had any evidence beyond what the Petition contains of Mr. Handley's loss, or of the circumstances attending it, and do not, therefore, feel justified in recommending the grant of any sum as compensation.

The Petitioner also asks payment for his loss of time in attending at the Supreme Court in Arichat, as witness on the part of the Crown in several prosecutions against the parties who broke into his Store and carried away the Flour and Meal before mentioned. It has been satisfactorily proved to your Committee that the Petitioner attended at least two terms of the Court at seasons of the year when

when his absence from home was injurious to his business and they are opinion he should receive compensation. Your Committee are of opinion, however, that such expenses should be borne by the County and cannot recommend a grant therefor from this House.

Your Committee are of opinion that an Act should be passed authorizing and requiring the Grand Juries in the several Counties, to provide for the payment of the expenses of witnesses on the part of the Crown in all Criminal Cases wherein the prosecutions are conducted by any of the Crown Officers, or by Counsel appointed by the Court. Your Committee are unable to discover any good reason why individuals should be forced to sacrifice their time for the benefit of the public in this way, and they are the more induced to make the foregoing suggestions, from the conviction that, in consequence of the want of any provision for the remuneration of persons attending as witnesses for the Crown in these cases, the ends of public justice are sometimes frustrated from the difficulty that prevails of securing the attendance of witnesses.

All which is respectfully submitted.

Committee Room, 16th March, 1849.

W. A. HENRY, Chairman.
HENRY MIGNOWITZ,
WILLIAM CARD.

No. 90.

(See Page 349.)

The Committee to whom was referred the Bill for the regulation of Benefit Building Societies, have considered the subject, and have the honor to report--

That a main object of these Societies is to enable persons of little or no capital to become owners of Real Estate on easy terms. This end is effected by means of extensive association of persons who pay into the Common Stock annual sums of a larger amount than the interest on the money borrowed from the Society for the purchase of Real Estate; these accumulations in a limited number of years, with the accumulation of interest thereon, form a fund that has increased to the amount of the value of the whole share in the Society, and thus the Society terminates, leaving the Shareholders who had borrowed from the common fund the owners of the property purchased without any other advance than their annual contribution before mentioned.

The Society also affords some of the advantages of Saving Banks, and likewise furnishes the opportunity of investment of capital.

The scheme has stood the test of experience, and is spreading extensively in Great Britain and the Colonies. The Imperial Statute 6 & 7 Wm. 4, c. 32, was passed for the establishment and regulation of such Societies; and Acts have passed with the same object in Canada and New Brunswick.

The Committee think the system one that may be properly introduced into this Province, and recommend the passage of the Bill before the House which corresponds with the New Brunswick Act.

J. W. JOHNSTON,
STEPHEN FULTON,
JAMES D. FRASER,
H. Y. MOTT.

20th March, 1849.

No. 91.

(See Page 365-6.)

No. 153.

No. 1.

Copy of a Despatch from Governor General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, December 20, 1848.
(Received January 10, 1849.)

MY LORD—

In pursuance of your Lordship's instructions I have brought the subject of the Quebec and Halifax Railway under the consideration of the Executive Council of this Province, and I have now the honor to submit the copy of an approved Minute containing suggestions as to the mode by which, with the concurrence of the Imperial and Provincial Governments, the necessary means for carrying out this important national undertaking may, it is believed, be provided. It is proposed that the work shall be executed by or under the exclusive and immediate authority of the Imperial Government; that where the line passes through a settled country whatever land is necessary for the road shall be purchased by the Provinces, and handed over to the Imperial Government without charge; that where it traverses the public domain, ten miles on either side of it shall also be placed at the disposal of the Imperial Government, with a view, on the one hand, to the promotion of an extensive scheme of settlement in connexion with the work, and on the other, to the replacing by land sales a portion of the capital expended; and finally, that the capital required for the actual construction of the road shall be raised on the security of a revenue to be derived from the imposition of a duty of 7s. 6d. per load on timber, the produce of British North America, when imported into Great Britain.

2. I am well aware of the fact that under existing circumstances grave objections present themselves to the adoption of any measure involving a large outlay. Nevertheless that which I now submit has so much to recommend it, and it bears so immediately upon questions which affect vitally the interests of Great Britain and Ireland that I need not, I am sure, bespeak for it your Lordship's serious consideration.

3. For a statement of the manifold advantages which will be conferred on the mother country and on those Colonies by opening up to settlement the vast country which the proposed line will traverse; a country abounding in valuable timber, mines, and fishing stations; in many parts of admirable fertility, and accessible through Halifax by a short and easy voyage from Ireland—it is only necessary that I should refer your Lordship to the Report of Major Robinson, R. E., in which these topics are ably and clearly treated. In submitting, however, the views of the Canadian Government upon this subject, I would desire, with your permission, to offer a few general remarks, which may serve further to illustrate the importance of the undertaking in a national point of view.

4. In the first place, then, I would beg your Lordship to observe that one of the main obstacles to the rapid and successful colonization of British North America consists in the circumstance that there is little or no demand for labour on the sea-board. A destitute immigrant landing at New York finds himself at once in a busy scene where there is a fair chance of his obtaining employment until he has earned the means of transporting himself to the interior. But, generally speaking, he must proceed to Western Canada before he meets with any constant

or

or certain market for his labor if he resort to British North America. Hence the necessity for a large expenditure for the conveyance of destitute persons from Quebec to the Lakes, and the manifold charges connected therewith; such as the provision of hospitals at various points for the treatment of the sick: charges which swell sometimes to a formidable sum, and which must be met either by the produce of taxes imposed on immigrants, or by Grants from the British Treasury. If the expenditure be defrayed from the latter source it is difficult to keep it within reasonable bounds; and if from the former, it has a direct tendency to check the immigration which it is most for the interest of the Provinces to encourage, inasmuch as the healthy industrious settler who has money to pay his way, is taxed for the behoof of the destitute, the sickly, or the indolent, who cast themselves on the Immigration Department at the sea-ports. It cannot, however, I think, be doubted, that the undertaking of this great national work under the authority of the Imperial Government, and in connection with the measures of systematic colonization on the line, would go far towards the removal of this impediment to the general settlement of British North America. The immigrants who had inducements to seek the West, and money to pay their passage, would still proceed thither, while those who were either unwilling to go further, or without the means to do so, would immediately on landing seek employment on the Railway or in some one of the various undertakings to which, when once fairly commenced, it would infallibly give birth, and they would eventually either become settlers on the lands in the vicinity of the line or move on to the West, leaving their places vacant for new comers. I am disposed to think that by thus removing the main obstacle to the rapid colonization of the vast British territory beyond it, this work will do far more for the interests of emigration from the mother country than will ever be effected by the employment and settlement of the large number of immigrants who are likely to be immediately engaged upon it.

5. As regards the probability of the work proving ultimately remunerative, I cannot but express my belief, that under the arrangement suggested by the Canadian Government, its cost to the British Government will be found to fall within Major Robinson's estimate. He has based his calculations, it would appear, on the expense of Railways constructed in the State of Massachusetts, where large prices are frequently paid for land, and where the cost of the principal materials employed is enhanced by the operation of a highly protective tariff. As the land to be occupied by the line will cost the Government nothing, and as a considerable sum may be realized by the alienation of that portion of the public domain which will be placed at its disposal, a large deduction may, it is to be hoped, be made from these estimates; whilst the almost invariable productiveness of Railways in America, which are frequently pushed, in the face of great engineering difficulties, into districts whose present resources and population would not appear to justify the outlay or warrant the expectation of a return on the capital expended.

6. I have chiefly insisted on the advantages which the mother country is likely to derive from the execution of this work, believing that the benefits which it will confer on the Colonies are too manifest to require elucidation. I would, however, venture to offer one observation on this head. It is obvious that as soon as Railway communication is extended throughout the Provinces a smaller military force than is now requisite will suffice for their protection. But looking to the anxiety which your Lordship has repeatedly expressed that a diminution in the expenditure incurred by Great Britain on this account should be effected at the earliest period, I am prepared to go a step further in this direction, so confident

am I that the mere undertaking of the work in question will tend to raise the Colonists from the despondency into which recent changes in the commercial policy of the empire has plunged them; to unite the Provinces to one another and to the mother country; to inspire them with that consciousness of their own strength and of the value of the connection with Great Britain, which is their best security against aggression; that I would not hesitate to recommend that an immediate and considerable reduction should take place in the force stationed in Canada in the event of the execution of the Quebec and Halifax Railway being determined on.

I have, &c.,

(Signed)

ELGIN & KINCARDINE.

The Right Hon. Earl Grey, &c. &c. &c.

Enclosure 1 in No. 1.

Memorandum on the projected Halifax and Quebec Railroad.

The subject of the projected Railroad between Quebec and Halifax has for some time past engaged the consideration of the members of the Provincial Administration, and having been entrusted by my colleagues with the preparation of a Memorandum explanatory of their views and for the consideration of his Excellency the Governor General, I shall endeavour, to the best of my humble ability, to perform the duty assigned to me. In a recent Despatch from the Right Honorable Earl Grey, Her Majesty's Principal Secretary of State for the Colonies, to his Excellency the Governor General, his Lordship invites the attention of the Canadian Government to a Report from Major Robinson of the Royal Engineers on the proposed trunk line of Railway from Halifax, Nova Scotia, to Quebec.—This interesting and able Report has been read with that attention which its importance demands, and it is most gratifying to learn that a work, the construction of which would be so desirable in a national point of view, is deemed by that officer to be not only practicable but likely to prove remunerative.

The members of the Canadian Government have been most reluctant to press the subject of this Railroad on the consideration of Her Majesty's Government, and would probably have forborne to do so still longer but for the invitation contained in Earl Grey's Despatch. They feel strongly that should the work be undertaken and completed, and afterwards prove unproductive, the loss must fall principally on the mother country, and they have been unwilling, under such circumstances, to incur the responsibility of urging the Imperial Government on the subject. Major Robinson has entered very fully into the reasons which may induce the Imperial Government to embark in this great national work, one of the principal of which is that it will open a field for successful colonization. I shall not venture to enforce the arguments of Major Robinson, being fully convinced that they will have their just weight with Her Majesty's Government. I cannot, however, concur in opinion with Major Robinson, that the best mode of undertaking this work, would be by making it a sort of partnership concern between the mother country and the Provinces of Canada, Nova Scotia, and New Brunswick. The money can only be got through the instrumentality of the Imperial Government, and it would be highly desirable that the work should be executed by the officers of that Government, and that it should be entirely under Imperial control.

If the anticipations of Major Robinson should be realized, and the work should prove remunerative, no difficulty could arise. The Imperial Government could,

I should suppose, raise a loan with great ease for the required amount at $3\frac{1}{2}$ per cent., and the Railway dividends on this continent generally, vary from 7 to 10 per cent. But it may be said that Major Robinson is too sanguine, that loss may be incurred, and that the Provinces being deeply interested in the construction of the work, ought to bear their fair share of such loss.

As no one I presume could recommend the construction of such a work as a mere mercantile speculation, its total unproductiveness ought to be provided for. The question then for consideration is how aid can be afforded by the Colony.

The Province of Canada has already contracted a large debt for the construction of public works, which has seriously impaired its ability to assume additional charges on its revenue.

When the great line of ship canals, by which the navigable waters of the St. Lawrence are connected with the lakes, was undertaken, the protective system was in full operation in England, and it was justly believed that under the operation of that system, the products of the Western States of the American Union, as well as of Canada, would pass through those canals and the St. Lawrence, to England. Unfortunately, for Canada, the change which has taken place in the commercial policy of the empire has had a ruinous effect upon her commerce, and a wide-spread belief prevails among the Canadian people that unless the British Navigation Laws be speedily repealed, the whole trade of the West will be diverted to New York. This reference to the commercial policy of the empire may perhaps appear irrelevant to the present subject, but it is well to keep in view that another important interest in British North America is threatened with the loss of protection. It seems to be generally believed that the present protection in favour of Colonial timber is likely soon to be withdrawn. Deep as is the interest of Canada in this important trade, the sister Province of New Brunswick will probably suffer more severely from the withdrawal of protection. And I think that it may fairly be urged upon Her Majesty's Government that at such a period of suffering in the Colonies, caused too by no fault of theirs, it would not be expedient to propose any direct addition to our burthens. I think that I am warranted in anticipating as I have done the removal of the present protection on Colonial timber. The commercial policy of the Imperial Government has been so clearly defined, as to leave no room for doubt that some modification of the timber duties will shortly be proposed. Should such a measure be determined on, it might be carried out in a mode that would at least afford some compensation to the Colonies.

Instead of reducing the duty on foreign timber, that on Colonial might be increased from 1s. to 7s. 6d. per load, by which means a revenue might be obtained sufficient to meet the interest on a loan which might be raised to construct the Halifax and Quebec Railroad.

Should the Imperial Government be induced to undertake this great national work, the Canadian Legislature would be ready, there can be no doubt, to transfer to the Imperial Government or its Commissioners, the lands on each side of the road, to the extent of ten miles in depth, when it should pass through the public domain, and would also be at the expense of purchasing all the private property required for the Railroad line, and for the station at the terminus.

Humbly submitted for the consideration of His Excellency the Governor-General.

(Signed)

F. HINCKS,
Inspector-General.

Enclosure 2 in No. 1.

Extract of Report of the Committee of the Executive Council, dated 20th Dec., 1848, approved by His Excellency the Governor General on the same day.

The Committee of the Executive Council have had under consideration a Memorandum on the subject of the Halifax and Quebec Railroad, submitted for your Excellency's consideration by the Inspector-General of Public Accounts.

The Committee of Council concur in the opinion expressed by the Inspector General, as to the importance of this work in a national point of view, and earnestly hope that Her Majesty's Imperial Government may be induced to recommend it for the favorable consideration of Parliament.

The Committee of Council are of opinion, that by devoting the revenue, to be obtained by an increase of the duty on colonial timber to such a purpose, Her Majesty's Government would do much to reconcile the colonists to the modification of the protective system.

The Committee of Council have no doubt that the Canadian Legislature would be prepared to sanction any measure having for its object the transfer to Her Majesty's Government of the unsettled Crown Lands through which the proposed Railroad would pass, to the extent of 10 miles in depth on each side, and that it would further undertake to obtain at the expense of the Province, all the private property required for the Railroad line in Canada, and for the several stations. And the Committee of Council recommend that a measure should be submitted to Parliament at the ensuing Session, for the purpose, in case Her Majesty's Government should determine to undertake the work.

Certified, J. JOSEPH.

No. 2.

Copy of a Despatch from Governor General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, January 3, 1849.
(Received January 23, 1849.)

MY LORD—

I have the honor to transmit herewith, for your Lordship's information, the copy of a Despatch which I addressed to the Lieutenant-Governors of Nova Scotia and New Brunswick respectively, in forwarding to them copies of the Minute of the Executive Council of this Province, on the subject of the Quebec and Halifax Railway, which was enclosed in my Despatch to your Lordship, No. 153.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, &c. &c.

Enclosure in No. 2.

Government House, Montreal, December 23, 1848.

SIR—

Under instructions from Earl Grey, I have called the attention of the Executive Council of this Province to the subject of the Quebec and Halifax Railway, and to the report upon it which has been furnished by Major Robinson, R. E., and

and I have now the honor to transmit herewith a Minute of Council, embodying suggestions as to the mode in which, with the concurrence of the Provincial and Imperial Legislatures, it is believed that funds may be procured for the accomplishment of this great undertaking. The arrangement proposed in this document has commended itself, after full deliberation, to the approval of this Government, as one likely to prove, under existing circumstances, in a high degree advantageous to these Provinces, and I trust it will receive a no less cordial support from your Excellency and your Administration.

2. On the vast importance of the work, whether as affecting Imperial or Provincial interests, I feel that it is altogether unnecessary to insist. The subject has been long before the public, and its manifold recommendations have been ably stated in various publications, official and unofficial, as well as in the valuable report to which I have already made allusion. I cannot, however, refrain from observing that, while on the one hand no undertaking seems to me so well calculated as this to connect the Provinces together: to promote the interests which they have in common, to inspire them with a consciousness of their own strength, and thus to fit British North America for the fulfilment of its high destinies; so, on the other, none appears to be more likely to increase the population, extend the trade, and develop the local resources of each; and if this remark be true as applied to Canada, still more emphatically does it hold good of the lower Provinces.

3. As regards that portion of the plan submitted which involves a partial surrender of the protection at present enjoyed by Colonial timber in the markets of Great Britain, I shall add nothing to the statements contained in the Minute, further than to remark that I entirely concur in the opinion that it would be imprudent to calculate on the permanence of such protection in the face of the change which is taking place in the general commercial policy of the empire, and of the contemplated modification of the Navigation Laws.

4. I have no authority to state that Her Majesty's advisers will deem it consistent with their duty to apply to Parliament for the necessary power to enable them to undertake this great work under the proposed arrangement, but I am so thoroughly convinced of their desire to promote the welfare of these valuable dependencies of the Crown, and to relieve them from the depression under which they now labour, that I am confident a suggestion of this nature, supported by the concurrent recommendations of the Provincial Governments will command their immediate and most favorable consideration.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

Sir Edmund Head, Bart., and Sir John Harvey, K.C.B., &c. &c.

No. 3.

Copy of a Despatch from Governor General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, January 4, 1849.

MY LORD—

I have the honor to transmit herewith, three printed copies of a tabular statement, prepared with much care from official records, showing the population and

annual amount of all property in Upper Canada, rateable under assessment laws for purposes of taxation, from the years 1825 to 1847, inclusive. The evidence which this document affords of the steady yet rapid increase which is taking place in the value of property in this section of the Province, cannot fail to be highly interesting to your Lordship, and is well worthy the attention of capitalists in Great Britain.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, &c. &c.

Enclosure in No. 3.

Tabular Statement, showing the Annual Amount of all Property in Upper Canada, rateable under Assessment Laws for purposes of Taxation, from the year 1825 to 1847 inclusive.

The following Table gives not the actual value of the property, but the value at which it is rated for taxation under statutes of very early date, and which have remained unaltered. Wild Land is valued at 4s. per acre, its average value is fully 15s., as the amount given in the column only includes that in possession of persons, and forming part of their farms. Cultivated Land is valued at £1, whereas the lowest average is from £2 10s. to £3 per acre.

Years.	Population.	Lands.		Houses of all kinds except Shanties.	Grist Mills.		Merchants' Shops.	Warehouses.	Horses.	Oxen.	Milch Cows.	Yongs Cattle.	Saw Mills.	Carriages kept for Pleasure.	Amount of Assessed Value of Property.		Gross Am't. of all Local Taxes.			
		Uncult. Asd. val. £1 per Acre.	Cultivated Assd. val. £1 per Acre.		No.	Addition- al run of Stones.									£	s.	d.	£	s.	d.
1825	158027	2500304	535212	8976	232	71	456	54	22589	23900	51216	23501	394	587	2256874	7	8	10235	8	2
1826		2641725	614254	9732	250	80	487	57	24095	26580	61954	24806	422	582	2409064	17	9	9940	4	11
1827		2826070	632607	9889	262	94	496	51	25520	29128	67349	27918	460	750	2442847	11	0	11509	10	5
1828		2977807	678618	10183	274	98	548	68	27303	30879	67945	29527	515	968	2579083	3	4	12583	12	3
1829		3008777	717552	11291	296	102	604	72	28388	33451	75091	34844	535	982	2735783	10	10	12732	17	5
1830	210437	3244410	775014	12082	273	121	748	91	30777	33770	80909	33396	555	986	2929269	9	2	13355	10	6
1831		3570889	818432	13605	291	135	757	95	33197	36057	83519	35194	533	1111	3143484	10	0	15320	10	11
1832	261060	3799014	916173	14550	320	152	854	96	36601	38941	91676	35250	671	1203	3415822	0	1	16503	6	10
1833		4115253	981955	16446	307	173	1025	105	40249	41870	95042	36089	723	1421	3796040	4	2	18397	5	7
1834	320693	4171995	1034816	16771	328	192	957	123	41866	42445	99474	36769	788	1409	3918712	14	2	19806	1	5
1835		4476386	1208308	18488	352	199	982	117	47724	46066	109605	39329	753	1495	3880994	13	6	22464	8	4
1836	372502	4807406	1283133	20951	356	227	1043	133	54616	48929	120584	44698	902	1720	4605103	1	9	23169	0	8
1837		4736268	1453556	22057	366	233	1198	117	57170	49347	123028	48598	860	1627	4431098	8	9	24337	14	8
1838	*	4353890	1206493	19513	359	251	917	99	52732	38577	109991	42514	774	1467	4232544	3	9	24077	12	3
1839	407515	5113423	1587676	25049	420	298	1036	113	66220	47569	136951	47624	953	1769	5345372	11	6	33210	16	8
1840		5290014	1710000	25857	420	294	1123	130	72734	49317	144900	48625	963	1863	5607426	7	8	37463	14	4
1841	465357	5310103	1740664	27960	443	334	1211	145	76747	50271	163663	59955	980	1936	6269398	12	6	43908	16	7
1842	486055	5548357	1916319	31638	455	359	1299	164	83755	55137	173394	76648	982	2188	6913341	9	3	58354	12	11
1843		5783197	1993659	33190	451	375	1330	154	88062	58331	184186	84326	1169	2648	7153324	18	6	64849	9	3
1844		5845935	2166101	35631	465	369	1431	155	94168	62306	187298	79050	1246	3042	7556514	12	5	74736	5	0
1845		6072076	2311238	37214	478	417	1636	174	98598	65127	199537	78665	1272	3810	7778917	9	6	76291	10	6
1846		6182419	2464704	39625	492	426	1868	180	105517	68963	211565	74370	1041	4510	8236677	18	0	84137	5	9
1847		6477338	2673820	42937	527	475	1945	179	113812	72017	218653	76935	1489	4685	8567001	1	0	86058	16	0
1848	717560																			

* For this year the Assessment Rolls were very imperfectly taken owing to the disturbed state of the country.

Note.—The Wheat Crop of Upper Canada, as given by the Census for 1842, was 3,221,991 bushels, by that taken in 1848 it amounted to 7,491,732, showing an increase of 4,272,741 bushels or 132.62 per cent. on the 6 years.

No. 4.

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

Government House, Fredericton, January 1, 1849.

(Received January 23, 1849.)

MY LORD—

I have the honor to enclose a copy of certain observations on the Reports of Major Robinson and Captain Henderson, with reference to the proposed Railway through this Province.

These observations have been placed in my hands by Mr. Wilkinson, the gentleman who is the author of the Report, No. 3, printed at page 46 of the Appendix to Major Robinson's Report. He is employed in the Crown Land Office here, and is a person of great experience in surveying. He possesses, moreover, considerable knowledge of this country, and is, I believe, perfectly trustworthy.

At the same time I wish your Lordship to bear in mind that I did not call on Mr. Wilkinson for any observations on the Report in question, nor do I now express or imply any opinion as to the justness of his views.

It is so material, however, that Her Majesty's Government should be in possession of all the information which can be obtained on this difficult and most important subject, that I should not feel justified in withholding from your Lordship remarks on Major Robinson's Report, thus placed in my hands in an official form, by a person like Mr. Wilkinson.

I have, &c.

(Signed)

EDMUND HEAD.

The Right Hon. Earl Grey, &c. &c.

Enclosure in No. 4.

Fredericton, December 18, 1848.

MAY IT PLEASE YOUR EXCELLENCY—

The following observations appear to be invited by the Report submitted to Major General Sir John F. Burgoyne, on "the proposed trunk line of Railway from an eastern port in Nova Scotia, through New Brunswick to Quebec," dated 31st August last.

It is with reluctance that they are offered in an official form, but the utility or propriety of any other course appears to be precluded.

The Report is peremptory in the recommendation of a particular route, and that the most circuitous one.

It is equally peremptory in the condemnation of any more direct or central route.

We of course look for reasons of adequate force and validity to command a concurrence in a decision so unqualified.

The proposed observations on the insufficiency of the reasons adduced, will be confined to the route as far as it falls within the limits of New Brunswick and part of Canada.

The Report affirms the superiority of the direct or central route, if practicable, in these words, "Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened, as is apparent by the mileage given in route No. 4, it was determined to use every effort to decide either the practicability or impracticability of such line.

The

The efforts made are then detailed. In these details I am unable to discover even an approach to the adequacy of effort which could warrant an unqualified, much less a peremptory opinion.

To follow minutely the Report is unnecessary—one effort only to discover a favorable line between Boistown and the Restigouche, is detailed. This, it is incidentally mentioned, was a great improvement upon a previous one. Why then did this great improvement rather discourage than encourage further efforts?—Was every effort already exhausted by the peculiar efficiency of this second attempt?

A simple inspection of the map of the country, as previously known, will show that there was only a faint probability of the success of either of these attempts, which were by way of the extreme sources of the south-west branch of the Miramichi. There the land was already well known to be very high, and it is obvious that the descent into the valley of the Tobique from this situation, would be the shortest and most sudden that could be selected. A direct and equable descent, proved, as was very likely, to be impossible, and any other must necessarily be very bad. The details in Appendix No. 2 of the Report confirm this.

The Report says that “the lowest point of the ridge overlooking the Tobique River, at which any line of Railway must pass, is 1216 feet above the sea.” That this great summit level “must be surmounted.”

Now this unqualified affirmation implies that the elevation of every gap or depression in a dividing ridge, extending in a straight line North-East and South-West, about 70 miles, and probably 100 miles by its circuitous course, has been accurately ascertained. Yet no details are furnished in the Report to show that any knowledge of this kind exists beyond the vicinity of the single point at which the ridge was intersected as described by Captain Henderson, in Appendix No. 2. He says, “The highlands bounding it, (the valley of the Tobique,) on the South side are very lofty. The lowest point at which they can be passed, as ascertained by our explorations, being at a point about 19 miles South of the river, is 1216 feet above the sea, or 894 feet above the river.” This statement is satisfactory. It is all that could be said with safety. But it does not carry us either way along the ridge beyond the vicinity of the point examined.

An examination of the whole ridge, however, does not even receive advertance in the Report. Yet without such examination, and a conclusive result derived from the same, how can the Report plead an unwillingness to abandon the direct route, or affirm that the lowest point in the ridge in question, is 1216 feet above the sea.

An exploration by way of the right hand branch of the Tobique, towards Boistown, was suggested at the commencement of the season of 1847. It might not have proved successful, but it offered the greatest probability of success. It is obvious, at least, that the suggestion could proceed only from the anticipated failure of the route adopted. The proposed is adverted to in Appendix 3, at page 49, 50, of the Report, but not noticed in the Report itself.

My remarks would extend to tediousness in minutely following the Report. Their tendency would be of the same kind, with regard to the rest of the line of country from the Tobique onwards to the St. Lawrence. I could not conscientiously concur in the opinion that the country is barely within the limits of practicability, much less that it is impracticable, and that further attempts to discover a favourable route are useless. My personal knowledge of the face of the country, and my views of the importance of the central line, equally compel me to say, that no sufficient efforts have yet been made to warrant a peremptory opinion, or any safe opinion.

I must also add that no admissible data whatever are supplied by the Report for a satisfactory comparison of the circuitous and central routes.

In seeking for such means of comparison, we are foiled at the first attempt.

The Report says, at page 14, that the section of the country between Shediac, (more properly perhaps the Bend of Peticodiac) and Boistown, was proved in 1846 to be generally low and flat, with occasional undulations. This of course is part of the direct or central line.

In order, however, to make the corresponding division of the circuitous line, running 20 or 30 miles further to the Eastward, pass review, it is put forward, not upon its own but upon the borrowed merits of the central line. The sections as submitted are acknowledged to be inadmissible. They "are not grades for the Railway." What then? "With the exception," says the Report, "of the immediate banks of the St. Lawrence, this is expected to prove one of the easiest portions of the line." Why is it so expected? No reason is given, except that "the whole of this portion of the country is believed to be generally low and flat," like that between Shediac and Boistown. Why is it so believed, whilst the sections submitted show that the whole of the country is not so, and that restricting our judgment to what is known by these sections "they are not grades for the Railway."

Thus nearly 100 miles of the circuitous line, so confidently and peremptorily recommended for its superiority, is not, as far as known, entitled to be recommended at all, and the fact of its eligibility yet remains to be discovered, whilst the easy practicability of the corresponding portion of the central line has been proved.

This criticism would not have been submitted, if an exact local knowledge recently obtained of a portion of the ground in question did not forbid the least concurrence in the gratuitous expectation held out in the Report, that "with the exception of the immediate banks of the St. Lawrence this is expected to prove one of the easiest portions of the line."

By inspection of the map of the country as already known, it will be seen that there will be at fewest about eight principal summits or watersheds to cross at right angles by this portion of the circuitous line, and that at every interval the level of the tide must be quite or nearly regained. It will be fortunate if these summits can be easily surmounted at a less average elevation than 200 feet. Assume that by deep cuttings and high bridging they may be reduced to an equivalent of 150 feet, we have at once by this favourable supposition an aggregate elevation of 1200 feet to cross, or as high as the trial summit of the Tobique ridge; but this is without making allowance for all the subordinate or secondary summits, which will be numerous. The difficulties, therefore, cannot be even guessed at without a careful survey.

The Report places much reliance upon the greater security which the mere remoteness of the circuitous line from the frontier of the United States will afford in case of war.

"Passing," it is said, "at the greatest possible distance from the United States, it possesses in the highest degree the advantages to be derived from that circumstance of security from attack in case of hostilities."

In one ignorant of military matters, it may be presumptuous to be incredulous on this point; but in seeking to run wide of one danger it would appear that the line recommended runs side by side with a danger still greater. It would run for several hundred miles close upon the highway not only of the United States but of all nations.

Assume that the United Kingdom were destitute of a Railway, and that it was
proposed

proposed to construct one for the security of military communication and commercial traffic, would it be recommended that it should follow the immediate coasts of the islands, or that it should, as much as possible, run centrally through from North to South with the branches to either coast ?

The case proposed in New Brunswick is not essentially different, except that the inland frontier will be less exposed to clandestine attack than the sea-coast. No formidable design could originate and ripen for an inland attack without some warning ; not so on the sea-coast. It has been affirmed by high authority, that even in England there would be no difficulty in the present state of steam navigation, in landing without any available notice a well appointed army on the South coast, which could march unopposed to London in two days. How insignificant then would be the ordinary means of opposition on the Eastern coast of New Brunswick, not even the slight obstacle of a landing could oppose the clandestine attack and interruption of the proposed line of Railway. It would pass (according to the Report) immediately across the heads of navigable rivers or bays of the Gulf of St. Lawrence, and for a long distance close along shore. Facility of approach by these means is mentioned in the Report as a superior advantage in the construction. This two-edged advantage also extends along the whole shore of the river St. Lawrence.

It will scarcely be denied that it is important to reduce this source of danger to the shortest possible extent of the line. Nearly 100 miles of the most objectionable part of the shore of the St. Lawrence, and the whole of the gulf shore, are avoided by the central route through New Brunswick. If also it be the shortest and most expeditious, these would be most important offsets against an assumed increase of expense. It is not certain without survey that this construction of this part of the line would exceed the average cost. If not, then nearly a tenth of the whole expense would be saved. It would cost nothing along the line for defensive works, that would not be equally necessary if the Railway did not exist. On the other hand, no limit could be assigned to the expense of efficiently guarding the sea-coast.

The central line would also be a common bond of union on a principle of equity to all local interests in New Brunswick ; its branches would bind those interests as one. A one-sided line, with the influence of Government in its favour, would tend to the obvious antagonism of private enterprise.

The Report enters upon the question of the probable revenue from freight transmitted between Quebec and Halifax.

There can be but faint prospect of heavy freight finding its way along the whole line for shipment at Halifax for Europe, or the reverse, during the season of navigation, except where expedition is of more importance than cost, or in case of sudden emergency like that which occurred in 1846-7. During the winter season heavy articles required either way will naturally take the shortest line of Railway, which may connect the open navigation of the sea with the nearest harbour of the St. Lawrence. The shortest line of Railway of this description that can be constructed within British territory, or perhaps elsewhere, is that now in progress from the port of St. Andrew's. Another line, of not many miles greater extent, may terminate at St. John's ; either of these will be 240 to 260 miles shorter than the circuitous line to Halifax, and both will be as promptly accessible as that port from Bermuda and the West Indies, and are only a few hours more remote from Europe. The central line would convert these branches into most important auxiliaries. The circuitous one would turn them into rivals.

The qualities of the trunk line, therefore, most calculated to insure revenue, are those of directness and expedition between the extreme points of communication,

tion, and as a commanding medium of distribution and absorption of traffic by branches to the chief maritime outlets. The most important of the latter must evidently be in the Bay of Fundy, because they are accessible all the year. To divert the trunk line as far as possible from these would be to exclude it from a fair prospect of revenue.

To render this more evident, an estimate of the comparative cost of transportation between the respective Atlantic ports of Halifax, St. John, and St. Andrew's, and a common terminus either at Point Levi, or at River du Loup, is as follows:—

Freight by Railway, estimated at 1½d. sterling per ton per mile.

Delivered at	From Point Levi.				From River du Loup.			
	Distance in miles.	Amount.		Distance in miles.	Amount.			
		Per Ton.	Per Bbl.		Per Ton.	Per Barrel.		
		£ s. d.	£ s. d.		£ s. d.	£ s. d.		
Halifax,	635	3 19 4	0 8 0	525	3 5 7	0 6 6		
St. John,	390	2 8 9	0 5 0	280	1 15 0	0 3 6		
St. Andrew's,	375	2 6 10	0 4 8	265	1 13 1	0 3 4		

This estimate is predicated on the lowest rate of freight at present charged on the Western Railroad in Massachusetts. This is a line competing with the navigation of the Hudson, and affords a fair guide in the case under consideration.

The Report in question, however, estimates the whole cost of transportation from Quebec to Halifax at 11s. only per ton, or about one-seventh of a remunerative freight, a mistake arising apparently from the supposition that the cost of motive power is the whole cost, whereas it is only a small fractional part. The oversight is the more inconvenient, as it destroys the speculations founded upon it. There is no hope that a line terminating at Halifax can systematically compete either with the navigation of the St. Lawrence, or with shorter Railroads terminating in the Bay of Fundy, for heavy freight. There is not the less doubt, however, that the way freight which will command as a line of distribution will, in conjunction with other sources of revenue, be highly remunerative.

I have, &c.,

(Signed)

J. WILKINSON.

December 28, 1848.

It may be proper to refer more particularly to the grounds of objection to a military line of railway, immediately along any considerable part of the coast of the Gulf and River St. Lawrence.

It is to be borne in mind that not only France, but the United States, have important rights in the Gulf of St. Lawrence, materially involving their respective plans of maritime advancement, and which continually occupy their jealous attention.

By a succession of treaties, since that of Utrecht, the French have a right to fish not only on the coasts of Newfoundland, but also in the Gulf of St. Lawrence, within three leagues of all the coasts belonging to Great Britain, as well

as within fifteen leagues of the Atlantic coasts of Cape Breton and Nova Scotia. The islands of St. Pierre and Miquelon, overlooking the main entrance of the Gulf of St. Lawrence, are ceded in full right to France, the unimportant right of fortifying excepted. These islands are held and governed as exclusively French.

It is evident that this cession was made on the part of Great Britain, and received on the part of France, with a mutually deep consciousness that it would always involve considerations of danger to the peace of both countries.

The foregoing and other rights were confirmed to France by the treaty of Paris in 1814.

Neither the past history of the fisheries on these coasts, nor the growing anxiety of late years, manifested both by France and the United States, on the subject of relative maritime progress, seem to afford that sure confidence of a permanently good understanding, which would warrant an entire indifference to any contingencies which might hereafter arise to affect the security of a line of military communication immediately along the coast under notice.

The author of "The Past and Future of the British Navy" does indeed ascribe the chief prospective danger to the sleepless jealousy of France alone, regarding it as the cherished ambition of that nation to strike a sudden and decisive blow at our Commercial supremacy. The blow might possibly, however, lose nothing in either suddenness or decision in being dealt by a combined rather than by a single arm.

It is further to be borne in mind that, besides a resident maritime population, acknowledging the jurisdiction of France alone, and the intimate knowledge of extensive portions of these coasts, maintained by the annual visits of many thousands of the fishermen of that country, counted upon at all times as an available maritime force; the British coast, the proposed site of the Railway, is also lined with a population of French origin, retaining the language, habits, and predilections of their race, and remaining under the guidance of a foreign priesthood.

If, therefore, the central line of Railway, the line equally remote both from the inland and the maritime frontier, must necessarily pass through vacant country, the consideration may not be altogether without value that the blank may be filled up with exclusively British attachments and preferences, habits and institutions.

But these remarks are made, much less under any serious anticipations of the eventual importance of avoiding, very widely, either the inland frontier on the one hand, or the sea coast on the other, than under a sense of the high importance of constructing a trunk line of Railway which shall, as much as possible, bind together both Colonial and national interests; and by its intrinsic adaptation to the purpose, independently of any adventitious aid from Government, preclude, for all time, a reasonable motive for the project of a competing line.

The results of Railway experience generally, and the opinions of distinguished engineers, both in Europe and America, appear now very decidedly to recommend the system of central trunk lines with branches to remote points, rather than independent lines of communication between the latter.

There are portions of the Report under consideration, relative to the use of wood in the construction of Railways, which do not clearly harmonize. The 14 bridges in 20 miles, up the rocky chasm of the Metapediae, of the aggregate length of nearly 6000 feet, and another bridge of 2000 feet, necessary to cross the Miramichi, are represented as not formidable at all, because wood may be used for their construction; and that bridges in the United States, "on the best lines," are built of this material. But immediately further on, the liberal use of wood is disparaged as the "cheap method of making Railways;" and a quotation from

a Report relative to the Syracuse and Utica Railroad is given to show "some of the consequences arising from a cheap Railway." But the statement quoted seems less to disparage than commend the advantages of a wooden structure, at least in the first instance. The first cost, including equipment, was £3,600 per mile. For this small outlay, the advantages of a Railway are obtained for eight years. After this a more perfectly re-constructed line will enhance the whole cost to only £5,960 per mile.

A perishable, as well as a durable, material may be badly employed.

A locomotive may drop through a trestle-bridge, or may run off an embankment, without either wood or stone being really responsible for the disaster.

Ever since Lord Stanley was pleased, immediately after the great fire in Quebec, to communicate, for the information and benefit of the North American Colonies, the results of several experiments, under the auspices of Government, made with wood rendered incombustible, and, as also supposed, imperishable, by a new and simple chemical process, the value of a discovery so important has not ceased to be a subject of deep interest, though no attempt has yet been made to convert it to practical account.

The great saving of first cost in the construction of Railways by the use of wood has been abundantly proved. The imperfection of the method undoubtedly lies in the perishable nature of the material; but this has been greatly aggravated by the slight and inefficient character of the first structures of this kind in the United States.

Some very interesting details and observations, relative to this subject, are supplied in the chief engineer's Report of the Baltimore and Ohio Railroad, for the year 1847. The affairs of this road are under the presidency of the Hon. Lewis McLane, late minister to Great Britain. This line is considered to have a nearer resemblance to the Western Railroad in Massachusetts than to any other in the United States, and both may be considered to have much resemblance to the projected line from the Atlantic to Quebec. The following is an extract from the Report referred to:

"The Bridges.

"This head of expenditure has shown a large and important one for the last three years, principally on account of the necessity of rebuilding most of the many wooden viaducts upon the line. Of these numerous and extensive structures the aggregate length is 4115 feet in spans varying from 40 to 150 feet, besides 1633 feet of trestle-bridging at Harper's Ferry, making the whole length of timber bridging 5748 feet, or 1.09 miles. They carry the road across 11 large rivers, and three smaller streams, intersected by the route.

"They were built originally with a view to much lighter locomotives and trains than those since traversing the road. They were also built of materials, the best to be had at the time but not offering the choice in quality which is now open, and put into the work with but little seasoning. Decay consequently soon commenced, while the increasing weight and frequency of the trains imposed a duty which required increasing instead of diminishing ability to perform. The result has been, that although some of the viaducts have suffered much more than others, yet that an entire re-construction of the whole has been considered expedient, rather than resort to a less thorough renovation, which would have been less safe, and in the end more expensive. In this, no pains and expense have been spared to render them capable of performing the severest duty that can ever be required of them, and entire success has been the result. All the new work has stood the test of its strength completely; and the most difficult and extensive structure of the whole, the wide arch at Harper's Ferry, has now borne the trade of the road

under

under the most trying circumstances for two years, without exhibiting the smallest weakness in any of its parts. A very important part of the improvements applied to the new structures, consists in covering them from the weather, and providing for the seasoning of the timber more perfectly than before; and this protection, it is believed, is now so effectual, as to secure them against all the usual causes of decay, and to render them as durable as if built of stone or iron. The agent of destruction remaining to be guarded against is fire, and this danger can only be averted by a vigilant watch, the employment of which will always be indispensable, but the expenses of which will not increase with the expense of the road, and will thus be a diminishing tax upon it.

“Before leaving this subject it is right to state that the experience of all other roads of heavy trade in the United States, is, in regard to their wooden bridges, the same. They were built too slightly in the first place, and have required to be re-constructed or strengthened in such a way as to amount to re-construction; and I may add that all the experience of those companies, as well as that of this, has gone to demonstrate the soundness of the principles upon which the Baltimore and Ohio Railroad are built.”

It may be remarked that no water crossings of great magnitude are likely to occur on the central line through New Brunswick. The gigantic, and necessarily hazardous structures which cannot be avoided on the circuitous line, would, under any circumstances, be objectionable; but long bridges immediately on the tideway of the Gulf of St. Lawrence do not appear to give to this line the superlative quality insisted upon in the Report that, “passing at the greatest possible distance from the United States, it possesses in the highest degree the advantage to be derived from that circumstance, of security from attack in case of hostilities.”

(Signed) J. WILKINSON.

No. 5.

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

Government House, Fredericton, January 6, 1849.

(Received January 23, 1849.)

MY LORD—

On the 2nd of January I received from his Excellency the Governor General a letter on the subject of the proposed Railway between Halifax and Quebec, together with copies of a Memorandum from the Inspector General of Accounts in Canada, and of a Minute of the Executive Council of that Province on the same subject.

Unfortunately the heavy drifts of snow in the Province have prevented the full meeting of my Executive Council, which ought to have taken place on Wednesday, 3rd instant. Mr. Chandler left home for the purpose of coming up, but was obliged to return; from Mr. Hill, I have not heard. This morning, however, Mr. Hazen arrived with some difficulty from St. John's, and a quorum of the Council has thus assembled.

I have laid before the Council, without delay, the documents relating to the proposed Railroad, and I have now the honor to enclose a copy of a Minute which has been this day unanimously adopted by the Council. The meeting of the Council is not, as I have observed, a full one, but I have no reason to suppose

pose that this fact has made any difference in the view expressed by its members, or that the resolution now forwarded would be disapproved of by those who are absent.

With these views, I should add, that I, myself, most entirely concur.

I have, &c.,

(Signed)

EDMUND HEAD.

The Right Honorable Earl Grey, &c. &c.

Enclosure in No. 2.

In Council, January 6, 1849.

PRESENT:

HIS EXCELLENCY THE LIEUTENANT GOVERNOR.

The Hon. R. L. Hazen,
 " J. R. Partelow,
 " C. Fisher,

The Hon. L. A. Wilmot,
 " W. B. Kinnear,

The Lieutenant Governor laid before the Board the following papers:—

1. Despatch of Earl Grey, dated November 17th, 1848, relating to the proposed Railway from Halifax to Quebec.
2. Printed Report of the Commissioners with reference to the aforesaid Railway.
3. Letter and enclosure from His Excellency the Lieutenant Governor of Nova Scotia.
4. A letter from the Governor General, dated 23rd December, 1848, and enclosing Memorandum from the Inspector General of Accounts for the Province of Canada, together with a copy of a Minute of the Executive Council of that Province thereon.

The Council having considered these documents with great attention and satisfaction, fully concur with the opinion expressed by Major Robinson in his very able Report, that while the projected Railway will be of great advantage to Provincial interests, it is, at the same time, a work of imperative necessity, in a national point of view, for the preservation and integrity of this portion of Her Majesty's dominions.

Participating in this conviction, the Board anxiously desire to co-operate with the adjoining colonies in any practicable scheme for the completion of so important an undertaking.

Were the available resources of the Province equal to our desires for the permanency of our connexion with the empire and the stability of British institutions on this continent, we would at once take upon ourselves our proportion of this great work, asking aid from no quarter; but as we, in common with our Canadian brethren, are now suffering from the recent changes in the commercial policy of the Imperial Government, we are left without the means of doing as we would.

Concurring in the views of the Inspector General of Canada as to the continuance of the present protective duties on Colonial timber, we readily agree with him in the proposition of an increase of duty from 1s. to 7s. 6d. per load, as a security to the British Government for any advances they may make for the completion of the Railway.

Believing that but one opinion prevails in this Province as to the great national importance of the project, the Council do not anticipate that any objection will

be made to the national impost on our timber, if such increase will be taken by the Imperial Government in security for the necessary advances.

Confident in the anxiety of the Provincial Assembly to do all in their power to forward this great undertaking, the Council believe that they will cheerfully afford facilities co-extensive with those proposed by Canada in securing to the Imperial Government the ungranted lands within ten miles on each side of the line, and in obtaining, at an expense however great, all the private property required for the line and for the necessary stations within the Province.

No question of greater importance to British colonial interest could be presented for the consideration of the Government. Upon it hangs the destiny of these Provinces as portions of the empire; in its favourable termination we view the only guarantee of Colonial unity and British supremacy in British North America; and so deeply rooted do we believe to be the attachment of this Colony to British institutions, that we are of opinion no opposition will be offered in our Legislature to the proposition of the Canadian Government, however its adoption might bear upon what has hitherto been the principal staple of the Province.

The Council concur in the views of the Inspector General as to the impracticability of carrying out Major Robinson's scheme of the Imperial and Provincial partnership, and deem it far more desirable that it should be under the control and sole management of one directory, and that the Imperial Government.

The trunk line, as recommended by Major Robinson, may be the best which can be discovered, but if a more central one can be found between Shediac and the St. Lawrence, it would be more generally advantageous to the Provincial public, and we entertain every confidence that Her Majesty's Government will take care to adopt such line as will be best suited for all purposes, national and provincial.

Extract from the Minutes.

R. FULTON.

No. 6.

Copy of a Despatch from Lieutenant Governor Sir John Harvey to Earl Grey.

Government House, Halifax, December 8, 1848.

(Received December 22, 1848.)

MY LORD—

I have the honor to acknowledge your Lordship's Despatch of the 17th November (No. 131), which, with the Report of Major Robinson, will be submitted to the Legislature early in the Session.

Your Lordship may rely on the members of my Government giving to the subject thus presented the favourable consideration which is due to a project so vast, and involving, as it necessarily does, so many national and intercolonial interests.

I have, &c.,

(Signed)

J. HARVEY.

To the Right Hon. Earl Grey, &c. &c. &c.

No. 92.

(See Page 376.)

The Committee to whom was referred the Petition of Joseph Darby, late Superintendent of the Isle of Sable, beg leave to report as follows :

That they have carefully read over the Papers annexed to the said Petition, together with the Report of the Committee of the Executive Council on the affairs of Sable Island ; also, the Report of Capt. William Townsend, dated 26th April, 1848, on the state of the Establishment at the time he visited the Island, by order of the Government.

The Committee have likewise read with great care and attention the voluminous Correspondence and Documents of various kinds connected with the Establishment on Sable Island, and the investigation into the affairs of the same, and into the conduct of the Commissioners and late Superintendent.

Your Committee have given their best attention to all the papers, minutes of evidence, and reports, laid upon the Table of the House by the Hon. Provincial Secretary, on the subject of Sable Island affairs, and to them referred. And although your Committee have examined all the above referred to documents, they do not feel themselves called upon to express any opinion upon the decision, made by other tribunals as to the removal of the late Superintendent ; yet they cannot in justice refrain from remarking that the testimony which appears to have been given before the Committee of the Executive Council, and against the late Superintendent was of a suppositious and hypothetical character, to a large extent ; and from the mouths of witnesses of the most respectable character, your Committee has heard testimony which has convinced them that many of the charges made against the late Superintendent before the Committee of the Executive Council were grossly untrue, made, too, (as has been proved before the Committee) by persons of bad character, and it is quite apparent they were harbouring animosities against the late Superintendent and his family.

Many of the charges made against the Petitioner have been so highly coloured, so much is supplied by vague suspicions and insinuations, that the Committee have been induced to place but little reliance on testimony supplied by persons evidently prejudiced against the late Superintendent, and some of whom, it has been proved before the Committee, are unworthy of belief.

After a careful examination of Mr. Darby's Petition, and many documents laid by him before the Committee, by which it appears that he found the affairs of Sable Island when he was first sent to take charge of it in a ruinous and most inefficient state ; and by the Report of Captain William Townsend made a few months ago, convincing proof is afforded that every part of the Establishment is now in good order and efficiency. Your Committee cannot help feeling that Captain Townsend's Report goes far to prove that the late Superintendent was a most valuable officer ; and the letter of Captain Townsend to the Hon. Provincial Secretary contains the following statement :—

“ On reaching the Island I presented my Commission to the Superintendent, and it is due to him to state that I received from him all the assistance I required with the greatest courtesy.”

This statement is so opposite to the opinions expressed in the Report of the Committee of the Executive Council, that your Committee are at a loss to reconcile them.

The evidence given before your Committee by gentlemen who have visited Sable Island, and remained there for several days, has placed before us the character of Mr. Joseph Darby, the late Superintendent, in the most amiable light.

One witness has stated that the government of the Island appeared to him to be of quite a "paternal character."

Your Committee are, however, compelled to observe that too little care has hitherto been taken to keep the officer in charge of Sable Island Establishment properly advised and instructed on all matters to which he had to attend. Left in a great measure to act as his judgment dictated—no very explicit instructions afforded him by which he could lay down for himself positive rules to govern all his actions—it is not matter of surprise that errors and omissions did creep in; and the Committee cannot help feeling that those matters are now magnified by enemies into charges of cruelty, fraud, and incompetency, which charges appear to have no foundation. Your Committee are well aware that great and valuable services have been rendered to the people of this Province and to Shipwrecked Mariners from all parts of the world, by the zeal, industry, and ability, of the late Superintendent Mr. Joseph Darby, while in charge of Sable Island Establishment, in which service he has passed the flower of his days; and having, while in said service, received two gold medals from the French Government for risking his own life to save the lives of drowning seamen; and having exhibited before your Committee many other testimonials setting forth his courage, kindness, and great ability, exhibited in moments of danger and times of distress—

Your Committee recommend that this House should grant to him the sum of Twenty-five Pounds per year, during his life time, as a small testimonial of the regard for his long and valuable services.

All which is respectfully submitted.

JOHN J. MARSHALL, Chairman.
JOSHUA SNOW,
WM. HENRY MUNRO.

No. 93.

(See Page 379.)

The Committee appointed to examine and inquire into the Accounts for Public Printing, beg to report as follows:

That having investigated the several claims submitted, find due to—

William Gossip,	£115	2	7	
Ritchie & Nugent,	6	15	0	
William Annand,	6	11	3	
British Colonist,	3	16	3	
Richard Nugent,	2	17	3	
English & Blackadar,	1	2	6	
W. Cunnabell,	0	15	0	
J. Ferguson,	0	12	6	
Royal Gazette Office,	1	3	9	
				138 16 1
J. S. Thompson, Queen's Printer, (balance due)	52	3	4	
J. H. Crosskill, in full, (balance due)	168	5	4½	
				220 8 8½
				£359 4 9

Amounting to three Hundred and Fifty-nine Pounds Four Shillings and Ninepence due; and out of the Grant of last Session there has been paid to Mr. J. S. Thompson £122, and to Mr. J. H. Crosskill £420, making the whole expense of

of Printing for the various Offices and the two Branches of the Legislature amount to £901 4s. 9d. These various Accounts have been carefully examined by your Committee, and the charges allowed are in conformity with the Resolution passed by this House last Session, as well as the Account rendered by Mr. J. H. Crosskill. Your Committee have made the following reductions, amounting to £70 8s. 1½d. The statement following will show the amount claimed, and the reduction made :

	Amount charged.	Reduced.
Advertising for Provincial Secretary's Office,	£ 37 4 7½	£2 11 3
Council Journals,	117 12 4½	37 5 0
Laws in volumes,	153 1 0	7 0 1½
Gazetting the Laws,	131 5 0	0 0 0
Excise Office,	3 18 0	0 13 0
Blanks for Secretary's Office,	57 7 6	18 11 3
Royal Gazettes to Clerks of the Peace, from 1845 to 1848, omitted in former Accounts,	58 10 0	0 0 0
Journals of Assembly,	81 7 6	4 7 6
Pamphlets, &c. Secretary's Office,	18 7 6	0 0 0
	£658 13 6	£70 8 1½

These reductions are in conformity with the Resolution of last Session, as well as for the printing the Journals for the Legislative Council—your Committee have allowed £2 12s. 6d. per sheet of eight pages, and £2 15s. for the Appendix, Figure and Rule Work ; and no extra charge for extra sheets furnished to that Body, which is considered a fair remuneration by Printers, with whom they have consulted.

Your Committee would recommend that the price in future for extra Journals for the Assembly be fixed at 6s. 9d. for each copy ordered over the 320 copies contracted for, and 2s. for each extra copy of the Laws over the 560 copies ordered, which is considered a fair remuneration by Printers with whom they have consulted ; and will establish an uniform rate of prices for Public Printing for the various Offices and the two Branches of the Legislature, and thereby save much time and trouble to future Committees.

Your Committee also recommend that the Queen's Printer be instructed to Gazette the continuing Acts.

The Committee are also of opinion that in all advertisements ordered to be published in the newspapers, that the officers issuing the same should note on the margin the number of times it is to be continued. In consequence of this omission large extra charges are incurred, which entail a useless expenditure of the public funds.

It is due to the Queen's Printer to add, that he has readily conformed to the scale of charges settled last year, and has framed his Account in accordance therewith.

All of which is respectfully submitted.

H. MIGNOWITZ, Chairman.
W. A. HENRY,
STEPHEN FULTON,
JOHN C. HALL,

G. R. YOUNG,

(Except as to advertising in the Royal Gazette when the notice or advertisement exceeds a column in length.)

Halifax, March 26, 1849.

No. 94.

(See page 381.)

The Committee to whom was referred the Halifax and Windsor Railway Exploration Accounts, as submitted to the House by order of His Excellency the Lieutenant Governor, beg leave to report—

That it appears the whole expenses incurred by the Commissioners, appointed by the Lieutenant Governor, up to the 13th instant, March, 1849, has amounted to £710 1s. 5½d.—expended as follows :

Labourers, 927 days, 3s. per day,	£139	1	0
Board for do. 153 weeks, 10s.	76	13	1
Mr. Wightman, 258 days, 20s.	258	0	0
Board for do. 40 weeks, 10s.	20	0	0
Expenses for Mr. Wightman to Boston,	14	0	6
Travelling expenses, coach and sleigh hire, stationery, hire of room, fuel, lights, and other incidental expenses,	38	7	10
Paid E. S. Chesbrough, for his services as consulting Engineer while employed examining the Survey, Plans, and Estimates, including travelling expenses,	125	0	0
Paid do. for services of Assistants, in drawing Plans, copying Papers, and completing tabular statements in connection with the above mentioned examination,	22	0	0
Clerk to Commission, £20 : less £3 paid copying Mr. Wightman's Report,	17	0	0
	£710	2	5

On examining the Accounts and Vouchers laid before us we discovered an error of £9 11s. 9½d. which had been inadvertently placed twice in Account Current, which we have deducted, leaving yet a balance of £110 2s. 5½d. to be provided for, which we recommend to be voted in Committee of Supply.

All which is respectfully submitted.

THOMAS KILLAM,
JOHN WIER,
STEPHEN FULTON.

No. 95.

(See page 383.)

COUNTY OF YARMOUTH.

Resolved, That the sum of £1000, granted for the Service of Roads and Bridges in the County of Yarmouth, be applied as follows :

From Beaver River to Starr's Corner,	£15	0	0
Starr's to Vickery's,	10	0	0
Vickery's to Ballum's, and to pay £15 expended out of Casualty Fund,	25	0	0
Ballum's to Tuskett Village, and to repair Tuskett Bridge,	35	0	0
Court House to J. J. Porter's,	15	0	0
To repair the Road over the Dyke at Abram's River,	22	0	0
	131		From

From J. J. Porter's to George Frost's, and to repair the Bridge at the Narrows,	£48	0	0
George Frost's to the head of Pubnico harbour,	18	0	0
To repair the Bridge at Heaslin's,	10	0	0
From the head of Pubnico to Walter Larkin's,	6	0	0
Walter Larkin's to Barrington line,	35	0	0
J. J. Porter's to the head of Abuptic, thence to the old Baptist Meeting House,	10	0	0
'Thomas Willet's to Barrington Road,	15	0	0
Heaslin's to Pubnico Lake,	10	0	0
J. J. D'Entrimont's to Pubnico Point,	10	0	0
J. Amiro's to Abbot's Harbour,	6	0	0
Charles D'Eon's to John Spinney's,	10	0	0
Nathan Goodwin's to Abram Van Emburg's,	8	0	0
Benjamin Spinney's to the Shore,	10	0	0
The Main Road to the Shore by Daniel Kenney's,	5	0	0
Joshua Frost's to Boyd's,	5	0	0
The Sluice Bridge to Joseph Robert's,	12	0	0
Henry Goodwin's to Whitehouse's,	6	0	0
To repair the Road on the West side of Abram's River,	5	0	0
From John Burke's to the head of Eel Lake,	5	0	0
Widow Babine's to the Fork of Tusket River,	25	0	0
The Fork of Tusket River to Moody's Mill	13	0	0
James Hatfield's to Kemptville Bridge,	36	0	0
Great Meadow Road to Nelson Gray's,	5	0	0
John Harding's to Elesor Forbe's,	5	0	0
The Parade to Gavel's Falls,	8	0	0
Kemptville Bridge to Pearl's Meadow,	8	0	0
Main Road to Daniel Sargent's,	5	0	0
Burnett's line to Tusket River by E. Hemion's,	8	0	0
Crocker's to Burnett's line,	8	0	0
John Larkin's to Burnett's line,	10	0	0
Elijah Pinkney's to the Sluice at the Great Tusket Island,	10	0	0
Pas de pra to Benjamin Muire's,	5	0	0
To repair the Road and Bridge at Lent's Cove,	8	0	0
From Picker's Brook to Forbe's,	8	0	0
The head of Eel Lake to the head of Abuptic,	11	0	0
J. B. White's to the Tusket Wedge Point,	9	0	0
Ignace Doucett's to Tusket River,	5	0	0
Samuel Boudrow's to Corporain's Point,	5	0	0
J. E. White's to Mrs. Davis's,	9	0	0
Around the North side of Cedar Lake,	7	10	0
Around the South East side of Cedar Lake,	7	10	0
Ebenezer Parry's to Lake George Road,	15	0	0
Richard Corning's to the Sea Shore including both branches of the Road,	5	0	0
The Sea Shore at Beaver River to the Lake George Road,	10	0	0
James Churchill's to the Sea Shore past J. Strickland's,	10	0	0
J. K. Crosby's to Ebenezer Eldrige's,	15	0	0
W. Whitehouse's to Gardner's Mill including £5 over expenditure by Enoch Crosby, 1848,	20	0	0
Crawley's at Carlton to the old Kempt Road,	5	0	0
Samuel Crosby's to the Road leading to S. Hilton's,	10	0	0
			From

From Samuel Crosby's up the East side of Salmon River to Pleasant Valley,	£10	0	0
Pleasant Valley Bridge to Reynard's,	10	0	0
Reynard's to Tusket Bridge,	10	0	0
Wyman's up Salmon River to Wood's,	5	0	0
John Scott's to the Tusket Road,	10	0	0
Pitman's Mill to the Salmon River Road,	5	0	0
Pitman's Mill to Boyd's,	10	0	0
Pitman's Road to Healy's,	5	0	0
Healy's to Wyman's Road,	10	0	0
William Thurston's to Foot's Cove,	5	0	0
William Bain's to the Road leading from William Thurston's to Foot's Cove,	5	0	0
Samuel Bain's to Ritchie's,	8	0	0
The Cranberry-head Road to the Sea Shore at Isaac Foot's,	7	10	0
Penal's to the old Kempt Road,	5	0	0
Joseph Raymond's to Lake Ogden,	5	0	0
Fish Point to George Cann's,	5	0	0
Thomas Brown's to David Robertson's,	10	0	0
Richard Smith's to Pinkney's Point,	10	0	0
B. Trefry's to Purdy's,	10	0	0
Little River to Hersey's,	5	0	0
L. Parry's to Scott's Island,	7	10	0
C. Cann's to A. McCra's,	5	0	0
A. McCra's to Thomas Churchill's,	5	0	0
J. Huslbert's Mill, Southerly to the old Kempt Road,	10	0	0
Old Kempt Road to the Westward of the Brazil Lake,	10	0	0
J. Churchill's over the Barrens towards Coggin's Lake,	10	0	0
Joseph Durkee's to Dun's Cove,	5	0	0
James Scovill's to Zachariah Foot's,	5	0	0
Little River Road across where Weston's Mill stood to Durkee's Island,	5	0	0
The Road from C. Tedford's up Salmon River to the old Kempt Road, and pay £15 over expenditure in 1848,	20	0	0
The Parade to Healy's Road,	5	0	0
To be placed at the disposal of His Excellency the Lietenant-Governor, to repair and alter the Road from Samuel Hilton's to Britton's, including the Branches,	100	0	0
	<hr/>		
	£1000	0	0

COUNTY OF SHELBURNE.

Resolved, That the sum of One Thousand Pounds, granted for the service of Roads and Bridges in the County of Shelburne, be applied as follows, viz :

From Queen's County line to Tom Tidney Bridge,	£25	0	0
Tom Tidney Bridge to David Hamilton's,	37	10	0
David Hamilton's to Jordan River,	37	10	0
Jordan River to John Swineburg,	12	10	0
John Swineburg to Shelburne,	12	10	0

From

From Shelburne to Stephen Acker's, and to repair Shelburne Bridge,	£45	0	0
Stephen Acker's to Beaver Dam,	25	0	0
Beaver Dam to Clyde River,	19	0	0
Clyde River to Barrington Bridge,	50	0	0
Barrington Bridge to Still Water, and to rebuild the Bridge over Still Water Brook,	40	0	0
To repay John Lyle and David Swain, for partial over-expenditure for building Bridge over Lower Falls of Clyde River,	115	0	0
To repay James McKay for making Road from Lyle's Bridge to main road,	9	0	0
From Benjamin Perry's to Indian Brook,	9	0	0
Benjamin Perry's to Widow Littlewood's,	9	0	0
Round Bay Bridge to Benjamin Perry's	7	0	0
Dexter's Bridge to Gunning Cove, and rebuild said Bridge,	5	10	0
Gunning Cove to Post Road,	10	0	0
Beaver Dam to Gunning Cove,	7	0	0
Post Road to John Harris,	10	0	0
John Harris to Thomas McKay's,	10	0	0
George McKay's to main road leading from post road to New Cambria,	12	0	0
Post Road to John Dexter's,	15	10	0
John Dexter's to foot of Long Lake,	10	0	0
Foot of Long Lake to Robert McKay's,	15	0	0
Robert McKay's to Philip Bower's,	11	0	0
Widow Ryer's to John Dexter's,	5	0	0
Shelburne to Sandy Point,	4	0	0
Sandy Point to William McLean's, and to build Bridge across Martin's Brook,	9	0	0
John Cushroon's to John McKenzie's, exclusive of the sum of £6 undrawn last year,	4	0	0
McAlpine's Rock to Mrs. Morrow's, by Lake Rodney,	8	10	0
Shelburne to Jordan Ferry,	5	0	0
William Holden's to James Purney's,	4	0	0
James Purney's to Joseph Holden's,	4	0	0
Jordan Bridge to Joseph Allen's,	9	10	0
Joseph Allen's to East Bridge at Green Harbour,	14	0	0
East Bridge, Green Harbour, to Locke's Island Beach,	7	10	0
Locke's Island Beach to Thomas Crowell's,	4	0	0
Main Road to Charles Stewart's,	4	0	0
James McKenzie's to John Morrison's,	4	10	0
Main Road leading from Locke's Island to Green Harbor to Richard Wall's, and to repay John Payzant £29 11s. 8 ^d . for rebuilding Bridge near Hardy's Mill last year,	35	0	0
Richard Wall's to Little Harbour,	9	10	0
Little Harbour to Jonathan Craig's,	5	0	0
Jacob Harding's to Henry Hemeon's Point,	5	0	0
William McMillan's to Robert Currie's,	9	0	0
Widow Ringer's to Matthew Ryan's,	7	0	0
Sable River to Ragged Island Bay,	11	0	0
Tom Tidney Bridge to Sable River Chapel,	8	0	0
Port LaBear to Sable River exclusive of the sum of £4 granted in 1847 and undrawn,	5	0	0
			From

From Post Road to Samuel McQuay's,	£3	0	0
Clam Creek to Post Road,	10	0	0
Eldad Nickerson's to Post Road, exclusive of £7 10s. un- drawn last year,	1	10	0
Little River Bridge to John Lyle's,	8	10	0
Clam Creek to Elam Thomas',	10	0	0
To repair little McDougall's Bridge, and thence to North West Creek,	25	0	0
From William Worthan's to Main Road,	7	10	0
Elkanah Nickerson's to Main Road,	5	0	0
Samuel Smith's to Baccaro Point,	5	0	0
Samuel Snow's to Coffin Pinkham's	15	0	0
James Gardiner's to John Coffin's,	7	10	0
John Coffin's to Hibbert's Brook,	10	0	0
Raspberry Hill to Isaac Banks',	5	0	0
To dig a drain from Long Bridge to Salt Water,	5	0	0
From Theodore Smith's to Neil's Brook,	10	0	0
Main road to Edward Hopkins',	5	0	0
Joseph Atwood's to Shag Harbor Bridge, and to repay Joshua Nickerson £6 1s. 9d. for repairs to said Bridge,	10	0	0
John Lyons' to Great Brook,	7	0	0
Neil's Brook to Fresh Water Brook,	10	0	0
Robert Wilson's to Great Brook, including Bridge over said Brook,	10	0	0
Fresh Water Brook to Wood's Harbour,	10	0	0
Thomas Malone's to Yarmouth County line,	10	0	0
John Nickerson's around the hill to the Great Bend,	10	0	0
Post road to Osborne Smith's,	5	0	0
Atwood's Brook to Nehemiah Kenney's,	7	10	0
West Head to Seth Smith's,	10	0	0
John McGray's to Thomas Ross,	6	10	0
John McGray's to Nehemiah Crowell's,	10	0	0
Nehemiah Crowell's to West Head,	6	10	0
Paul Brown's to James McKay's,	10	0	0
Watson Nickerson's to main road,	7	10	0
	£1000	0	0

COUNTY OF DIGBY.

Resolved, That the sum of One Thousand Pounds, granted for the Service of Roads and Bridges, in the County of Digby, in the year 1849, be applied as follows, viz. :

To Repair the Road from J. Roop's farm to Christopher Harris's,	£10	0	0
To pay Edward Morgan this sum over-expended on Rice's Bridge in 1848,	10	3	4
Repair the Morgan Road,	10	0	0
Lake Hill Road,	15	0	0
The new Road from Morgan's Mills towards Maitland,	20	0	0
The Sissiboo Road, to repair the cross way on the West side the Township line, and the Road Westward,	15	0	0
			To

To repair the Road from the Hillsburgh line Road to O'Brien's Settlement,	£6	0	0
The back Road from Carty's to the Bear River Bridge,	10	0	0
The Township line Road from Welsh's Brook to the Sissiboo Road,	9	0	0
The Road from the Main Road between Sulis' and Smith's,	10	0	0
Randall's Bridge and the Road to Hollingshead's Bridge,	35	0	0
Symond's Bridge,	30	0	0
Shelburne Road,	10	0	0
The Road from Abbett's Mill to the Neck Road,	25	0	0
From the Main Road to Marr's Road,	20	0	0
From Marr's Road to the North Range,	10	0	0
North Range Road to Zeigler's Settlement,	10	0	0
From the North Range Road to the Lake between No. 25 and 26,	12	0	0
The South Range Road from No. 30 Westward,	10	0	0
Open the road from the South Range to Mumford's,	10	0	0
Repair the Tebo road from Lake Hill to John Gossin's, £5 of which to be expended between the North Range and Hill's West line,	15	0	0
Tebo road from Gossin's to Melanson's Meadow,	10	0	0
The road from Mistake road to Doucett's road by Brophy's,	10	0	0
The South Range road from No. 40 to Doucett's road,	10	0	0
From the South Range road to the North East Branch of Sissiboo river,	10	0	0
St. Mary's Church to the North Range,	10	0	0
From the Main Road to the second division of Abram Lewis',	10	0	0
The Main Road from Lewis' farm to Church Hill, Weymouth,	15	0	0
Sissiboo Bridge,	30	0	0
Sissiboo Bridge to the Upper Falls, one half to be expended above Dunbar's,	20	0	0
Payson's corner to the Township line,	15	0	0
Micheal Weaver's to the Tusket road,	10	0	0
The Tusket road to the Bend of Sissiboo river,	10	0	0
From the South West Angle of the Township to Provost Brook,	8	0	0
From Colin Porter's to the South East Angle of the Township of Weymouth,	10	0	0
Alder Cove to Brook's line and thence to the Main Road,	10	0	0
The North Range road from No. 33 to the cross road,	10	0	0
From the fishing beach to Turner's bridge and thence towards Digby,	8	0	0
The old road from Wright's to the fishing beach,	9	0	0
The Racket bridge to Green Point,	5	0	0
From Conden's to Balcomb's Mill,	8	0	0
From Thomas Ross' to Gulliver's Hole road,	10	0	0
From William's Bridge to the top of the Mountain,	6	16	8
From William's Bridge to Gilliland's West line,	10	0	0

To

To repair from Jesse Hanspiker's to Broad Cove, the Mountain road,	£11	0	0
Morehouse's corner to the head of the Lake,	10	0	0
The head of the Lake to Sandy Cove,	13	0	0
The road from Little River Bridge to Denton's Mill,	10	0	0
From Denton's Mill to Petit Passage,	10	0	0
Petit Passage to Tibert's,	15	0	0
Tibert's to Fish Point,	15	0	0
The Road on N. W. side of N. E. Cove Long Island,	10	0	0
The Road from the Grand Passage to the Light House,	15	0	0
The Slip at Robinson's Point,	10	0	0
The Road from Salmon River Road on the South side of Corning's Lake to the Yarmouth line,	7	0	0
From the Main Road on Salmon River Road to Josiah Porter's road,	8	0	0
From Salmon River Road to Yarmouth road by Hilaire Franton,	20	0	0
From Cape Cove Bridge to the landing place by Anthony Doucett's.	7	0	0
The road on Jesse Oake's line,	9	0	0
On the line between Oliver Doucett and Widow Terrio,	7	0	0
On the line between David Lombard and Celestine Comeau, 2nd division,	8	0	0
On Eusebe Tibeau's line,	8	0	0
From Joseph M. Comeau's road to Peter D. Sonia's road,	9	0	0
From Morris Lombard's Mill to the Shore,	8	0	0
From Joseph A. LeBlanc's farm to Joseph F. Comeau's road,	8	0	0
From Joseph F. Comeau's road to Joseph S. Sonia's road,	8	0	0
On Patrick Thibodo's road,	20	0	0
On Placide LeBlanc's line,	10	0	0
On Samuel Doucett's road,	15	0	0
On Patrick Nowlan's line,	8	0	0
From Charleton Sabeau's to Payson's meadow road,	9	0	0
From William Spavil's to Samuel Smith's,	10	0	0
From Tusket road to Colin Porter's, Duck Pond Settlement,	8	0	0
From the Township line to Samuel Griffith's,	8	0	0
On the line between Nicholas LeBlanc and the heirs of Joseph Romain, 2nd division,	10	0	0
On Josiah Porter's road,	13	0	0
On the line between the heirs of Baptist Sonia and those of Peter Godet, 2nd division,	10	0	0
On the Main Road from Comeau's Cove to Cheticamp, Montegan Bridge,	10	0	0
On Francis Terrio's line,	8	0	0
On Maximin Comeau's line,	8	0	0
On Joseph S. Sonia's line,	10	0	0
On Peter Comeau's line,	8	0	0
On Lewis Bonnaufaut's line,	8	0	0
From Jesse Oake's line to Francis Thirio's Road,	9	0	0
On the line between Charles Mallet's and Charles Boudro,	7	0	0

To

To repair from Celestine McColla's to Jermain Corporon, Salmon River Bridge,	£10 0 0 8 0 0
	£1000 0 0

COUNTY OF SYDNEY.

Resolved, That the sum of One Thousand One Hundred and Fifty Pounds granted for the service of Roads and Bridges in the County of Sydney, be applied as follows :

To reimburse the Government this sum advanced to Alexander McDonald and James McNeil for repairing Bridge at Doctor's Brook, near Arisaig,	£ 5 7 6
Reimburse the Government this sum advanced to Adam MacKenzie and John Fraser, for repairing Bridge and making Road at St. Andrew's,	97 16 0
Reimburse the Government for this sum advanced to Garret Sears and John Stewart to repair Bridges between Antigonish and St. Mary's,	11 10 4
Reimburse the Government for this sum advanced to Adam McKenzie, to erect Bridge at Tracadie,	75 5 0
Reimburse this sum to Government for advance made to Patrick Flinn to repair Bridge between Antigonish and Lochabar Lake,	5 10 0
Reimburse this sum advanced to Valentine McKenzie and Donald Fraser, to erect Bridge on Post Road between Antigonish and Guysborough,	80 13 2
Reimburse this sum advanced last year,	150 0 0
Pay John McPherson for erecting Bridge at South River,	8 11 6
Donald McMillan for erecting Bridge at Lochabar Lake,	3 18 9
John Chisholm for erecting Bridge at Ogden's,	24 0 0
Dougall McMillan for erecting Bridge at the upper South River,	17 0 0
Donald & Donald Chisholm, for erecting Bridge at Black River,	57 2 8
Archibald McDonald for erecting Bridge at Black River,	11 2 0
D. & E. Chisholm for erecting Bridge at Manchester Road,	72 17 8
For erecting Bridge at McPherson's Mill, on road to Guysborough,	49 10 0
Duncan McInnis, for repairing Bridge at Ohio,	2 17 6
Lochlan Cameron, for repairing road at McDonald's Mill, upper Soulk River,	5 0 0
Dougall Grant amount expended by him in erecting Bridge at Malignant Cove,	5 18 1½
Adam McKenzie, amount expended in completing alteration of Post Road between Antigonish and the Gut of Canso,	213 3 0
Government balance advanced Archibald Campbell from Treasury, 1847,	3 7 6
	To

To pay Adam McKenzie amount expended in completing a section of Post Road from Antigonish to Guysborough,	£22	11	6
Aaron D. Harrington, for erecting Bridge on New Gulf Road,	48	0	0
Do. do. for erecting Bridge at Whidden's, near the village,	30	0	0
Government amount advanced McKenzie £20 10s. 5d. and Campbell £9 12s. 8d. 1849,	30	3	1
This sum placed at the disposal of the Government to be appropriated by the Government in the County where required,	118	13	9½
	<hr/>		
	£1150	0	0

COUNTY OF GUYSBOROUGH.

Resolved, That the sum of One Thousand Pounds, granted for the service of Roads and Bridges in the County of Guysborough during the present Session of the General Assembly—also an extra Grant of £350 granted for the same service, be appropriated as follows, viz :

To repay the Government money advanced in building bridges carried away by the freshet in August last on the road to Canso, by Wentworth Taylor, Commissioner,	£24	7	4
The Government money advanced and expended in repairing and building bridges on the new Eastern road from Guysborough to Country Harbor, by Wentworth Taylor,	130	16	6
The Government money advanced and expended in repairing the road and building bridges from Guysborough to Sydney County line, by Wentworth Taylor,	101	3	0
The Government money advanced for building bridges in Manchester, by Michael Mann,	24	10	9
To pay Wentworth Taylor for over-expenditures on the new Eastern road,	21	5	2½
Wentworth Taylor for over-expenditure in building McKay's bridge at Intervale,	5	0	0
Wentworth Taylor for over-expenditure on bridge at John Aikens'	11	11	7½
James Brennan for rebuilding the bridge on Lilly Brook, on the old Antigonish road,	4	4	0
Michael Kennedy for building a bridge on the Lake Brook, on the old St. Mary's road,	3	3	0
Abner Myers for building bridges on the road from Boylston to Anderson's, and to pay John F. Taylor, over-expenditure on bridge, 20s.	15	15	9
Abner Atwater for building bridges on the road from Morgan's Mill to the Intervale,	81	0	0
William Ferguson for building a bridge on the road from McKay's to Little River,	21	5	3
Wentworth Taylor for William Mason, for clearing wind-falls off new Eastern road,	2	2	0
Thomas Keating for building a bridge at Lime Kiln Cove	1	17	0
	To		

To pay James Torey over-expenditure in 1847,	£8	0	0
To repair the road from Salmon River to Black Brook, and to pay Donald Lawler for repairing a piece of road on the new Eastern road, injured by the freshet, 60s.	5	0	0
The road and bridges from the cross roads at John Aikens' to County line,	7	10	0
To improve the shore road from near Joseph Hadley's to the Gut road,	7	10	0
To repair the road from O'Neill's, through the Salmon Lake Settlement, to James Sullivan's,	7	10	0
The road from Donald Lawler's to John Godfrey's,	7	10	0
John Godfrey's to Joseph Hart's, on the new line,	15	0	0
Salmon River to New Harbor,	15	0	0
Head of New Harbor to the mouth thereof on the Eastern side,	5	0	0
New Harbor road to Tarbay,	10	0	0
Crow Harbor to Cole Harbor,	10	0	0
The road and bridges from lower Salmon River to Crow Harbor,	15	0	0
The road from Crow Harbor to Black Point,	10	0	0
The road and bridges from Black Point to Canso, and to pay George Norris for repairing bridge, 21s.	25	0	0
Martin's store to Hahessy's,	20	0	0
Hahessy's to Steep Creek,	7	10	0
Steep Creek to People's,	7	14	2
The road from People's to Country line, and to pay over-expenditure to J. B. Hadley, 30s.	7	10	0
The road and bridges from the head of McNair's Cove to John Martin's, North line on the shore road,	6	10	0
Amelia Cook's Brook to William Grant's,	15	0	0
William Grant's to Goose Harbor,	15	0	0
Clam Harbor Bridge, and to open the new line from Hall's to Morgan's, and thence to O'Donnell's Ferry,	30	0	0
To build bridge over Goose Harbor River,	100	0	0
COUNTRY HARBOR.			
To repair the bridge on Country Harbor River, above the landing,	7	10	0
The road from James Mason's to the Black Brook,	7	10	0
Bezanson's to Charles Archibald's Brook,	5	0	0
Charles Archibald's Brook to John Stewart's,	5	0	0
DISTRICT OF ST. MARY'S.			
To repay the Government money advanced for building bridges on the new Eastern road from St. Mary's to Country Harbor, by Peter Grant, Com.	17	7	5
			To

To repay the Government money advanced for building a bridge over Wm. McKeen's Brook, on the Post road to Antigonish, by William McKeen,	£11	6	2
Money advanced for repairing the road and building bridges on the Post Road from Sherbrooke to Antigonishe, by Henry Cumming,	34	3	8
To pay Matthew Taylor's over-expenditure in 1847,	14	0	0
William Sinclair for building bridges on the road from Fisher's Mill to the Back Lands,	9	8	0
John Hattee for building bridges on the West River road,	45	15	0
John Hattee, over-expenditure in 1847,	7	10	3
George Tate for building bridges on the road from the Forks to West River,	15	5	6
Robert McKenzie for repairing the bridge at Adam McKeen's,	5	1	3
To repair the road from Ekemsequem to Mary Joseph,	7	10	0
Mary Joseph to Clay Head,	7	10	0
East side of Liscomb River to Gaspereaux Brook,	5	0	0
Gaspereaux Brook to Chegogan, and from thence to James Hemlow's, and to pay Henry Hemlow for building bridge over Gaspereaux Brook, £4 11s. 3d.	7	10	0
William Lang's to the beach leading to Mary Joseph,	5	0	0
Sherbrook to the mouth of the River,	7	10	0
Mouth of the River to Wine Harbor,	5	0	0
Wine Harbor to the School House at Indian Harbor,	5	0	0
School House at Indian Harbor to Holland's Harbour,	5	0	0
The Beach at Indian Harbor to Michael Sult's,	5	0	0
Joseph Rude's to Sherbrooke, by the upper way,	5	0	0
Sherbrook to Peter Grant's,	10	0	0
Hugh Ross' to John McKenzie's, and to pay Simon Fraser for building bridges, 35s. 4d.	5	0	0
John McKenzie's to the lower end of Still Water,	5	0	0
Sterns' to Duncan McIntosh's,	7	0	0
Fisher's Mills to Stern's,	7	0	0
The road and bridges from Henry Tate's to old cross roads,	10	0	0
And improve the line from cross roads to Fisher's Mill, on the post road to Antigonish,	15	0	0
The road & bridge across the branch to Sydney Co. line,	7	10	0
The bridges on the old Guysborough road to John Walsh's,	5	0	0

To

To open the road from Peter Smith's to new Eastern road,	£5	0	0
Pay Samuel Archibald for building Black Brook bridge, £7 13s. 6d. ; and repairing bridge at Archibald Jordain's, 20s. 6d. ; and to repair the road on the East end of said bridge,	11	0	0
Repair the road from Archibald Taylor's to County line, and to pay Timothy McLean for building a bridge on the East River road, 45s. 6d.	10	0	0
Complete the Fork's bridge on the new Eastern road, and get the suspension work painted, and to pay Angus Kirk and Samuel Archibald for over-expenditure on said bridge, £108 7s. 11d.	116	13	4
Quarter of the sum advanced by Government for the relief of distressed settlers in the County of Guysborough,	80	12	10
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	£1350	0	0

COUNTY OF QUEEN'S.

Resolved, That the sum of One Thousand Pounds, granted for Roads and Bridges, in the County of Queen's County, be applied as follows, viz. :

To pay the over-expenditure to finish the New Panhook Bridge,	£18	5	0
The Shelburne Courier for repairs of bridges,	0	6	6
Zanas Waterman towards over-expenditure, &c., for road and bridges over Port Medway river,	12	8	6

Main Post Road.

From Lunenburgh County line to Matthew Park's,	25	0	0
Mill Village to Mack's meadows,	15	0	0
Mack's meadows to Herring Cove,	15	0	0
Herring Cove to Jonathan Smith,	15	0	0
Jonathan Smith to William Dean,	15	0	0
Liverpool to John Payzant, 1st Beach Hill,	25	0	0
John Payzant to Benjamin Smith, 2nd Beach Hill,	5	0	0
Benjamin Smith to Broad River,	10	0	0
Broad River to Port Mutton,	5	0	0
Port Mutton to Michael Robertson,	7	10	0
Michael Robertson to Port Jolly,	7	10	0
Port Jolly to Shelburne County line,	10	0	0
Liverpool to White Point,	20	0	0
White Point to Hunt's Point,	5	0	0
Hunt's Point to Broad River,	5	0	0
Hunt's Point to Beach Hill,	5	0	0
Stewart's Creek towards William Fraser,	5	0	0
William Fraser towards John Wallace,	5	0	0
Post Road, Port Jolly, to Port Le Bear,	10	0	0
Thomas Stubb's up Port Le Bear River,	5	0	0
Robert Robertson, Port Jolly, to Henry Vogler's,	5	0	0
Henry Vogler's to Angus McIntoch,	5	0	0
Post Road down Western side Port Jolly Harbour,	7	10	0
	From		

From Mill Village up Western side of River,	£5	0	0
Mill Village towards LaHave Bridge, in Queen's County,	10	0	0
William Swords towards Port Medway,	40	0	0
Port Medway towards Soloman's,	25	0	0
Cross Road, Port Medway, towards Blue Berry,	5	0	0
Soloman's towards Frederick Wenzel's Mill,	7	10	0
Frederick Wenzel's to William Wenzel's, Eagle Head,	10	0	0
William Wenzel's to Blue Berry,	5	0	0
Blue Berry to Pudding Pan,	5	0	0
O'Neal's to Frederick Fralock's,	5	0	0
Henry Greason's towards Leonard Wolf's,	5	0	0
Waterloo Street to African Chapel,	5	0	0
African Chapel to James Goosley's,	7	10	0
James Gooseley's to Thomas Hammett's,	7	10	0
Thomas Hammett's to Western Head,	7	10	0
Across Western Head from Philip Hatman's,	5	0	0
African Chapel to Philip Gashot's Western Head,	30	0	0
Cowie's to Milton,	50	0	0
Bristol to Milton,	15	0	0
4 to 5 Mile, on Middlefield Road,	75	0	0
5 to 6 Mile, on Middlefield Road,	75	0	0
To finish Road from 8 to 9 Mile,	15	0	0
From 17 to 18 Mile,	50	0	0
18 to 19 Mile,	50	0	0
To repair 14 Mile Hill,	10	0	0
Rebuild Pleasant River Bridge,	20	0	0
Finish Point Pleasant Road Bridge,	5	0	0
From Harmony Mill to Albany Road,	10	0	0
Harmony Road to George Minard's,	5	0	0
Brookfield Road to John Douglass,	15	0	0
Brookfield Road to Pleasant River,	10	0	0
To repair Bridges and Road from Wm. Freeman's to Annapolis County line,	15	0	0
From Pleasant River towards Donald McKay's,	5	0	0
Devonshire Road to Edward Harlow's,	5	0	0
Middlefield to Panhook,	30	0	0
Panhook Bridge to Wellington,	5	0	0
Wellington to Chelsea,	5	0	0
Wellington Road to Brookfield,	10	0	0
Milton to Herring Cove Lake,	10	0	0
Milton to Stephen Kempton's,	5	0	0
Stephen Kempton towards Randall's,	4	0	0
Albany Road,	10	0	0
Grafton Road,	10	0	0
Winock's to James Nickerson's,	7	10	0
Hair Road to Dean Annis',	5	0	0
White Point to George Irwin's,	7	10	0
Peter Cahoon's down Eastern side Port Medway,	7	10	0
John Sherriff's to Benjamin Davis',	5	0	0
	£1000	0	0

COUNTY OF RICHMOND.

Resolved, That the sum of One Thousand Pounds for the Roads and Bridges in the County of Richmond for 1849; and also One Hundred and Fifty Pounds, special Grant therefor—be applied as follows:

TOWNSHIP OF HAWKSURRY.		
From Ship Harbor Bridge to William Wright's,		£5 0 0
William Wright's to James Proctor's, (new line)		10 0 0
James Proctor's to Anthony Oliver's,		10 0 0
Anthony Oliver's to Ship Harbour Road,		5 0 0
Road from Anthony Oliver's to Lennox Passage, half way, (new line)		10 0 0
Road from Lennox Passage half way to Anthony Oliver's, (new line)		11 13 0
Little River to Kempt road, including bridge,		10 0 0
On Main Post Road—over-expenditures, 1848:		
On new road from new bridge, West side River Inhabitants, over- expenditure (not drawn)		21 7 9½
New road, East side, to new bridge at River Inhabitants, by Don. McPherson, drawn,	£12 18 9	
Damages paid by him to J. McDonald for Land therefor, drawn,	1 10 0	
Francis McKenzie, Engineer, bill for inspecting site for bridge, plans, and laying off same, and new road thereto,	4 0 0	
Contract by Alex. Gillies for building bridge,	295 0 0	
Commissioners on same, John Campbell and Don- ald McPherson,	15 11 0	
Inspectors of same, John Smith and John Ballam, Esquires,	2 0 0	
New Bridge at Grand Antz, Hector McPherson, Contractor,	37 11 10	
Inspectors, F. McKenzie, Alexr. Gillies, and Solo- mon Martin, travel,	2 5 0	
Erecting bridge at Gillies' Brook, below St. Peter's, Wm. Sutherland, contractor,	10 4 9	
Bridge at False Bay, by Lauchlin McLean,	4 18 4	
Bridge at Callahan's Brook, by Edwd. Cash,	8 16 6	
Repairing road at Soldier's Cove, by A. McDonald,	3 15 4	
Repairing road and causeway at Soldier's Cove, by Donald McDonald,	7 13 4	
Bridge at County Line, East—Neil McPherson,	8 18 0	
This amount drawn for repairing bridge at Dry Brook, for John McDonald,	8 6 11½	
		423 . 9 9½
Towards road for Ferry at Cape Porcupine,		5 0 0
<i>Main Post Road.</i>		
Main Post Road from River Inhabitants to Widow McPherson's, Grand Antz,		5 0 0
Widow McPherson's to Lauchlan McLean's bridge, including same,		10 0 0
		From

From Bridge at Lauchlan McLean's to River Tear,	£5	0	0
St. Peter's to Salmon River,	15	0	0
Salmon River to Soldier's Cove,	15	0	0
Soldier's Cove to McNab's bridge, on new line,	25	0	0
New Line, Red Islands, to Callahan's bridge,	10	0	0
Towards road, and erecting slip on North side of Grandique Ferry, under control of Sessions,	20	0	0
From bridge at River Tear to St. Peter's,	5	0	0
River Inhabitants bridge to head of St. George's Bay,	10	0	0
Donald Murray's bridge, including same, half way to Far- quhar McPherson's,	15	0	0
Kempt road near Donald McPherson's to Black River road,	10	0	0
Towards advance to John Cash, paid in Aug. 1847 (£12)	6	0	0
From Black River bridge, including same, to Robert Campbell's, (new line)	20	0	0
Robert Campbell to Pringle's Mill,	10	0	0
William Ross's to Scott's River bridge, including same,	10	0	0
St. Peter's, North side, to Isaac Nicholl's, new route,	20	0	0
This sum to Widow Sutton, damages for road, as per Report of Committee,	6	0	0
From William Kehoe's, River Bourgeoise, to Post road, near Mad- den's,	9	0	0
River Tear bridge to William Bulger's,	6	0	0
Wm. Bulger's to Fitzgerald's, River Bourgeoise,	7	10	0
Fitzgerald's to River Bourgeoise,	6	0	0
Nicoll's, L'Ardoise road, to Point Michean,	15	0	0
Grand River bridge to Loch Lomond,	5	0	0
Towards over-expenditure by Alex. Sutherland, of £21 15s. 9½d. on bridge at Strachan's,	10	0	0
For over-expenditure by Maurice Kavanagh, senior, at St. Peter's,	5	12	0
From Grand River Bridge to St. Esprit,	13	2	4
This sum, one fourth for Meal advanced in 1848,	94	5	0
	£900	0	0

ISLE MADAME.

To repair the road from Arichat to Grandique, and towards finish- ing the same,	45	0	0
From Grandique to and including bridge at Poulamond,	7	0	0
The bridge at West end of Poulamond to Desire Bou- drot's, Western line,	6	0	0
Desire Boudrot's Western line, to Cape La Ronde,	10	0	0
Cape La Ronde to Rocky Bay, rear of the Ponds,	7	10	0
Petit Ner to Le Contres,	5	0	0
Wood's Cottage on Discouse road to LeContres,	8	0	0
Arichat half way to Discouse,	10	0	0
Discouse half way to Arichat,	10	0	0
Cross roads, rear of Janvrin's, at Arichat, to Barachoix road near Bew's,	5	0	0
Barachoix road near Bew's to Ballam's; Petit DeGrat,	5	0	0
Boudrot's at Petit DeGrat, to the road leading from Bew's to Ballam's,	6	0	0
Cape O'Guet to Brook rear of Kavanagh's Point,	5	0	0
			From

From Brook rear of Kavanagh's Point to head of Arichat Harbor	£5	0	0
Joseph Bouche's to Richard's Cove,	4	0	0
To repair the Little Arichat Bridge, North side,	5	0	0
From Little Arichat bridge to the end of the road to Roman Forest,	5	0	0
Grand Ruisseau bridge, Eastwardly, to main road,	5	0	0
Towards finishing the Grand Ruisseau bridge,	20	0	0
From Rocky Bay across to Discouse, by Doyle's,	5	0	0
Alexander Madden's to Thomas Wood's,	5	0	0
Discouse road to Merchaud's at Rocky Bay,	5	0	0
Wood's to McNeil's bridge, and to repair the same,	5	0	0
To pay an over-expenditure on Little Arichat bridge,	5	0	0
on bridge at Rocky Bay,	6	1	6
To make the road on North side of Petit DeGrat Harbor from			
Brennan's to David Boudrot's,	7	10	0
Towards making a road at Cape Porcupine, Gut Canso,	5	0	0
Building a bridge head of Arichat Harbor,	5	0	0
Advance of Twelve Pounds paid John Cash in 1847, Aug.	6	0	0
On road leading from Poulamond, Southwardly, to Discouse road,	4	18	0
To repair the road near Culleton's, Discouse,	8	0	0
Towards building a slip at Grandique Ferry, South side,	9	0	0
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	£1150	0	0

COUNTY OF HALIFAX.

Resolved, That the sum of One Thousand Five Hundred and Twenty Pounds, granted for the Service of Roads and Bridges, in the County of Halifax, be appropriated as follows:—

To pay over-expenditures on Prospect Road, Margaret's Bay Road, &c., as per list annexed,	£74	8	0
Repair the Margaret's Bay Road, from Hosterman's, at the head of the North West Arm, to Hubbert's Cove, end of the County line,	100	0	0
Repair from Alex. Hubly's, on the road leading to Woodin's Bridge, to the turn off leading to Croucher's, and from thence to Flemming's,	12	10	0
From the turn off leading to Flemming's to Woodin's Bridge,	12	10	0
From Flemming's to the Chester road,	10	0	0
The road from Hagget's Cove to Indian Harbour,	10	0	0
Indian Harbour to Peggy's Cove,	10	0	0
Margaret's Bay to Dover,	12	10	0
Pier's Mill to the Catholic Chapel, Hammond's Plains,	7	10	0
Catholic Chapel to English's Corner,	5	0	0
English's Corner to Lyttle's,	5	0	0
Bright's, on the old Annapolis road, to the Mill,	5	0	0
Johnston's to Sackville Church,	7	10	0
	To		

To repair the road from the upper part of Hammond's Plains to the Margaret's Bay Road,	£17	10	0
Hosterman's Bridge to McIntosh's Bridge,	15	0	0
McIntosh's Bridge to Wagner's,	7	10	0
New Margaret's Bay Road to Greenhead,	5	0	0
Greenhead to Margaret's Bay old Road,	5	0	0
Charles Drysdale's to the Margaret's Bay new Road,	8	0	0
Charles Drysdale's to Prospect Bridge,	20	0	0
Prospect Bridge to Prospect Harbour,	7	10	0
Shad Bay to Prospect Bridge,	5	0	0
William Drysdale's to Prospect Road,	5	0	0
Lower Prospect to Terrance Bay,	10	0	0
Terrance Bay to Forks at Colburn's,	10	0	0
Colburn's Road to the Main Road,	10	0	0
Road leading from widow Preston's to the Prospect Road,	7	10	0
Sambro Bridge to Sambro,	5	0	0
Sambro Bridge to Harriot's Fields,	15	0	0
Harriot's Bridge to the Forks,	15	0	0
Sambro Road to Fraser's,	5	0	0
Coot Cove to Marriot's Road,	10	0	0
Marriot's Road to the Main Road,	10	0	0
McIntosh's Bridge to Herring Cove Forks,	12	10	0
Herring Cove Forks to Portugee Cove,	7	10	0
Portugee Cove to Ketch Harbour,	7	12	0
Ketch Harbour to Blacksmith's,	7	10	0
Herring Cove to York Redoubt,			
Ferguson's Cove to the Main Road,			
To repay this amount of the sum borrowed and expended on the Preston Road,	400	0	0
Expended for the relief of the Poor,	60	0	0
To repay the following over-expenditures, by			
Pollock,	£10	3	0
Taylor,	21	10	0
Glazebrooke,	6	6	0
Johnston,	3	17	11
			41 16 11
To repay the following over-expenditure on the Main Guysboro' Road, by			
Lauchlan McQuarry,	£72	6	1
John Parker, and others,	24	13	6
			97 0 5
To repay the following over-expenditures on the Main Western Road, by			
William Evans,	£3	7	9
Barnaby,	4	4	3
			7 12 0
To repay the following over-expenditure on the Main Eastern Road, by			
Hiram Hyde,	28	8	1
To repair the Main Road from Dartmouth to Chezetcook, and pay over-expenditure,	50	0	0
			To.

To repair the main road from Pollock's to Kaulback's,	£50	0	0
Road from Key's to Gay's River,	20	0	0
Sheet Harbour Road,	20	0	0
Road from Sheet Harbour to Salmon River,	15	0	0
Salmon River, East,	15	0	0
Musquodoboit to Ship Harbour,	10	0	0
For the road down Eastern Passage,	10	0	0
" " " "	10	0	0
For the alteration of the road from Dartmouth towards Lawrence- town,	15	0	0
To repay George Boye, for completing Cow Bay Bridge,	1	10	0
From Benvie's Corner towards Stewiacke,	5	11	0
To complete the road through the Dean Settlement,	10	0	0
From Charles Lemon's to John McMichael's, Gay's River,	5	0	0
For the Glenmore Road towards Colchester line,	5	0	0
From William Guild's to Higgins' Settlement,	10	0	0
To pay William Faulkner for Surveys,	10	1	0
To repair Brook's Road, Preston,	5	0	0
Carvery's Road, Preston,	5	0	0
For the Beaver Bank Road,	10	0	0
To pay over-expenditure on Sheet Harbour Bridge,	6	10	6
J. Wilson for Plank,	1	10	0
John Hurley for building Bridge,	13	18	9
From Henry Leek's towards Truro Road,	5	0	0
To make road from Thomas Rourke's towards Guysboro' Road,	15	0	0
To be placed at the disposal of the Lieutenant Governor, to be hereafter expended,	61	1	4
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	£1520	0	0

COUNTY OF HANTS.

Resolved, That the sum of One Thousand Four Hundred Pounds, granted for the service of Roads and Bridges in the County of Hants, be applied as follows :

From Benoni Sweet's to William Edward's, to include £3 14s. 2d. over-expended,	£50	0	0
William Edward's to Avon Bridge, to include £3 6s. 11d. over-expended,	50	0	0
Avon Bridge to Horton line,	30	0	0
Key's bridge to David Philips'	20	0	0
David Philip's to Nelson's bridge,	20	0	0
For alteration from St. Croix to Windsor, new line,	120	0	0
To pay the following sums drawn from the Treasury in 1848 :			
Andrew Spence, expended on bridge near Daniel Wier's,	78	4	8
Donald McDougal, expended on Five Mile River bridge,	16	14	3
To pay T. Barnaby, for repairs,	6	17	1
Hiram Hyde, for repairs,	1	12	6
From Benjamin Curry's to post road,	13	0	0
Thomas Manning's to Bishop's,	20	0	0
Old post road to Horton,	7	0	0
Old Avon bridge,	5	0	0

From

From Windsor line on Chester road to Geldert's,	£20	0	0
Rose Green's to Barthouse's,	15	0	0
Churchill's to post road,	6	0	0
To finish bridge at Forks, Falmouth, in addition to £50 undrawn,	35	0	0
From Isaac Dewolf's to Avon Bridge, £4 to be expended between Samuel Palmer's and Avon bridge,	20	0	0
Forks' to Falmouth line, Chester road,	18	0	0
Old Pondhook road,	7	10	0
Dawson's road,	5	0	0
Bridge at Winkworth,	7	10	0
Road from Metzler's to the Forks,	5	0	0
St. Croix bridge to new road,	10	0	0
For road past William Dill's,	5	0	0
From Marshal Mumford's to Rawdon line,	5	0	0
Parker's Mill to John Dimock's,	15	0	0
Road past Major Greeno's,	6	0	0
To repair bridge near Gideon Woolhaver's,	12	0	0
From Herbert bridge to John Cochran's,	6	0	0
For new road to Miller's Creek, when certified that £10 subscribed has been expended,	10	0	0
To repair bridge and road from East Marsh to Thomas Wier's,	10	0	0
From Chambers' to Muddy Marsh,	10	0	0
Town landing to Darius Mosher's,	7	0	0
For Ryan's road, Cockmahagun,	4	0	0
To rebuild bridge near James Greeno's,	7	0	0
From Kempt line to Kenetcook road,	10	0	0
Richard Anthony's to Rawdon line,	5	0	0
To repair bridges from Forrest's to Daniel Mosher's,	5	0	0
To repair Kenetcook bridge,	10	0	0
From Porter's to Josiah Parker's,	10	0	0
Darius Mosher's to cross roads,	7	0	0
Isaiah Dimock's to James Constantine's,	5	0	0
Beaver Brook, past Stephen Dimock's,	5	0	0
To raise the road at Cockmahagun bridge, and to pay T. Sanford 12s. 6d. over-expended,	10	0	0
To rebuild Meander bridge, and to include £16 9s. 3d. expended,	30	0	0
To pay Hugh Brown, expended repairing bridge,	3	18	9
For old Ardois road, to include £21 3s. 9d. expended on bridge,	23	0	0
For road by Philip Harvie's,	4	0	0
To pay Philip Harvie for fencing, when duly certified,	4	0	0
From Walton to Newport line, to include Walton bridge,	18	0	0
Walton to Egypt Farm,	5	0	0
Walton to William Church's,	14	0	0
William Church's to Tenicape,	18	0	0
Walton to Rainy Cove,	5	0	0
Rainy Cove to Shiverie,	5	0	0
Shiverie to Baptist Meeting House, including bridge,	12	0	0
Baptist Meeting House to Newport line,	6	0	0
Newport line to Brown's clearing,	8	0	0
Brown's clearing to Scott's clearing, in addition to £8 un- drawn,	2	0	0
Edward Murphy's to Gorman's,	6	0	0
			From

From Rawdon Church to Newport line,	£7	0	0
Landerkin's to Barney Knowles', to include bridges,	7	0	0
Roache's Mill to Windsor Road, past James Wood's,	12	0	0
To pay Thomas Knowles, expended on bridge,	9	0	0
From James Wood's past William Dimock's,	4	0	0
John Wilson's past John Gordon's,	4	0	0
Thomas Fenton's past Simm's,	5	0	0
Isaac Whiddear's to Douglas' line,	6	0	0
Isaac Whiddear's to Taggart's,	5	4	6
William Stephen's to Edward Murphy's, Esq.	6	0	0
Isaac Whiddear's to Thomas Fahie's, to include £4 19s. 6d. expended,	15	0	0
Thomas Fahie's to James Fahie's road,	10	0	0
James Fahie's road to River Herbert,	10	0	0
Withrow's Mill to Samuel Robertson's,	10	0	0
Withrow's Mill to Joseph Wilson's,	5	0	0
Beaver Bank road past James Wall's,	3	0	0
Atwood's place to Benjamin Smiths, Esq.	2	0	0
To build bridge on Burncoat Creek, when certified that £20 sub- scribed has been expended,	38	0	0
To rebuild bridge on Noel River,	15	0	0
From Noel to Tenicape,	10	0	0
To rebuild bridge at Presley's,	10	0	0
From Burton's to Maitland,	10	0	0
Donald McDougall's, past Gary's farm,	4	0	0
Duncan McDougall's to McDonald's farm,	40	0	0
McDonald's farm to Archibald Nelson's farm,	4	0	0
John McPhees, past Wallace's Mills, to include £8 2s. 3d. expended by P. William's,	12	0	0
For new road past John Murphy's,	10	0	0
From Thomas Andrew's past John Ryan's,	4	0	0
Main road to Francis Barrow's,	6	0	0
Wall's bridge to McPhee's bridge,	18	0	0
McPhee's bridge to Taggart's,	6	0	0
Nine Mile River to Shubenacadie, near Wardrop's,	7	0	0
Alexander McPhee's to Indian road,	10	0	0
Indian road towards Five Mile River,	6	0	0
Nine Mile River road to Grand Lake,	4	0	0
Terrance Canty's to Nine Mile River,	3	0	0
John Caldwell's to Indian road,	4	0	0
John Wright's to Indian road,	5	0	0
Indian road to Gore road, past Woolhaver's farm,	4	0	0
John McPhee's to Taggart's, Indian road,	8	0	0
Taggart's to Gore, old road,	4	0	0
Gore to Rawdon road, new road,	12	0	0
Rawdon road past McKenzie's,	4	0	0
Gore road, towards Carver's farm,	6	0	0
Rawdon line to Kenitcook bridge,	7	0	0
James Sanford's to John Hines', to include £5 expended by M. Wallace,	7	0	0
Daniel Gorman's to Kenetcook road, in addition to £2 3s. 5d. undrawn,	6	0	0
	From		

From Shubenacadie road to James Knowlan's,	£4	0	0
James Mosher's to William Kilcup's,	8	0	0
William Kilcup's to John Barron's,	5	0	0
Jacob Hinigar's to Noel,	7	0	0
Kenetcook bridge to Noel,	8	0	0
Burton's towards Nine Mile River,	7	0	0
To finish bridge near Gardan's,	12	0	0
From Thompson's Mill towards Meeting House,	2	0	0
To pay George Wightman over-expenditure,	4	0	0
William Whittear, expended rebuilding bridge,	5	18	3
To repair Tricethick bridge,	2	10	0
From Windsor Road to John Hibbert's,	8	0	0
John Hibbert's to Beaver Bank road,	7	0	0
	<hr/>		
	£1400	0	0

COUNTY OF INVERNESS.

Resolved., That the sum of One Thousand Three Hundred and Eighty Pounds, granted for the use of Roads and Bridges, in the County of Inverness, in the year 1849, be applied as follows, viz. :

	£1380	0	0
Less—the second quarter of debt due the Province,	235	0	0
	<hr/>		
	£1145	0	0

Over-expenditures to be provided for, viz. :

James G. McKeen, as per Account,	£12	8	4
Alexander Chisholm, Long Point Bridge,	7	9	0
John H. McKeen and Angus Cameron, for a Bridge at Lewis Smith's Brook,	26	9	10
Donald McLellan, balance due him, besides £20 in 1848,	10	16	7
William Young, for balance advanced in seed money, to be applied on the Roads,	14	13	5
Commission on Relief Notes per second Account, No. 1 to 50,	101	1	4
William Faulkner, for surveys,	9	0	0
	<hr/>		
	181	18	6

On Main Post Roads, viz. :

From Plaster Cove to Ship Harbour and to repair Plaster Cove Bridge,	20	0	0
Plaster Cove Bridge to Low Point, to finish that section,	50	0	0
Low Point to Long Point Bridge,	10	0	0
Long Bridge to Thomas McDonald's Marsh,	10	0	0
Marsh to Little Judique Bridge,	15	0	0
Little Judique Bridge to Port Hood,	10	0	0
Port Hood to S. E. Bridge, Mabou, and to repair the S. W. Bridge,	20	0	0
To repair the S. E. Bridge, pay for embankments, and to repair the Road from the said Bridge to Wm. Hawley's,	30	0	0

From Wm. Hawley's to half-way to Lake Ainslie, Township line,	£67	10	0
Half-way from Wm. Hawley's to Ainslie Township line,	67	10	0
Ainslie Township line to Margaree Township line,	15	0	0
Margaree Township line to Smith's Brook, new line,	15	0	0
Smith's Brook to John Kennedy's Brook,	10	0	0
John Kennedy's Brook to Marsh,	10	0	0
Marsh to Chimney Corner,	10	0	0
Mouth Margaree to Young Bridge,	15	0	0
Young Bridge to half-way to Middle River,	10	0	0
Half-way to Middle River to County line,	10	0	0
<i>On Cross Roads, viz. :</i>			
From River Inhabitants Bridge to the West side,	5	0	0
River Inhabitants Bridge to Upper Bridge, East side,	10	0	0
Upper Bridge, River Inhabitants, to River Denis Road,	7	0	0
River Dennis Road to Duncan McIsaac's, Rear Interval,	7	0	0
Duncan McIsaac's, Rear Interval, to Little Judique,	7	0	0
Judique to River Denis,	25	0	0
Old Alexander Chisholm's Mill to River Denis Road,	7	0	0
Main Road at Judique to Mount Noah,	7	0	0
Plaster Cove to Long Stretch, River Inhabitants,	15	0	0
Head of St. George's Channel to Church, River Inhabitants,	7	0	0
Head of St. George's Channel to Allan Cameron's Brook,	10	0	0
Allan Cameron's Brook to George McKenzie's,	10	0	0
Seleg's Brook to Omen's at River Denis,	15	0	0
Omen's to Cross Roads at Judique Mountain,	10	0	0
Cross Roads at Judique Mountain, River Denis, to Cross Roads, River Inhabitants,	5	1	6
Omen's to Whycocomah,	10	0	0
Church, Indian Rear, to County line at Little Narrows,	15	0	0
Indian Rear to Blue's Cove,	10	0	0
Malagowatch to Portage,	6	0	0
Indian Rear to Lake Ainslie,	5	0	0
Indian Rear to S. E. Mabou by Campbell's Mountain,	5	0	0
Indian Rear to James Smith's Brook,	10	0	0
James Smith's Brook to John H. McKeen's,	10	0	0
New Bridge, S. E. Mabou, to N. E. Bridge,	15	0	0
North Bridge, Mabou, to Mouth,	7	0	0
Mouth Mabou to Paul's Cove,	7	0	0
DeCost's to Archibald McPhee's coal mines,	7	0	0
Archibald McPhee's to Alexander Ban Beatin's,	7	0	0
Alexander Ban Beatin's to Sight Point,	7	0	0
Sight Point to Angus McIsaac's, No. 1,	7	0	0
Angus McIsaac's, No. 1, to Main Post Road, and finish a Bridge,	7	0	0
North East Mabou to Lake Ainslie Township line,	7	0	0
Ainslie Township line, and to finish a Bridge at Broad Cove Interval,	7	0	0
Port Hood to Hugh the tailor's,	10	0	0
Hugh the tailor's to Mabou mouth,	7	0	0
Mabou mouth to S. W. Bridge,	7	0	0
			From

From S. W. Bridge to Power's and thence to Sugary Farm,	£7	0	0
S. W. Bridge to Turk Settlement,	10	0	0
S. E. Bridge to Turk Settlement,	10	0	0
Loch Ban to John McIsaac's, Kingson, West side Lake Ainslie,	7	0	0
John McIsaac's to James McDonald's West side Lake,	6	0	0
James McDonald's to head of Lake Ainslie, West side,	9	0	0
Head of Lake Ainslie to McMullan's Point,	7	0	0
McMullan's Point to outlet Lake Ainslie,	7	0	0
Outlet Lake Ainslie to McFarlane's upper Bridge, West side,	5	0	0
Outlet Lake Ainslie to Doherty's Brook,	6	0	0
Doherty's Brook to Loch Ban,	7	0	0
To rebuild a Bridge at the Chapel on S. W. Branch of Margaree, to pay 40s. for plank bought last year,	51	0	0
From mouth Margaree to Cheticamp Chapel,	20	0	0
Cheticamp Chapel to the Shore,	5	0	0
Mouth of Margaree to Crossing Place,	15	0	0
Duncan McDonald's to Philips',	7	0	0
Philips' up the North side of Margaree River,	5	0	0
North East Margaree to Big Interval,	5	0	0
North East Margaree to Big Interval S. E. side,	5	0	0
Broad Cove to S. W. Margaree,	10	0	0
Lake Ainslie to S. E. Mabou, new line,	7	0	0
Lake Ainslie to S. E. Mabou, by Lewis Smith,	7	0	0
Lake Ainslie towards Middle River, to County line,	7	0	0
Mowat's up the Big Brook,	6	0	0
For new Road from Cape Porcupine to Forrestall's,	10	0	0
From outlet Lake Ainslie to McFarlane's Bridge, East side,	7	0	0
	£1145	0	0

COUNTY OF CAPE BRETON.

Resolved, That the sum of One Thousand Four Hundred and Sixty Pounds, granted for the service of Roads and Bridges in the County of Cape Breton, be applied as follows:

FOR THE TOWNSHIP OF SYDNEY.

From Sydney to Forks' bridge,	£10	0	0
Bridgeport road,	10	0	0
Mire Gut to Black Brook,	5	0	0
Cow Bay to Big Barron,	7	10	0
Big Barron to Muggah's bridge,	10	0	0
Grand Lake to Cow Bay road,	5	0	0
Rudderhaw's to the Ferry,	7	10	0
Rudderhaw's bridge to McKenzie's road,	7	10	0
Rudderhaw's bridge to Point Edward road,	7	10	0
Point Edward road,	5	0	0
Ball's bridge to French settlement,	5	0	0
Stewart's Mill to Barasors, Long Island,	10	0	0
McKay's to the Rear Settlement,	7	10	0
	From		

From Village to the Mines,	£15	0	0
Bridgeport to Glass Bay,	5	0	0
Between Big and Little Glass Bay,	7	10	0
From Michael Bodin's to Little Glass Bay,	5	0	0
For extra work on bridge over Leech's Creek,	42	16	8
For over-expenditure on new road between Ball's bridge and Leech's,	9	11	4
Road from North West Arm to Little Bras d'Or,	20	0	0
Cox Heath Road,	10	0	0
Sydney to Mire,	20	0	0
Low Point to Lingan,	10	0	0
To repair road over Big Barron, Cow Bay road,	5	0	0
From Muggah's Bridge to Chapel, Low Point,	10	0	0
Chapel, Low Point, to Foley's, Barasois,	10	0	0
Mire Gut to Cow Bay,	10	0	0
Kilkenny Lake road,	5	0	0
Old Lingan road,	7	10	0
From Matheson's to Little Bras d'Or Gut,	10	0	0
George's River road,	7	10	0
Martin's bridge to head of George's river,	10	0	0
From George's Cove to Maloney's Mill, (new line)	20	0	0
George's River to Long Island,	15	0	0
New Pond road,	15	0	0
From Mire road to Black Brook,	5	0	0
New Cow Bay road,	5	0	0
Cow Bay to Schooner Pond,	7	10	0
Bridgeport Mines to Sullivan's,	7	10	0
On McKenzie's new line to Leech's Creek,	20	0	0
From Maloney's Mill to Sydney Mines,	10	0	0
John Ormond's to William Muggah's,	20	0	0
To repay advance to Howie & Currie,	5	10	0
This sum reserved,	22	12	0
	£470	0	0
FOR THE REMAINDER OF THE COUNTY.			
This sum at the disposal of the Governor for that purpose,	990	0	0
	£1,460	0	0

COUNTY OF KING'S.

Resolved, That the sum of Eleven Hundred Pounds, granted for the service of Roads and Bridges in King's County, be appropriated as follows :

TOWNSHIP OF CORNWALLIS.			
From Kentville to William Pineo's, on the post road,	£10	0	0
William Pineo's to the Aylesford line,	10	0	0
To repair the road near Cornwallis bridge and leading to C. Tobin's,	20	0	0
From Richard Woodworth's to the Aylesford line, and Northerly to the post road,	10	0	0
			For

For the bridge near Adam Hecklar's,	£7	10	0
Bridge and road near George Woodward's,	20	0	0
Road passing Graham Boles'	5	0	0
From the Annapolis road to John Pearson's, Junior,	5	0	0
For the road passing Wm. H. Goold's,	5	0	0
Long Point road,	8	0	0
Road passing Benjamin Jake's,	5	0	0
New Cove road, and from thence to the Long Point road,	10	0	0
From David Hamilton's to widow Hall's, and thence to Denham's,	12	10	0
Two Pounds Ten Shillings to be expended on the latter,	5	0	0
Givan's wharf to Turner's Mill,	10	0	0
Givan's wharf to Nathan Fisher's and the Brydon road,	10	0	0
Alfred Skinner's to Nathan Fisher's, and to open a new road to Patrick Grace's,	10	0	0
To open the new road from William Brown's to the Givan road,	6	0	0
From Charles Eaton's to the wharf,	5	0	0
For the bridge near John Vaughan's,	5	0	0
For the road near Samuel Beckwith's Saw Mill, and to pay him an over expenditure of Two Pounds,	4	0	0
From John E. Cogswell's to the wharf,	8	0	0
For the road passing C. V. Randing,	6	0	0
Patrick Sarchfield's to the Bay,	5	0	0
From Wm. Turner's to the Bay, and the road west to H. Chute's,	8	0	0
David Lawrence's to the top of the Pellon Mountain,	5	0	0
Jeremiah Blight's to the top of the Mountain, and the road passing Wm. H. Parker's,	6	0	0
For the Huntingdon Point road, and from N. Power's to Hall's Harbour road,	10	0	0
From Samuel Rockwell's to the top of the Mountain,	6	0	0
Leonard Porter's to the Bay,	7	10	0
S. Woodworth's to Hall's Harbor,	6	0	0
Widow Silver's to Joseph Boles'	5	0	0
For the road passing W. H. Thorpe's, undrawn last year,	6	0	0
Up the Wood Hollow,	12	0	0
Passing Edy Newcomb's and the Black Hole road,	7	0	0
From Bester North's to Scotch Bay, and to repair the road and wharf at the Apple Tree landing, three Pounds for the last purpose,	28	0	0
From John Wills' to Blomedon,	5	0	0
For the new road up the Mountain, by Nathan Parker's,	25	0	0
From Obadiah Newcomb's to the bridge, £2 10s., in addition to a change of appropriation of £7 10s.	2	10	0
From John B. Bentley's, and to open up the new road passing Mahar's,	7	10	0
To repay John O'Brien for procuring materials and repairing the bridge near Thomas Harris'	15	0	0
For the Gibson road, and the road by H. K. Eaton's,	5	4	5
From Seth Burgess' to the top of the Mountain,	5	0	0
For the road passing Gurden Sanford's, and from thence to the shore,	5	0	0
From widow Shaw's to the Meeting House,	5	0	0
For the little Lake road,	5	0	0

From Joseph Cox's to the shore,	£6 12 5½
To repay Mayhew Beckwith, advanced for the following services during the last year, for building a new bridge near Graham Boles :	
Paid to William Pineo, Jun., Contractor,	25 0 0
Charles Sanford, for repairing bridge,	6 0 0
Daniel Mills, over-expenditure on bridge,	8 16 0
John Vaughan, over expenditure on bridge,	6 17 11½
Joseph Reid, for repairing bridge,	0 10 0
John N. Boles, for repairing road,	2 8 9½
To repay John C. Hall the following sums advanced for the road service :	
To over-expenditure on bridge near Holmes Morton's,	6 11 0
Repairing roads by Charles Isley,	5 10 9
Balance over-expenditure on bridge near John Webster's,	12 5 0
Over-expenditure on bridge near Solomon Crocker's,	10 13 8
Build the bridge near Samuel Robinson's,	13 17 6
Pay Robert Lyons for timber procured by Robert Lyons,	5 0 0
	£488 17 9½

TOWNSHIP OF AYLESFORD.

To repay advance from Casualty Vote to build bridges on the post road,	58 7 9
Abraham Spinney, balance due him erecting a bridge,	11 13 2
From the post road near Samuel Parker's to the Canaan road, and to cut down hill called Stoney Hill, and thence Westwardly,	8 0 0
Canaan road on the road to Sherbrook and Dalhousie, and to cut out the same,	15 0 0
Canaan road on the same road to the Twelve Mile Brook, so called,	5 0 0
Dalhousie to Aylesford, and to cut out the road,	7 10 0
For the Alton road, so called, to Dalhousie,	5 0 0
Causeway from Patrick Scanlan's, Eastwardly,	7 10 0
From the Parker's on the road passing Easson's Mills to the Nichols road,	5 0 0
Ward road along the Glebe road to the Jackson road,	7 10 0
Nichols road to the Glebe road, and on the latter to the post road,	6 0 0
Post road to Nichols' Mills, thence to Canaan road, and to repair bridges,	8 0 0
Post road, past Bishop's Mills to the Ward road, and to build a bridge,	12 10 0
On the road by Jonathan Morse's to the Jackson road, and thence westwardly,	7 10 0
From the Neely road eastwardly on the Canaan road, and thence southerly to Wheelock's Mills,	7 10 0
Neely road, by Messenger's, to the County line, and to build a bridge,	7 10 0
Post road near Edward Palmer's to the main river,	7 10 0
On the road passing Beneal Spinney's to the Bishop road,	5 0 0
Road passing Handley Tupper's to the County line,	5 0 0
From the Post road on the Bishop road to the Bay,	10 0 0
	From

From the Bishop road on the Mountain across W. and C. Fosters' farm,	£5	0	0
Post road on the Clermont road to the Bay,	7	10	0
Post road on the Morden road to the Bay,	10	0	0
Dempsey's corner to the top of the Mountain, and thence Eastwardly,	6	0	0
The Clermont road, on the road passing J. G. Patterson's, to the Morden road,	6	0	0
The Ormsby road by George West's,	2	17	11½
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	£244	8	10½

TOWNSHIP OF HORTON.

To repair the main post road from the Falmouth line to Lockhart's corner,	50	0	0
Repay Casualty vote for over-expenditure at Kentville bridge, Mark Terfry, for over-expenditure on London bridge, per Account,	6	6	0
James Fuller, do. do. on Lower Horton bridge,	13	1	10½
	6	2	9
From Falmouth line to W. Taylor's on old Mount Denson road,	5	0	0
William Brown's to Bluff Shore road,	7	10	0
Nathan Lockhart's to Bluff Shore road,	5	0	0
Bluff Shore road, by Hardenbrook's, to the Shore,	5	0	0
To repair the Causeway near Fitch's bridge,	3	12	8½
From Cogswell's Mills, past Vyes', to Doleman's, and repair bridge,	15	0	0
W. Rathburn's to John Kelly's,	5	0	0
Simon Fitch's on the Telegraph road,	5	0	0
Fitch's Barn to J. Lawrence's, and to repay him £2 2s. 9d.	7	10	0
John Buchanan's to the old Post road,	5	0	0
Perry Borden's corner to Dyke Gate,	10	0	0
Post road by W. McGorman's,	5	0	0
Scott's corner, old Post road, to Daniel Bishop's, and repay J. Martin £1 17s. 6d.	15	0	0
Mud bridge to corner near James Coaldwell's	25	0	0
Laurence Caldwell's to Bishop's corner, above Greenwich,	5	0	0
Gaspereaux road by H. Duncanson's,	5	0	0
John Caldwell's by John Harvey's,	5	0	0
Ezekiel Benjamin's, Westwardly, to O'Leary's,	5	0	0
To repair Benjamin's bridge and thence up the Rogers' Mountain, and to repay P. M. Benjamin 26s. expended in 1847,	15	0	0
From John L. Pellon's to old Post road,	5	0	0
Nictaux road to John Fuller's,	5	0	0
Nictaux road to old Post road,	15	0	0
Thomas A. Davison's to Davison's Mill,	5	0	0
James Vaughan's to Reid's corner,	5	0	0
To repair Barevine Hill bridge and the road adjacent,	5	0	0
For Black River new road,	15	0	0
From Augustus Eagle's to William Fielding's, junior,	5	0	0
John Payzant's, by P. Reddin's, to O'Leary Mills,	5	0	0
Thomas Hancock's through the Deep Hollow,	25	0	0
Jacob Dodge's East line towards North River,	8	0	0
The back Canaan road by Hugh Mitchell's, and to repay H. Mitchell, 10s. 6d.	7	10	0

From

From David Casey's to Lunenburg line, and to repair the bridge near Wescott's shop.	£25 0 0
Sherbrook road, near Murphy's, Westwardly,	7 0 0
	£1100 0 0

COUNTY OF PICTOU.

Resolved, That the sum of Fourteen Hundred and Sixty Pounds, appropriated for the Service of Roads and Bridges, in the County of Pictou, be divided as follows :—

TOWNSHIP OF EGERTON AND MAXWELTON.

Road and Bridge from Dougald McDougal's, by Webster's, to Walter McDougald's,	£7 10 0
New road from New Glasgow to St. Mary's, via Blue Mountain,	10 0 0
Road West side Sutherland's River,	5 0 0
From Duncan Cameron's, E. River, to McPherson's Mills, Blue Mountain to E. branch E. River past William Fraser's,	5 0 0
On South side McLellen's Mountain,	5 0 0
Main Post Road from Harris', Merigomish, to County line,	35 0 0
Road from Post Road to Big Island,	5 0 0
Harris' to Angus McKinnon's,	7 10 0
Carmichael's brook to County line,	7 10 0
Duncan McLean's to Vanie's brook,	5 0 0
Cross Roads to County line,	10 0 0
Gusset Road,	7 10 0
Road from Gilles' meadows to Barney's river,	7 10 0
Lowden's Mills to County line, by Vanie's brook,	10 0 0
Fisher's grant to New Glasgow,	15 0 0
New road from New Glasgow, via Marsh,	15 0 0
Road from New Glasgow to Glen,	7 0 0
Forks to Albion Mines,	7 0 0
Middle River to Albion Mines,	20 0 0
New line of Road from Little Harbour to New Glasgow,	15 0 0
Road from Hugh Fraser's, Esq., to head of Settlement, East River, McLean's brook to Wm. Wilson's,	5 0 0
New Road through Big Island,	7 10 0
Road from Grant's bridge to Mrs. Irvins, West Branch, Forks to Grant's Mills,	7 10 0
East River to St. Mary's,	5 0 0
New Bridge near Peter Ross', Esq., East Branch East River,	10 0 0
Road from Church, West Branch, to Robert Dumbar's new line, William McDonald's, West Branch, to Crockett's new line,	15 0 0
Road at Church, West Branch, to Robert Oliver's,	5 0 0
From cross roads at Peter Ross', Esq. to Gordon's,	5 0 0
Church, West Branch, to Halliday's,	5 0 0
Christopher McDonald's to Forks, Middle River,	5 0 0
Grant's to William McKenzie's,	5 0 0
Main Road at McNaughton's to Fox brook, new line,	5 0 0

Road

Road from Alexander McDonald's, Jun., West Branch, to Marshall's,	£5	0	0
Thomas Halliday's to County line, by Russell's,	5	0	0
Rev. A. McGilvery's, East Branch East River, to the Main Road, new line,	5	0	0
McLaren's to Alder Meadows, Merigomish,	5	0	0
Sutherland's brook bridge to French river road,	5	0	0
Post road to Munroe's, Lamont's road,	3	0	0
Paul Grant's to Barney's river,	5	0	0
Paul Grant's to French river bridge,	5	0	0
Bridge on road to French river,	5	0	0
Road from Dillon's bridge to Gillis' meadows,	5	0	0
Widow McDougall's to Donald Haggart's,	5	0	0
Old road at Robert Smith's to Valley road,	5	0	0
Road from Brown's mills to Valley road,	5	0	0
Sutherland's river bridge to Huggon's Gutt bridge,	30	0	0
French river bridge to widow McDougall's,	3	0	0
Smith's to McGrath's,	5	0	0
Fraser's Point to New Glasgow, West side East river,	7	0	0
Hattie's bridge to Piedmont valley,	7	10	0
Donald Bruce's to Blue mountain,	7	10	0
David Murray's to John Robertson's, West side Barney's river,	5	0	0
Robertson's bridge, E. side Barney's river, to head of river,	10	0	0
Alexr. McKenzie's to Alexr. McLeod's,	5	0	0
Main road to James Forbes', head of Barney's river,	4	19	0
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	£456	19	0

To pay over-expenditures in 1848.

Thomas Home, bridge at Patrick's, Middle River,	£6	0	6
Kennedy, bridge at St. Mary's,	2	17	0
William Miller, bridge at Garden of Eden,	15	0	0
Walter Murray, bridge at Barney's river,	15	0	0
John Johnston, bridge at St. Mary's road,	4	0	0
John Gray, bridge at Hopewell (in part of balance due),	25	0	0
Robert Creelman, bridge at E. Branch E. River,	17	2	0
Donald Rankin, bridge at Sutherland river,	7	16	0
To pay for building bridge at Campbell's brook, St. Mary's,	3	10	0
Angus McDonald 2d, bridge at Knoydant,	5	0	0
Ronald McDonald for repair of bridge,	1	3	6
Thomas Home, road from Middle river to Mines,	3	15	9
William Fraser, bridge at McLellan's brook,	10	12	6
Peter Crerar, for outlay on Main Post Road at Balbe's brook,	10	7	3
William McDonald, for rebuilding two bridges at Marsh,	7	10	6
James Grant, bridge at E. river near Mr. Holme's,	16	16	7
James Grant, Rob's son, see Return No. 52,	10	3	4
Glenfalloch road, (to pay in part balance due),	15	0	0
H. Fraser, to repay advance out of Casualty vote,	5	1	0

Isaac Archibald, to repay over-expenditure at Middle River,	£108 7 7	
Peter Ross, John McKay, and Cameron,	6 0 0	
	<hr/>	£114 7 7
William Falconer, for report on Middle river bridge, and road at Barney's river,		6 17 6
		<hr/>
		£303 1 0
Appropriations as above stated,		456 19 0
		<hr/>
		£760 0 0

TOWNSHIP OF PICTOU.

Over-Expenditures.

To due to John McKenzie, for building bridge on the road from Mitchell's to Alexr. McDonald's, at Cape John,		£5 0 8
William Ross, for building bridge North Mount, Dalhousie,		4 9 0
Archibald Gunn, for building bridge 6 Mile Brook,		7 0 0
Kenneth Munro, " " " "		3 0 0
Roderick McKenzie, " " Thom's,		12 10 0
Allen Murray, for over-expenditure on bridge at Golan's brook,		18 14 4
Roderick McKenzie, for repairing bridge at brook, West Branch River John,		3 0 0
William Cameron, for building bridge at the Salt Spring		10 0 0
Robert Short, " " West River		10 0 0
John Graham, for two bridges at " "		7 0 0
Peter Crerar, for over-expenditure on Saw Mill Bridge,		4 10 0
		<hr/>
		£85 4 0
The Province for money drawn out of the Casualty Vote in rebuilding the bridge on the post road from Pictou to Cumberland,	£6 10 0	
Repairing the bridge at Joudry's Gut, on the main post road from River John to Cumberland,	20 0 0	
Repairing bridge at 8 Mile Brook, on post road,	£13 0 0	
Repairing Saw Mill bridge on main post road,	15 0 0	
	<hr/>	28 0 0
		<hr/>
		54 10 0
		<hr/>
		£139 14 0
To make the road from Mill Brook to the West River, £40; two previous grants undrawn,		
Build a new bridge near Dicksons' Mill, in addition to £80, two previous grants undrawn,		30 0 0
Make a bridge at the West River, in addition to £9, two previous grants undrawn,		5 0 0
		<hr/>
		To

Repair the road from Eight Mile Brook to post road,	£7	10	0
At Six Mile Brook from Munro's to Ritchie's,	7	10	0
From Stiles' to Grog Brook,	10	0	0
Mount Dalhousie to the top, past Rae's,	7	10	0
Road East side of the West River from McRae's to William Cameron's,	7	10	0
From Balfour's to the Middle River Bridge,	7	10	0
Dalhousie to the West Branch River John,	5	0	0
Big Carriboo bridge to Toney River,	7	10	0
McIntosh's, on the road to River John,	5	0	0
Ingram's to the main post road,	7	10	0
Fraser's Mill to Gordon's, Mill Brook,	5	0	0
The new road laid out from or past Anderson's barn to Carriboo River, through Paul McKenzie's,	5	0	0
			£700 0 0
Towship of Pictou, as above,	£700	0	0
Towship of Egerton and Maxwelton, per preceding page,	760	0	0
			£1460 0 0

COUNTY OF COLCHESTER.

Resolved, That the sum of £1,200 granted for the service of Roads and Bridges in the County of Colchester for the present year, be applied as follows :

To refund the amount drawn from the Casualty Vote in 1848,	£88	11	3
To pay the following expenditures, viz :			
Samuel Moore, on bridge at Hill's,	£7	7	3
James Ramsay, do. do. in part,	25	0	0
John B. Cotter, on certain bridges,	3	16	4
Francis R. Parker, Esq., on post road,	1	12	6
			37 16 1
John J. Archibald and J. D. Christie, on upper Salmon River bridge,	47	17	0
Samuel Archibald, Esqr., on Truro bridge and Slark's causeway,	17	15	9
Do. do. expenses of survey of road from Dickson's to Barry's, agreeable to Report of Committee of last year,	13	4	6
			78 17 3
Samuel Faulkner, on Post road, Deburt River,	40	9	6
Henry Urquhart, on Folly bridge,	3	14	2
William Wallace, on Cumberland road,	2	12	6
Silas Corbet, on bridge in 1847,	1	0	6
Joseph Fulton, on Bass River bridge,	31	8	8
James Mahon, on bridge near John Mahon's,	11	15	2
			91 0 6
William Peppard, on upper Deburt bridge,	30	18	9
Lawson Carter, on bridge in Castlereagh,	2	10	0
William Fletcher, bridge on Pine Brook,	2	13	0

John

John Campbell, on bridge on cross road,	£4 11 0	
Thomas Kerr, on Castlereagh road,	8 10 6	
George Cook, on Breakwater, Portapique river,	8 1 9	
	<hr/>	£55 2 6
To repair the following Roads and Bridges :		
Cross road to Portapique, by McLellan's,	5 0 0	
Joseph Flemming's to J. Cook's not to be drawn until Nineteen Pounds be raised and expended by volun- tary subscription on the same,	10 0 0	
John Peppard's to McCully's,	4 0 0	
The McDormant road,	3 0 0	
Crowe's to Folly Mountain,	7 15 0	
William Peppard's to Totten's,	6 0 0	
On the hill near Bass River bridge,	3 0 0	
Castlereagh road,	4 0 0	
Widow Flemming's to Peter Totten's,	8 0 0	
Main road to Wallace,	10 0 0	
Robert McNutt's to David Vances,	5 0 0	
	<hr/>	67 17 6
Bridge near Barnhill's, Chiganois River,	50 0 0	
William Staple's to New Annan,	10 0 0	
Bridge at Crowe's mill,	5 0 0	
	<hr/>	65 0 0
The road from Lynd's to Wat. Upham's, and to build the bridge above Blair's mills,	22 0 0	
To build the bridge above Luke Upham's,	8 0 0	
The road from J. Lynd's to Pictou road,	5 0 0	
S. Bartlett's to John McLeod's,	5 0 0	
R. Lynd's to Pictou road,	6 0 0	
Onslow Meeting House to Barnhill's,	5 0 0	
	<hr/>	51 0 0
To pay for the following expenditures :		
To pay John Blair on Tatamagouche road,	21 12 6	
Alexr. Conkey, on do. do.	14 14 0	
John Lombard, on French River bridge,	8 15 2	
Donald Hyndman, on bridge at Urquhart's mill,	17 5 7	
To repair the following Roads and Bridges :		
The road past Urquhart's mill,	3 0 0	
From Mine Hole to main road,	4 0 0	
Dewer's Bridge to Henderson's,	3 0 0	
Bridge at Henry Roberts',	2 10 0	
Road from Henderson's to McIntosh's mill,	3 0 0	
Matatall's Lake, French River,	7 0 0	
Point Bruly past G. Mattatall's,	3 0 0	
David McIntosh's to Point Bruly,	3 10 0	
McBurnie's to Point Bruly road,	2 10 0	
River John road to Point Bruly,	3 0 0	
Tatamagouche towards River John,	7 0 0	
Lockerby Bridge to Point Bruly,	7 0 0	
Samuel Weatherby's to J. Chambers'	4 0 0	
Waugh's Church to Brown's,	3 0 0	

The Road from Point Bruly towards Pictou,	£2 10 0	
Lockerby's bridge to J. McBurnie's,	2 0 0	
	<hr/>	£122 7 3
Tatamagouche to William Bell's,	8 0 0	
W. Bell's cross road to Geo. Olivers,	3 10 0	
Geo. Oliver's to Byer's mill,	3 0 0	
Walter Byer's to Mill Brook, new line,	10 0 0	
Donald McLeod's to Cumberland Co.		
Line,	4 0 0	
Meeting House, New Annan, to Wil-		
son's bridge,	3 10 0	
Truro road to Blakie's, New Annan,	8 0 0	
	<hr/>	40 0 0
South Branch to Middle Stewiacke,	4 0 0	
David Whidden's to Greenfield,	4 0 0	
Middle Stewiacke to Brookfield,	7 0 0	
New line, past George Rutherford's,	8 0 0	
To pay John Putman for expenditure on bridges,	6 0 0	
Timothy Putman, for expenditure of £3 12s. 9d.		
on Middle Stewiacke bridge, and to repair		
the road from Fisher's to Polley's,	15 0 0	
	<hr/>	44 0 0
The new line of road from Greenfield to Truro,	6 0 0	
Road from Earitown to Salmon river,	5 0 0	
Parker's to Gay's river,	7 10 0	
	<hr/>	18 10 0
Green's creek to Black Rock,	15 0 0	
Black Rock to old Barns',	15 0 0	
Old Barns' to Barber's shore road,	4 0 0	
J. Sanderson's to Phillips',	6 0 0	
Dalton's to Henry Johnson's, and to		
pay Wm. Kennedy £12 16s. 9d.		
for expenditure on a bridge,	20 0 0	
On Short's hill,	3 0 0	
Samuel McNutt's to Wm. McNutt's,		
(new line),	15 0 0	
Brookfield bridge to Upper Brook-		
field,	9 0 0	
Halifax road to Brookfield, past Ken-		
nedey's,	5 0 0	
Near Marshall's mill,	2 0 0	
Samuel Wilson's to Harmony,	3 0 0	
George White's to Harmony,	10 0 0	
Harmony towards McCallum's,	4 0 0	
Harmony to Samuel Henderson's,	3 0 0	
Jesse Gourley's to Robert Johnson's,	4 0 0	
Halifax road to Lammen's, past G.		
Johnson's,	4 0 0	
Greenfield road to W. Cameron's,	3 0 0	
Andrew Christie's to J. Lynd's mill,	3 0 0	
	<hr/>	128 0 0

The Road from Moore's mill to Tatamagouche road,	£5 0 0	
Desbarres' grant to widow McLeod's,	5 0 0	
Widow McLeod's to McKay's mills,	6 0 0	
McKay's mills to A. Sutherland's,	5 0 0	
Alex. Sutherland's to Upham's,	8 10 0	
Robert Payne's to Pictou County line,	7 0 0	
William McIntosh's to J. McIntosh's, shop,	5 0 0	
McKay's mill to widow Ross',	8 10 0	
Widow Ross' to County line, River John road,	10 0 0	
John McIntosh to D. Bailie's County line,	7 0 0	
Nelson's to widow Ross'	9 0 0	
James Sutherland's, Sen., to A. Mun- roe's,	4 0 0	
New line of road to Tatamagouche,	20 0 0	
	<hr/>	£100 0 0
East River bridge, Five Islands,	6 0 0	
The road from East Maccan road from the new al- teration to the old road,	7 10 0	
North River bridge, Five Island's,	8 0 0	
The Road from West Maccan road, from J. Doyle's to County line,	7 10 0	
Five Islands to A. Thomson's,	3 0 0	
	<hr/>	32 0 0
The Main Road near Cameron's to S. Dewers',	5 0 0	
Robert Lewis' to Pleasant Valley,	5 0 0	
Wm. Moore's, upper Kerr's brook, to Campbell's,	10 0 0	
Old River Phillip road near R. McLellan's,	8 0 0	
Main Road near P. Hill's to J. MacLaughlan's,	10 0 0	
Main Road near Rock Brook to Pleasant Hills, and to pay S. Faulkner £4 18s. for expenditure last year,	10 0 0	
New line of road near A. McBurnie's to old County line,	9 0 0	
Samuel Cochran's to Economy river,	5 0 0	
East and West road from S. Craw- ford's through back settlement, Economy,	10 0 0	
	<hr/>	72 0 0
To pay for expenditures on certain bridges in the Upper Stewiacke to be drawn by John Cox,	35 11 8	
The Road from James Pratt's towards Glenmore,	5 0 0	
D. Creelman's to J. Graham's,	5 0 0	
Fisher's mill to Guysboro' road,	7 0 0	
Mrs. Wedgwood's to Pembroke,	4 0 0	
A. Lydiard's to Halifax County line,	5 0 0	

The Road from J. Helley's to River bridge,	£7	0	0	
Stewiacke to New Larig,	30	0	0	
To alter the road past N. Bentley's,	7	0	0	
Bridge near James Flerk's,	2	6	0	
	<hr/>			107 17 8
				£1200 0 0

COUNTY OF CUMBERLAND.

Resolved, That the sum of Twelve Hundred Pounds, granted for the service of the Roads and Bridges for the County of Cumberland, be applied as follows :

To repair the road from Wm. E. Angevines' to Wallace Harbor,	£6	0	0
From Stake road on the north shore by McKenzie's,	5	0	0
James D. Purdy's to Stephen Tuttle's,	5	0	0
George Mier's to Henry Teed's,	5	0	0
Tuttle's to Gulf Shore,	5	0	0
Bland's to Rindress',	5	0	0
County line, Dewar's bridge, to Wallace Harbor,	13	0	0
Widow Webb's to Isaac Rushton's, by Moore's,	5	0	0
Fillemore's Mill to Widow Ryan's,	7	5	0
David Teed's, by Palmer's, towards Moses Teed's,	5	0	0
Henry Teed's to Mattatall's Lake,	5	0	0
Robert Harrison's Clear, through Victoria Settlement,	6	0	0
H. N. Oxley's to bridge at Fox Harbour,	5	0	0
Pugwash, through Gulf Shore Settlement,	5	0	0
John Forshner's to James McNab's,	6	0	0
Benjamin Hurd's Mill to Folly Lake,	15	0	0
William E. Angevine's to Charles Oxley's, to include bridge,	12	0	0
Samuel Treen's to Malagash Point,	7	0	0
Robert Harrison's to John Brown's, by Graham's,	10	0	0
Henry Teed's to Wm. E. Angevine's,	10	0	0
South shore road, Malagash, to North shore road, and down shore,	5	0	0
James Purdy's to Westchester, old line,	6	0	0
Wm. Hurd's to Wm. E. Angevine's,	8	0	0
Londonderry line to River Philip, new line,	40	0	0
East Branch road leading to Barrs' River,	10	0	0
James McNab's to Eaton's, on new line,	8	0	0
Pugwash to Thomas Thompson's, by James Dewar's,	6	0	0
Thomas Thompson's to Main road, near Fillemore's,	8	0	0
John Fillemore's to River Philip, bridge included,	10	0	0
John Fillemore's to Widow Forshner's,	10	0	0
Road leading to Gulf Shore by T. Chisholm's to Pugwash,	5	0	0
R. McNutt's to Plaister Creek, past John Dickson's,	7	0	0
Plaister Creek to River Philip road,	7	0	0
Main post road past Methodist Chapel, near Elijah Tuttle's, new line,	15	0	0
John Robertson's to road leading to Levi Steven's Mill,	6	0	0
River Philip bridge by Irvine's,	5	0	0
Collingwood Oxley's to James Maxfield's,	5	0	0
James Maxfield's to Teed's Hill,	5	0	0
	From		

From Purdy Bett's to New Annan, by Swallow's,	£5	0	0
Welwood Waugh's, past Fulton's, to Stake road, thence to Solomon Waugh's,	5	0	0
Adam Bebee's to New Annan road by Higgins'	5	0	0
Palmer's to Fanningsborough road, past Oxley's,	5	0	0
Pugwash river to post road, west of Stewart's,	5	0	0
Robert O'Brien's place, past widow Reed's, to Strong's clear,	6	0	0
Stephen Tuttle's to Hurd's mill, by Doyle's,	5	0	0
Cyprian Stevens' to Gray's road,	5	0	0
Crawford road, past Mitchell's, to Wm. O'Brien's,	5	0	0
James D. Purdy's to Westchester, new line,	5	0	0
Dewar's old mill brook to six mile road, past Levi Stevens'	7	0	0
Strong's clear to Robert Harrison's, past Charles Cotter's,	5	0	0
North shore to School House, by Wm. Smith's,	7	0	0
McDonald's place to D. Campbell's, by Morrison's,	5	0	0
Benjamin Sterns' to McKenzie's mill, by Chisholm's,	5	0	0
Bridge at Fox Harbour to Gulf Shore road,	5	0	0
John McDougall's to Pugwash road,	5	0	0
To repair the bridge across Kerr's mill, and to pay 32s. 6d. expended by Richard Woodland previous,	15	0	0
Towards rebuilding Wallace bridge,	50	0	0
For bridge near Alexander McDonald's place,	6	19	0
To repay expenditure on Wallace bridge, by John McFarlane,	10	1	0
Pay Francis Hatfield, for rebuilding bridge over Ratchford's river,	17	10	0
From Partridge to Mill's Village,	4	0	0
Mill's Village to bridge near Wm. Fullerton's,	17	10	0
To repair Boar's back road,	5	0	0
For alteration on Canaan road, near Ruscoe's,	5	0	0
From Caleb Lewis' past Fife's, to post road,	5	0	0
Parrsboro' post road to John Morris',	4	0	0
George Newcomb's to Parish Church,	5	0	0
Newcomb's bridge to Swan Creek, old School House,	15	0	0
Moose river to Swan Creek, old School House,	10	0	0
Moose river to Harrington's river,	10	0	0
Mill's Village on Swan Creek road,	15	0	0
Black Rock road to Diligent river road,	5	0	0
Thomas Dickson's to Black Rock,	5	0	0
On Coal Mine road Northward, one mile past Delany's,	5	0	0
From Cross road to Diligent river School House, including bridge near widow Smith's,	15	0	0
Diligent river School House, past Welton's,	5	0	0
P. Huragan's to Fox river, inclusive,	7	10	0
Fox river to Ratchford's river, including latter,	10	0	0
Ratchford's river to Hanning's,	10	0	0
Hanning's to Francis Fraser's,	10	0	0
Francis Fraser's to Robert Spicer's,	5	0	0
Mahoney's past John Allen's,	3	0	0
Robert Spicer's to Advocate Harbour,	5	0	0
Advocate Harbour bridge to Wm. Armstrong's,	5	0	0
Armstrong's on the Three Sisters road to Spicer's,	5	0	0

From Advocate Harbour to Cape Dor,	£3	0	0
N. Knowlton's to Edward Fowler's, at Apple river,	8	14	10
Union Meeting House to Jenk's Meadow,	5	0	0
Jenk's Meadow to Sand river,	5	0	0
To pay Joseph Barry over-expenditure on Moose river bridge,	9	15	2
From River Philip to Richard Black's, 3 miles out,	3	0	0
Isaac Stewart's to E. D. Roach's,	10	0	0
Amherst, over the Marsh, to Fort Lawrence,	15	0	0
Amos Trueman's to Goose river,	15	0	0
Little River road, by George Thompson's, to include new alteration,	7	0	0
Salt Springs to River Philip,	5	0	0
Maccan bridge to River Herbert,	7	0	0
Martin Hunter's to Black Ferry,	5	0	0
Purdy's to E. Miles' on new line,	12	10	0
Shipley's to post road near Calain Bent's,	5	0	0
Cross road near J. W. Oxley's to Chapman's road,	10	0	0
Chapman's road to Goose River road,	9	0	0
Pipe's Marsh to Minudie Ferry,	8	0	0
Barronsfield to Lower Cove,	10	0	0
Thomas Doncaster's, Leicester, to post road,	7	10	0
End of Little river road, Leicester, to B. Smith's,	5	0	0
East end of Leicester to John Bigelow's,	5	0	0
Tate's, River Philip, past Captain Handley's,	10	0	0
Isaac Stewart's through Little Forks, new line,	9	0	0
N. Angus' to Ferry, near Brownell's,	12	10	0
Leicester road past Thomas Dickson's,	4	0	0
Lodge's to River Philip,	5	0	0
Goose river road to Leicester, by R. Smith's,	4	0	0
Leicester to River Philip, by Tate's,	4	0	0
* River Herbert bridge to Captain Glenn's,	4	0	0
On road from River Herbert bridge to Coal Mines,	20	0	0
Through Porter Town up past Hood Chapman's, including bridge,	10	0	0
From bridge in Porter Town to main post road,	5	0	0
C. D. Roach's past J. Black's to Chapman's,	4	0	0
Ragged Reef to Coal Mine Road,	5	0	0
Toby's mill to Samuel Bent's,	5	0	0
George Atkinson's to Lodge's,	5	0	0
Past S. Baird's to Leicester,	5	0	0
From Peter Gould's place to post road near J. Bent's,	5	0	0
On cross road past D. Etter's,	10	0	0
From Little Forks' bridge, past Lodiwick Hunter's, to Salt Springs,	10	0	0
On cross road past Henry Smith's towards River Philip,	5	0	0
From Shinimica's bridge, near Burns' on new line, to Brownell's,	7	10	0
William Sharp's to River Herbert road,	5	0	0
Bend of main road above B. Smith's to Robert Ripley's,	7	10	0
Wesleyan Meeting House, Maccan, to Maccan bridge,	5	0	0
Little Forks to Pugsley's,	10	0	0
N. Angus' to main road,	5	0	0
Brownell's Ferry, past Brander's, to Goose river,	5	0	0

To pay William Sharp for a part of over-expenditure on Maccan bridge, 1848,	£70	0	0
From James Chappel's, in Tidnish, to Brownell's Mill Pond, inclusive,	20	0	0
To repay expenditure by Joseph Hoeg, by order of Government, On new line of road round Birch and Black River Hills,	5	0	0
To pay for repairs on Mussaquash bridge, 1848,	40	0	0
From South Branch bridge past Alexander Hannah's,	12	0	0
John W. Oxley's on the shore to Sydney Chappel's,	5	0	0
	7	10	0
	<hr/>		
	£1200	0	0

COUNTY OF LUNENBURG.

Resolved, That the sum of Twelve Hundred and Forty Pounds, voted for the Service of Roads and Bridges, in the County of Lunenburg, in the year 1849, be applied as follows :

From Margaret's Bay to Mill Cove,	£10	0	0
Halifax County line to East River bridge,	15	0	0
The East side of East River bridge to Chester town,	15	0	0
Chester town to Robertson's corner,	5	0	0
Robertson's corner to Chester basin,	10	0	0
Chester basin to Benjamin Kedy's,	10	0	0
Gold river bridge to Beach hill,	10	0	0
Benjamin Kedy's to Martin's river bridge,	10	0	0
Windsor road, from Robinson's corner to Weber's mill,	10	0	0
Weber's mill to Francis Vaughan's,	10	0	0
Francis Vaughan's to the County line,	5	0	0
Windsor road to Henry Schwinehammer's,	10	0	0
Chester basin including the grant,	12	0	0
The grant to Sherbrook Church,	10	0	0
The Church to Corbin's,	10	0	0
Corbin's to Moses Brown's, across the bridge,	15	0	0
Brown's bridge to Dalhousie settlement,	15	0	0
Sherbrook bridge to Horton County line,	12	0	0
Chester road to Blanford,	7	0	0
Martin's river bridge to Leonard Hirtle's,	7	0	0
Edward Brokner's to Langille's new mill,	7	0	0
Leonard Hirtle's to Kedy's bridge,	10	0	0
Kedy's bridge to Mader's Cove,	12	0	0
The Trout Hole bridge to Isaac Zwicker's,	12	0	0
Isaac Zwicker's to Thomas Zwicker's farm,	11	0	0
Thomas Zwicker's to George Dory's,	8	0	0
Mahone Bay to North West street,	8	0	0
John Mader's to Casper Eisenhour's,	10	0	0
Blockhouse to Mader's mill road,	10	0	0
Mader's mill road to Robar's lower mill,	10	0	0
Robar's mill to Halimore's,	10	0	0
Halimore's to Jacob Frank's,	10	0	0
Jacob Frank's to Jacob Findles,	10	0	0
	From		

From Jacob Findle's to John Dagen's,	£15	0	0
New Germany road to Charles Joodry's farm, to build a bridge across the river,	12	0	0
Stephen Niel's to Joseph Langille's,	10	0	0
Stephen Niel's to the road leading past Michael Beardsby's,	5	0	0
New Germany road to the Aylesford road,	10	0	0
Frederick Mader's to Christian Naa's,	7	0	0
Christian Naa's to George Lohne's farm,	7	0	0
George Lohne's farm to Northfield road,	10	0	0
Maitland road to George Venot's,	7	0	0
George Venot's to James Lowe's farm,	7	0	0
Thomas Zwicker's Blockhouse to Westaver's corner,	7	0	0
James Berry's to Maitland school house,	9	0	0
Maitland school house to John Ramey's,	10	0	0
John Ramey's to cross road, Silver's,	10	0	0
Silver's cross road, to New Germany river,	6	0	0
To build a bridge across the river leading to New Germany,	20	0	0
From McKay's to LaHave road leading past Wm. Turner's,	10	0	0
Mader's Cove to Town common,	12	0	0
Stroop's to Gorham's point,	7	0	0
Ernst's mill to Michael Dory's,	5	0	0
Town of Lunenburg to Heckman's Island,	7	0	0
Town Lunenburg to Blue Rocks,	9	0	0
Town Lunenburg to Leonard Young's,	15	0	0
Leonard Young's to North West Meeting House,	8	0	0
Meeting House to Blockhouse,	8	0	0
Leonard Young's to John Langille's, LaHave,	8	0	0
John Langille's to Charles Rudolf's,	8	0	0
Rudolf's to LaHave bridge,	11	0	0
LaHave bridge to John Kokch's,	12	0	0
John Kokch's to Sartey's,	8	0	0
Sartey's to Conrad Wensell's,	12	0	0
Conrad Wensell's to Thomas Shipley's,	10	0	0
Shipley's to Church, New Germany,	10	0	0
The Church to Findle's mill,	7	0	0
Findle's mill to Annapolis County line,	10	0	0
Berry's mill road leading to James Dauphiney's,	7	0	0
James Dauphiney's to LaHave road,	7	0	0
James Egle's to Henry Winot's corner,	7	0	0
Silver's to LaHave river,	7	0	0
LaHave road to Valentine Vinot's,	5	0	0
Maitland street to Slagenwhite's lake,	7	0	0
Frederick Vinot's to Jacob Spidles's,	7	0	0
North West Meeting house to Gasper Kaulback's,	8	0	0
Town of Lunenburg to Acker's mill,	10	0	0
Acker's mill to the Ferry,	7	0	0
McKein's to Rudolf's shore road,	12	0	0
Charles Pernet's ferry to Nicholas Conrad's,	5	0	0
Acker's mill to cross road Rosebay Church,	20	0	0
The South to the Ovens,	5	0	0
The cross road to Mrs. Oxner's, round the shore,	10	0	0
John Keiser's to Elias Romkey's,	10	0	0

From

From LaHave bridge to Lower Branch bridge,	£10	0	0
Lower Branch bridge to Jacob Wile's,	7	0	0
Jacob Wile's to Henry Munroe's,	7	0	0
Baker's to Upper Branch bridge,	10	0	0
Branch to Smith's mill, Ohio road,	7	0	0
Pleasant River road to Baker's,	7	10	0
Bridgewater to McKein's, shore road,	12	0	0
Shore road to Sandy brook,	7	10	0
Sandy brook to Matthew Hebb's,	10	0	0
Matthew Hebb's to David Rynoe's,	10	0	0
Rynoe's to Jacob Fancy's,	12	0	0
Pleasant River road to Lapland,	8	0	0
Back settlement to Pleasant River road called St. Andrew's	7	10	0
County line to Pleasant River road called Chelsea road,	10	0	0
Pleasant River road to Christopher Lohne's,	7	0	0
Chelsea road to Patrick Butler's,	5	0	0
Fancy's mill to Camperdown,	10	0	0
Fancy's to Camperdown road,	7	10	0
Sarty's to Emenoe's (Montreal road),	7	10	0
Sarty's to Green hill,	7	4	1
Somerset to Krous' mill,	7	0	0
The shore to David Hebb's,	5	0	0
Road leading to Frederick Krous',	5	0	0
The shore to Fancy's mill,	7	0	0
Krous' mill to Petite Riviere, shore road,	10	0	0
New Italy to Krous' mill,	10	0	0
Conquerall to New Italy settlement,	8	0	0
McKein's to Pernet's ferry,	7	10	0
Pernet's ferry to Petite Riviere,	15	0	0
Petite Riviere to Broad Cove,	12	0	0
Broad Cove to Queen's County line,	12	0	0
William Alexander's, Dublin shore, to Petite Riviere,	10	0	0
William Alexander's, to Pernet's ferry, shore road,	10	0	0
Main Post Road to Dublin shore Church,	7	10	0
Bridgewater to Abraham Hebb's,	6	0	0
To pay George Langille, over-expenditure last year,	6	0	0
Wm. Slocomb, over-expenditure on road from Bridgewater to Mahone Bay,	4	10	0
	<hr/>		
	£1111	14	1
To pay money borrowed from Provincial Treasury for Kedy's Bridge,		115	4 2
To pay over expenditures for 1847,	£6	9	9
Do. do.	6	12	0
	<hr/>		
		13	1 9
	<hr/>		
	£1240	0	0

COUNTY OF ANNAPOLIS.

Resolved, That the sum of One Thousand and Forty Pounds granted for the service of Roads and Bridges in the County of Annapolis, be appropriated as follows—that is to say :

On the Lamberson cross road from the main road to the Shore road,	£12	10	0
Shore road from the Lamberson cross road to Sloam's,	5	0	0
From Sloam's to Robblie bridge, including the same,	10	0	0
From Robblie bridge to the McKinzey cross road, to cut down the hill,	5	0	0
From the McKinzey cross road to Geo. John's,	7	10	0
McKinzey cross road from the main road to the Shore road,	15	0	0
Shore road from the Mill's cross road to the Parker cross road,	7	10	0
Parker cross road from past the Mountain to the Shore road	12	10	0
Mill's cross road from the main road to the Shore road,	10	0	0
Shore road from the Parker cross road to Seth Leonard's,	7	10	0
From Seth Leonard's to the Youngs' cross road,	7	10	0
From the Youngs' cross road to Elijah Durland's,	7	10	0
McCormick cross road from the main road to the first road over the Mountain,	10	0	0
Wade cross road from the main road to the first road over the Mountains,	12	10	0
Youngs' cross road from the main road to the Bay Shore,	15	0	0
Phinney cross road from the foot of the Mountain to the Shore road,	15	0	0
Shore road from Elijah Durland's to the James' cross road to build a bridge,	7	10	0
Chute cross road from main road to Shore road,	12	10	0
James' cross road from Shore road to the limits of Bridgetown,	15	0	0
Shore road from Chute's cross road to James Hall's, to repair the bridges,	7	10	0
Shore road from James Hall's to the Wilmot line,	5	0	0
Road under the Mountain, from Harris Miller's to the Sanders' cross road,	7	10	0
Cross road from Thomas Green Monroe's to the limits of Bridgetown,	7	10	0
Sanders' cross road from main road to road under the Mountain,	7	10	0
First road over the Mountain from the James' cross road to Eli Messenger's,	5	0	0
Messenger cross road over the Mountain,	5	0	0
To repair the Monroe bridge, in addition to £5 granted last year and undrawn,	2	10	0
Rebuild the Scoville bridge, main road, Lower Granville,	12	10	0
On the Gut road from James Johnson's to the Battery,	7	10	0
Shore road from the Duke of York's Battery to the Lamberson cross road,	10	0	0
Middle road, West, from the Young cross road to the McCormick road,	7	10	0
On			

On the Middle road, East, from the Young cross road by Edward Covert's,	£5	0	0
Middle road, West, from the Phinney cross road,	5	0	0
New road, East, from the Morse cross road leading to the Durland Settlement,	10	0	0
McLafferty road,	6	0	0
Road from Liverpool road to William Hardwick's	7	10	0
Dalhousie road from Nelson Hicks' to the McLafferty road,	15	0	0
For Fossey's Hill and bridge,	7	10	0
From the old Depot to James W. Spurr's (in Perrot)	7	10	0
Causeway near the Annapolis Court House,	12	10	0
Durlin cross road,	5	0	0
Morse cross road from the front road to the Township line,	10	0	0
Road and bridge leading to Dalhousie, near Bancroft's,	10	0	0
Road from Jos. Starritt's to Jacob Bank's,	5	0	0
Alteration on the Beals' Mountain road,	12	10	0
New road on Silas Gates' line,	7	10	0
Road from John Bertaux to Samuel L. Chipman's,	10	0	0
Alteration by Joseph Foster's, Nictaux,	12	0	0
Beals' Mountain road from Albany road to Buskirk's farm,	6	0	0
Annapolis Ferry Slip,	15	0	0
Dalhousie road from Perrot road to Durgies',	8	0	0
Liverpool road from Easson's to Merry's,	12	0	0
From McDoul's to the Indian Settlement,	9	10	0
Shaw road from Burrell's to Hessian Line Corner,	10	0	0
Bridge on the cross road near John Wilson's, Clements,	7	10	0
Guinea bridge and road to Mullighan's Hill, £6; thence to the Shelburne road, £4,	10	0	0
New road from Bear River bridge to Maitland,	10	0	0
Cross road from Hessian line to the Negro line, near Jefferson's,	5	0	0
Road from Negro line to Bear River Lake,	5	0	0
Cross road by Frederick Millner's to the Negro line,	5	0	0
Virginia road from Hessian line to Elijah Berry's,	7	10	0
Shelburne road near James Buchler's,	5	0	0
Shelburne road from Pardon Sander's to General's bridge,	12	10	0
Lake Hill road near Rice's Mill,	8	0	0
Deep Brook bridge on the post road,	15	0	0
Road in Waldeck line from Thos Berry's to the Shaw road,	5	0	0
Dalhousie road from King's County to 47 Hills,	10	0	0
47 Hills to Lunenburg Cross,	15	0	0
Lunenburg Cross to Waterloo River,	8	0	0
Waterloo River to Liverpool Cross,	10	0	0
Liverpool Cross to 23 Mile Tree,	7	0	0
23 Mile Tree to 19 Mile Tree,	10	0	0
19 Mile Tree to 15 Mile Tree,	10	0	0
15 Mile Tree to 11 Mile Tree,	10	0	0
11 Mile Tree to Annapolis Town- ship line,	8	0	0
Post road South of Ten Mile River,	7	0	0
Ramsey Settlement road,	8	0	0

On

On the Morse road from Dalhousie to Annapolis Township line,	£10	0	0
New road from Dalhousie toward Durland Settlement,	5	0	0
Liverpool road from Queen's County line to Liverpool Cross,	30	0	0
New road from Half-way House to Kempt,	5	0	0
Lunenburg road past Peter Morse's, and bridges,	9	0	0
Road through Allen Settlement to Nictaux Falls,	8	0	0
Liverpool road through Maitland from Queen's County line to the long Causeway,	15	0	0
Liverpool road from the long Causeway to Indian Settlement,	15	0	0
Canaan road in the district from the Aylesford line Westerly	10	0	0
Sronach Mountain road from the post road to the Othet road,	5	0	0
Do. from the Othet road to the Bent road,	7	0	0
Do. from the Bent road to the shore,	5	0	0
Road from King's County line past Benaiah Spinney's to the Stronach Mountain,	5	0	9
Bent road,	5	0	0
Phinney Mountain road from top of the Mountain to the shore,	7	0	0
Victoria road from top of the Mountain to the Northward,	10	0	0
Do. from the top of the Mountain to the Spa Springs,	7	0	0
Road between the Spa Spring House and the Gate's Mountain road,	7	0	0
Gate's Mountain road from the post road to the Watering place,	7	0	0
Do. from Watering Place to the Breakwater,	5	0	0
New road from Wm. Crawford's to the Gate's Mountain road,	5	0	0
Ritchie road from Crawford's to the Breakwater,	15	0	0
Shore road from Gate's Breakwater to Handley Mountain,	5	0	0
From the North Meeting House at Clarence up the Mountain to the cross road,	10	0	0
The Marshall Cove road toward Granville line, including the bridge,	10	0	0
On Eagan's Hill and the small bridge near it,	10	0	0
For the bridge over the Annapolis River near Silas Gate's,	25	0	0
Bridge over Little River on the Boyd road towards King's County,	9	0	0
Paradise bridge over Annapolis River,	30	0	0
Boyd bridge over do.	20	0	0
Phinney bridge over do.	10	0	0
Nictaux Falls bridge,	20	0	0

Over-Expenditures:

By George Brown, in December, 1847, on bridge near Charles Elliott's,	5	0	0
Charles Elliott, on Bowlsby bridge on post road,	2	0	0

£1040 0 0

£100

£100 voted in 1848 for purchase of Seed, and undrawn, to be applied as follows :

To pay an expenditure by James Balcomb, (Casualty)	£45	2	6
Morse, do.	12	7	0
Durlin, do.	16	0	0
Barnaby, do.	3	11	3
Over-expenditure by Henry F. Vroome, near Bear River,	15	4	0
To repair the road, district No. 6; Waldeck line (in Clements)	7	15	3
	£100	0	0

No. 96.

(See page 383.)

REPORT OF COMMITTEE ON ROAD SCALES.

Annapolis, Cape Breton, Lunenburg, Sydney, Digby, Inverness, Shelburne, King's, Hants, Yarmouth, Pictou, and Guysboro', are correct.

County of Cumberland.—A Committee of this House had reported the sum of £12 10s. to Mr. Jenks, to be paid out of the County Road Money. The Members state that the Road Scale from that County was made before the Report was handed in; but they promised to provide for the amount at the next Session.

County of Queen's.—A Committee of the House reported a sum of £20 2s. to Zenas Waterman, out of the Road Monies of this County. This Report has not yet been adopted. The members, however, have provided £12 10s. this year towards this claim.

County of Richmond.—Two sums are reported by the same Committee to be paid, amounting to £15 12s., which are not provided for. The Report not having as yet been adopted.

County of Colchester.—£16 15s. 7d. advanced from Casualty in 1849, not provided for. All previous advances are included in the Scale.

Halifax.—This County has provided for all monies from the Casualty to time Report, excepting one item of £65 6s. 9d. The Members engage to include this in their division of Road Monies at the next Session.

J. D. FRASER, Chairman.

28th March, 1849.

No. 97.

(See Page 383.)

The Committee to whom was referred an Account of Expenditure of the sum of One Hundred and Ninety-five Pounds, in procuring Statistics in this Province, in reference to the Halifax and Québec Railroad, and for other purposes connected therewith, beg leave to report as follows:—

Your Committee have examined the detailed Account of said expenditures, and recommend a vote of the House for the above sum. The Account is composed of five items. The three first are charges of Fifty Pounds each to three persons.

persons appointed by Government, under tender and contract, to take the Statistics of travelling, at Scott's on the Eastern road, at Onslow bridge, and at Amherst bridge.

The fourth is a charge by the Commissioner for cash paid Clerks for copying Agreements with the parties before mentioned; copying Tables of Statistics, Correspondence, &c., amounting to Twenty Pounds.

The fifth item is for sundry expenses (incidental) of the Commissioner, such as Stationery, Postage, procuring Pamphlets, Railway Tables, Printing, &c., amounting to Twenty-five Pounds.

The Commissioner reports no exact statement of the last two items of this Account, but from a personal inspection of the immense amount of correspondence, statistics of various kinds, and other documents, and papers written and received by the Commissioners,—your Committee are of opinion that these charges are very moderate.

March 27th, 1849.

W. A. HENRY, Chairman,
H. MIGNOWITZ,
C. F. HARRINGTON.

No. 98.

(See Page 405.)

The Committee to whom were referred the Accounts of payments out of the Casual and Territorial Revenue, and also the Accounts of the Commissioner of Crown Lands for the past year, beg leave to report as follows :

The Committee have examined the before-mentioned Accounts, and find a balance of £676 17s. 10d. in the hands of the Treasurer of the Casual and Territorial revenues, and a balance due to the Commissioner of Crown Lands (according to his Account) of £209 19s. 7½d. An abstract of the Fees received at the Provincial Secretary's Office is annexed. As connected with this subject, your Committee have made inquiry into the different sources from which the Casual and Territorial Revenue is derived, and in doing so were induced to investigate the returns at different periods laid before the Legislature, of the quantity of Coal for which the General Mining Association have annually paid Rent and Royalty. In the course of the investigation, your Committee turned its attention to the Journals of the Legislative Council of 1843, in the Appendix to which is a return of the quantity sold, made by the authorised Agents of the Company at Pictou, Sydney, and Little Bras d'Or, in which the quantity of slack or sifted Coal is distinguished from the round. By a comparison of the amount of the Duty and Royalty paid that year, with the number of chaldrons of Coal returned as sold, it is evident that nothing was paid for the slack or sifted Coal. Since that period there is nothing distinguishing in the returns by which it can be ascertained whether or not the slack or sifted Coal formed part of the quantity upon which Royalty has been paid; but, from the fact of its having been allowed to pass duty free in 1843, your Committee are of opinion nothing has been paid, since then, at all events, for slack or sifted Coal. In the Lease and Despatches under which the General Mining Association are permitted to sell 26 thousand chaldrons, Newcastle measure, for the Rent of £3000 sterling, and to pay 2s. per chaldron for any extra quantity sold, no distinction is made between round Coal and slack or sifted: and it appears plain to your Committee that, according to the

the terms of the Lease, the Association should have heretofore been obliged to pay Rent and Royalty for the one as well as the other. The Committee are therefore of opinion, the Government should obtain returns of all the slack or sifted Coal sold, and require payment from the Association of the extra Royalty, and also make arrangements for the payment of the same in future. There may be documents or evidence that could have been examined or produced by which your Committee would have come to a different conclusion, but they have been induced to report the foregoing facts so that an enquiry, at all events, may be instituted, and the matter put before the public in its proper light. It has also appeared to your Committee that, when the Association were allowed to sell the additional quantity of six thousand chaldrons, Newcastle measure, over and above the twenty thousand before agreed upon for the same amount of Rent (£3000 stg.) that arrangement was to come into operation on the 1st of July, 1845. The Association, however, by the returns of that year, took advantage of that privilege six months before the time agreed upon, and consequently paid Royalty on 3000 chaldrons less than should have been the case, and by which £300 too little were paid into the Revenue. Your Committee have thought it right to report this fact also; and they think the proper steps should be adopted to recover this sum of £300. It has also appeared in evidence before your Committee, and they have no doubt of the fact, that the Superintendant of Mines at Sydney, who has received a salary of £100 sterling out of the Casual and Territorial Revenue, has not been at the Mines for the last six years, or done any duty whatever for this salary. Adverting to the clause in the Civil List Bill lately passed the Legislature in reference to that office, your Committee recommend that measures be adopted as soon as convenient to render that office as efficient as the public interests, in reference to this subject, demands; and that suitable persons be appointed at the several Mines in this Province to carry out fully the object for which such office was originally created.

All which is respectfully submitted.

W. A. HENRY, Chairman.
ALFRED WHITMAN,
WILLIAM CARD,
W. W. BENT.

Committee Room, 31st March, 1849.

Statement of the Fees collected at the Secretary's Office, Halifax, for the Year 1848.

On Licenses to marry:—		£248	0	0
Episcopal,				
Dissenting,		340	0	0
On Commissions appointing to offices:				
Provincial Secretary,	£5	16	8	
Clerk of the Council,	3	10	0	
Attorney General,	5	16	8	
Solicitor General,	5	16	8	
				21 0 0
4 Justices of the Peace,				6 0 0
2 Coroners,				4 13 4
2 Judges of Probate,				4 13 4
1 Registrar ditto,				2 6 8
Commissioners of Sewers,				7 0 0
Collectors Light House Duties,				4 5 0
				Revenue

Revenue Officers, viz. :				
Collectors,		£11	0	0
Warehouse Keepers,		8	5	0
Landing Waiters,		5	10	0
		<hr/>		
			£24	15 0
9 Notaries Public,			21	0 0
Superintendent Sable Island,			1	3 4
1 Captain of Militia,			1	6 8
On Office Copies and Extracts,			3	9 10
Certificates under the Government Seal,			9	3 4
Searches,			1	6 0
Writs of Election,			52	10 0
On Grants of Land,			2	12 0
Certificate of Copyright,			1	10 0
Judge Dodd's Commission,			5	16 8
(Not ascertained),			1	5 0
			<hr/>	
		Total,	£763	16 2

[E. E.]

JOSEPH HOWE.

Provincial Secretary's Office, Halifax, 24th March, 1849.

No. 99.

(See Page 405.)

The Committee to whom the various Returns and Petitions relating to the subject of Education, were referred—beg to Report as follows :

That your Committee would have reported at an earlier date, had not their labors been postponed in consequence of the action taken in the House in relation to the subject of Education. The general determination now expressed to allow the present School Act and the Grants to existing Institutions, to continue till next Session, has curtailed their duty into very narrow limits, and will condense their Report into a few brief paragraphs.

That various Petitions have been presented by the Managers of the different Schools in Halifax, to wit :—From the Executive Committee of the Acadian School ; the Committee of Management of the Methodist Day School ; from the Managers of the Free Church School ; from the Rev. Mr. Uniacke, in behalf of the School conducted in the Parish of St. George ; from the Managers of the Infant School ; from the Trustees of the National School ; from the Rev. Dr. Willis and others in behalf of the African Day School—praying for Legislative aid and encouragement ; but as all these applications are founded upon the principle that a new School Act would be introduced, the Committee do not consider it necessary to enquire into their respective claims. These will, no doubt, be urged at the ensuing Session ; and your Committee leave it to the House then to frame such equitable system as may secure suitable encouragement to continue them in their different spheres of utility.

That in reply to the prayer of the Petition from the Committee of Management of the Free Church Academy established in Halifax ; and to that from the Hon. Alexander Keith and others, in favour of the Academy supported by the
Lay

Lay Association in connection with the Church of Scotland—the Committee beg to remark that they are fully sensible of their relative value and importance; but as they are satisfied that the House will not be prepared to arrange, this Session, any general system, it would be fruitless here to discuss their claims. Next Session they ought to be again presented for consideration, and will then, no doubt, be placed on an equality with others.

The Committee beg to refer the Petition in favour of a School in Margaret's Bay; and of another, asking aid for the establishment of a School for the benefit of the colored population resident at the Three Mile Plains, Windsor—to the Members of these two Counties. They both rank under the denomination of Common Schools; and as these Counties have received their fair proportion of the funds set apart for this service, the Committee recommend that provision should be made out of the County funds: they are unable to recommend any special grant to either.

The Petition of Francis Deport has recommended itself to the favor of your Committee. Under the very peculiar circumstances of this case—the injury sustained by Petitioner, and the creditable exertions he is making to earn a livelihood, they earnestly recommend that the Commissioners for Schools in the County of Halifax should provide some aid to the Petitioner, to enable him to keep a School for the education of the poor, during the ensuing year.

The Committee are at present unable to recommend any specific grant to enable Joseph Rickard, and others, to found a Grammar School in the Town of Windsor. This question, however desirable such an Institution may be, must be deferred till next Session, when a general system for the whole Province will be settled.

That the Committee readily acknowledge the strong claims presented by the Catholic inhabitants, situate in the North suburbs of the City, for aid to support a Common School. If the School Act were now in progress, the Committee would urge that a sufficient grant should be provided out of the County funds to ensure the introduction of a suitable School for the education of the children of the poor in that quarter of the City; but they apprehend that if any application were now pressed before the House, it would meet the fate of a similar one made last Session, and lead to a long discussion without any hope, at present, of a practicable and beneficial result.

As to the Petition of John Potter and others, from Moose River, relative to the establishment of a superior School at that place, the Committee beg to state that the application must be deferred till next Session, when the House will be in a condition to give effect to its prayer.

The Committee have had under their consideration the Petition of James Drummond, P. P., and others, inhabitants and freeholders of the Township of Guysborough, for aid to found a School for the education of the children belonging to the Catholic body in the Town of Guysborough. The House having determined not to touch the School Bill till next Session, the Committee are unable to enter into the merits of the Petition.

They are also unable to recommend any specific grant in aid of the Union School in the City of Halifax.

The Committee beg to annex, for the information of the House, the Reports received from the Managers and Trustees of the Sackville and Pictou Academies. The examination of these documents will show that both of these Institutions are in a very efficient condition, and are diffusing the benefits of a very excellent system of academical education to the various scholars who are in attendance in them.

They recommend that the prayer of the Petition of the Trustees of the Public School at North Sydney, C. B., be complied with, and that a Bill be passed in accordance therewith.

They have under their consideration the Petition of Robert Martin and others, complaining of the present management of the Academy at Sydney, C. B.; and of the conduct of the Trustees. The Committee recommend this question to the notice of the Executive. They have consulted the gentlemen representing the County and Township of Cape Breton, and they beg to suggest, that, after due enquiry, an addition to the present Trustees might afford to the Petitioners the relief which they seek, and place the Academy in that condition which would at once render it efficient and acceptable to all.

In the Appendix annexed, marked B, the Committee add an Abstract of the Common School Returns for the past year, as prepared by Mr. Henry—together with a comparative statement of the Returns for this and the year 1847.

That the Committee, without entering at this late period of the Session, into any elaborate discussion upon the principles of Education, and the best system fitted for this Province, beg to refer to the observations made by the Committee upon this subject contained in their Report of last year, and particularly to the four last paragraphs contained therein.

All which is respectfully submitted.

GEO. R. YOUNG, Chairman.
SAML. CREELMAN,
W. A. HENRY.

Halifax, March 28, 1849.

Academies Abstract, 1848.

COUNTY.	TEACHERS.	Half year ended 30th April,					Half year ended 31st Oct.					Separate Re- turns for Nov. and Dec.			
		No. of Scholars paid.	Do. free.	£ s. d. Paid by People.	£ s. d. Paid by Province	£ s. d. Paid by People.	£ s. d. Paid by Province	Free.	£ s. d. Paid by People.	£ s. d. Paid by Province					
Lunenburg,	Wm. B. Lawson, } Wm. Evans, }	32	10	50 0 0	50 0 0	35	10	50 0 0	50 0 0	35	10	50 0 0	0	0	0
Guysborough,	Alex. J. Reid,	36	1	50 0 0	50 0 0	33	4	50 0 0	50 0 0	33	4	50 0 0	0	0	0
Digby,	Wm. Goudett,	33	4	50 0 0	50 0 0	28	4	50 0 0	50 0 0	28	4	50 0 0	0	0	0
Colchester,	Jon. Blanchard, } Jno. Ambrose, Ass., }	82	5	55 3 1	50 0 0	64	3	50 5 8	50 0 0	64	3	50 5 8	0	0	0
Cape Breton,	Samuel Richardson, } G. Richardson, Ass., }	49	6	58 0 0	50 0 0	40	10	50 0 0	50 0 0	40	10	50 0 0	0	0	0
Annapolis,	Chas. M. Forbes,	30		51 0 0	50 0 0	36		51 10 0	50 0 0	36		51 10 0	0	0	0
Queen's County	D. W. Pickett, } Jos. Freeman, }	44	9	55 10 0	50 0 0	38	7	57 14 3	50 0 0	38	7	57 14 3	0	0	0
Yarmouth,		47	7	111 14 8	100 0 0										For the year.
Arichat,	Geo. B. Watson,	33	2	112 0 0	100 0 0										For the year.

No Returns from Hants, King's, Cumberland, Sydney, or Inverness.

GEO. R. YOUNG,
Chairman.

Committee Room, Halifax, March 28th, 1849.

No. 100.

(See page 406.)

Statement showing the sums appropriated by the Central Board, to the different Agricultural Societies in the Province for the year 1848.

COUNTY OF KING'S.—Horton, 20*l.* ; Cornwallis, 17*l.* 10*s.* ; West Cornwallis, 12*l.* 10*s.*—50*l.*

COUNTY OF COLCHESTER.—Stewiacke, 25*l.* ; Londonderry, 25*l.*—50*l.*

COUNTY OF PICTOU.—Merrigomish, 10*l.* ; River John, 13*l.* 6*s.* 8*d.* ; New Glasgow, 13*l.* 6*s.* 8*d.* ; Pictou, 13*l.* 6*s.* 8*d.*—50*l.*

COUNTY OF SHELBURNE.—Barrington, 25*l.* ; Sable River, 25*l.*—50*l.*

COUNTY OF GUYSBOROUGH.—St. Mary's, 25*l.* ; Guysborough, 25*l.*—50*l.*

COUNTY OF DIGBY.—Clare, 16*l.* 13*s.* 4*d.* ; Digby, 16*l.* 13*s.* 4*d.* ; Weymouth, 16*l.* 13*s.* 4*d.*—50*l.*

COUNTY OF HALIFAX.—Dartmouth, 16*l.* 13*s.* 4*d.* ; Musquodoboit, 16*l.* 13*s.* 4*d.* ; Halifax, 16*l.* 13*s.* 4*d.*—50*l.*

COUNTY OF LUNENBURG.—Lunenburg, 16*l.* 13*s.* 4*d.* ; Mahone Bay, 16*l.* 13*s.* 4*d.* ; Chester, 16*l.* 13*s.* 4*d.*—50*l.*

COUNTY OF ANNAPOLIS.—Bridgetown, 16*l.* 13*s.* 4*d.* ; Annapolis, 16*l.* 13*s.* 4*d.* ; Wilnot, 16*l.* 13*s.* 4*d.*—50*l.*

COUNTY OF HANTS.—Newport, 25*l.* ; Windsor, 25*l.*—50*l.*

COUNTY OF CUMBERLAND.—Wallace, 16*l.* 13*s.* 4*d.* ; Parrsboro', 16*l.* 13*s.* 4*d.* ; River Philip, 16*l.* 13*s.* 4*d.*—50*l.*

COUNTY OF CAPE BRETON.—Sydney, 17*l.* 10*s.* ; Middle River, 17*l.* 10*s.* ; Little Baddeck, 15*l.*—50*l.*

COUNTY OF INVERNESS.—Margaree, 25*l.* ; Gut of Canso, 25*l.*—50*l.*

COUNTY OF SYDNEY.—Central County Society—50*l.*

COUNTY OF QUEEN'S.—Brookfield Central County Society—50*l.*

COUNTY OF YARMOUTH.—No Report. 25*l.* was assigned to Yarmouth, and 25*l.* to Argyle, provided they raised 10*l.* each by subscription.

The following Societies have not as yet sent the Report of their Receipts and Expenditure to the Central Board:—Pictou, Wilnot, Weymouth, Yarmouth, Argyle, Richmond.

The three Branch Societies of Sydney County have sent no reports of their expenditure.

The following Societies have not yet drawn their money:—Windsor, Weymouth, Sable River, Yarmouth, Argyle, Richmond—amounting in all to £166 13*s.* 4*d.*

The Central Board of Agriculture in Account with J. N. Shannon, Treasurer.

DR.

1848.

April 26.—To cash paid Gossip & Coade's Account, 1 year's printing, No. 1.	£13	0	0
English & Blackadar, do. per Acct., No. 2,	12	0	0
John D. Nash, for Publications, per Acct., No. 3,	3	6	2
A. W. Godfrey, do., per do., No. 4,	3	4	4
Titus Smith, Esq., one Quarter's Salary,	10	0	0
William Scott, do. do.	8	15	0
			July

July 22—	To cash paid C. McKinnon, Sydney, Printing, per Account, No. 5,	£6	12	5
24,	Sundry Horse Rakes imported, do. No. 6,	7	5	5
Aug. 3,	Titus Smith, Esq. one Quarter's Salary,	10	0	0
	William Scott, do. do.	8	15	0
Sept. 23,	Sundry premiums awarded at Kentville,	60	0	0
Octr. 10,	Sundry expenses of the Board attending same, Nos. 7 & 8,	22	10	0
Novr. 4,	Titus Smith Esq., one Quarter's Salary,	10	0	0
	William Scott, do. do.	8	15	0
1849,				
Jan. 27,	Edward McDonald, Printing, (Eastern Chronicle) per Account, No. 9,	6	15	0
Feb. 24,	English & Blackadar, Printing, per Account, No. 10,	13	8	9
	William Annand's Acct. do., No. 11,	0	15	0
	Gossip & Coade, do., No. 12,	1	2	6
	A. Grant, do., No. 13,	6	17	6
	A. M. Gidney, do., No. 14,	9	18	9
	Titus Smith, two Quarter's Salary to May next,	20	0	0
	William Scott, do. do.	17	10	0
Feb. 26,	Balance in hand this day carried to credit of Board,	88	4	9
		<hr/>		
		£348	15	3

CR.

1848.				
Feb. 28—	By balance in hand, per Account rendered,	£141	7	0
May 2—	By net proceeds Agricultural Implements, per account sales,	4	6	3
	By cash from Provincial Treasury,	200	0	0
	By net proceeds Horse Rakes, imported per account sales,	3	2	0
		<hr/>		
		£348	15	3

1849:

Feb. 26—	By balance in hand brought down,	£88	4	9
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[Errors Excepted.]

J. N. SHANNON, Treasurer.

Halifax, 26th February, 1849:

N. B.—Sundry Accounts yet remain to be paid, including Rent, Postage, &c. After which, any balance that may remain will be paid back into the Provincial Treasury, agreeably to the Resolution of the Board.

J. N. SHANNON, Treasurer.

Abstract of the Report of Local Societies in correspondence with the Central Board of Agriculture, at Halifax, with the amount of their Subscriptions, and the sums appropriated by the Board to each Society.

HORTON.—Grant, £20; Subscriptions, £11 6s. 8½d.; Balance remaining from last year, £10 5s.; received, from sales of farming implements, £8 19s. 10d.; for services of bulls and boar, £5 8s. 11d.; cash returned which had been

sent for a ram and implements, £7 12s. 6d. ; entrance money at ploughing match from persons not members, 10s. ; copy of rules, 7½d.

Expended, for a boar from New York, £5 12s. 6d. ; for a boar from New Brunswick, £1 17s. 6d. ; for keeping boars, £7 7s. 6d. ; for keeping bulls, £3 10s. ; importing five rams from New Brunswick, £9 4s. 3d. ; importing farming implements, £12 7s. 6d. ; for ploughing match £7 10s. ; Agricultural papers, £1 6s. 5d. ; printing 12s. 6d. ; expenses at cattle show, £4 5s. 6d. ; repairing corn-sheller 4s. ; postage, £1 5s. ; Secretary's fees, £1 ; balance remaining, £9 0s. 3½d.

The Society having been disappointed with respect to a ram ordered from New York, have imported three very superior rams from New Brunswick. Their annual ploughing match was better contested than ever before. A marked improvement was observed in the ploughs, and the work was pronounced by the judges superior to that performed on any former occasion. The cattle show, though inferior to what it would have been had earlier notice been given, yet cannot but tend to an improvement in all kinds of stock, and they hope that such shows will be held more frequently. They have imported a quantity of farming implements and sold them for more than enough to defray the expenses.

They regret that they must still continue unfavourable reports of the crops. The little wheat that was sowed proved an entire failure. Oats a light crop, and many lost by a violent gale in harvest. Hay a very large crop, and well secured. A large quantity of Indian corn was planted, but the yield per acre did not equal the preceding year. Potatoes are injured in quantity and quality by the disease, which is supposed to have affected half the crops. The last act of the Society was a vote of £32 10s. to encourage the erection of an oat mill and kiln, an object, in their opinion, of great importance in the present circumstances of the country.

CORNWALLIS.—Grant, £17 10s. ; subscriptions, cash, £4 11s. 3d. ; balance due £7 6s. 6d. ; received from sales of sheep, £12 6s. 3d. ; for service of rams, £2 17s. 6d. ; cash per error in last year's account, 10s. ; remaining, sundry balances yet due Society, amounting to £19 1s. 9d.

Expended, for keeping bull, boar, and sheep, £12 2s. ; for debt paid Dr. C. C. Hamilton, £6 2s. 7d. ; to Albert Chase, £2 10s. ; for use of ram £1 10s. ; expense and premiums at cattle show £14 5s. 6d. ; Secretary's fees, postage, stationery, &c. £4 3s. 7½d. ; error in last year's account, 10s. ; balance remaining, £3 17s. 3½d.

Crops : potatoes about an average, but do not keep as well as they did previous to the disease ; those grown on highly cultivated land being more disposed to rot than others. Oats about an average. Rye about average. Indian corn, a fair crop, but, owing to the dry season, inferior to that of the preceding year. Buckwheat gave but a small crop. Hay abundant, with a favourable season for securing it. Turnips were generally good, as also were garden vegetables. Fruit trees were much injured by caterpillars and canker-worms. The sheep which the Society imported from New Brunswick have very much improved their breed, and they have resolved to import an Ayrshire bull from the United States.

WEST CORNWALLIS.—Grant, £12 10s. ; subscription, £10 or more ; balance from last year £2 1s. 8½d. ; also, £12 10s., appropriated last year to purchase implements from Boston.

Expended : for 4 ram lambs, and 3 bull calves, of improved breeds, £10 15s. ; cattle shows, £5 ; for 20 spring-steel hay-forks made in the County £4 ; for farming implements, £15 14s. 1d. ; Secretary, £1 ; balance remaining, £1 7s. 4½d.

Crops :

Crops : hay is a large crop. Wheat totally destroyed by the wheat fly. Winter and summer rye, fair average crops. Buckweat at a light crop. Oats below average. Indian corn very good, but not a large crop. Early planted potatoes generally sound ; the late planted, and those on new land have failed materially. Turnips a good crop. Pease and barley light.

STEWIACKE.—Grant, £25 ; subscriptions, £11 ; balance from last year, £38 3s. 9½d. ; received, interest on money due for bulls, £2 0s. 6d. ; amount of sales sheep payable in August, 1849, £17 7s.

Expended : for wheat, £15 15s. ; for grass seed, £5 ; for five Berkshire pigs, £12 15s. ; paid H. G. Cox, for going to Pictou for wheat, £1 5s. ; paid Hugh Dunlap, 6s. 3d. for half a bushel of grass seed ; paid six other persons, 2s. 6d. each for a peck of grass seed bought from each of them ; Secretary's fees, £1 10s. ; postage, 6½d. ; paid for pasturing a bull two weeks in 1845, 10s. ; lost by selling a sheep before the Act of Incorporation passed, 15s. 9d. ; balance remaining, £34 18s. 9d.

Crops : wheat much injured by the insect and rust ; potatoes damaged by the rot ; a vast quantity of hay, grain, and other crops, destroyed or swept away by the great freshet in August.

LONDONDERRY.—Grant, £25 ; Subscriptions, £11 15s.

Expended ; for an Ayrshire bull 11l. 10s. ; a two year old Durham bull, 4l. 5s. ; a yearling Durham bull, 3l. ; two Southdown rams, 3l. 5s. Balance remaining 14l. 15s., appropriated to the purchase of grass seeds.

Crops ; very short, with the exception of hay, which is abundant. The whole Township has not raised 100 bushels of wheat, and there is not the eighth part of an ordinary crop of potatoes. Oats average quantity, but light. Buckwheat a light crop and badly harvested, owing to the wet season. Indian corn a poor crop, being killed by early frost. Many people in the back settlements are now in a suffering state for want of means to purchase food, and God knows how they are to subsist till another crop ripens.

ST. MARY'S.—Grant, 25l. ; Subscriptions, 12l. 5s. ; Balance from 1847, 5l. 8s.

Expended ; for seed oats, in addition to the 13l. voted last year for that purpose, 5l. 8s. ; for premiums on stock and produce, 6l. 1s. 3d. ; for postage, stationery, and incidental expenses, 15s. ; appropriated for wintering two bulls, 5l. ; for the purchase of seed oats for next spring, 30l. ; balance remaining, 3l. 6s. 10d.

The report of their crops is rather discouraging, and their failure will be severely felt. They all promised remarkably well in the earlier part of the season, but the greater part of the wheat was nearly ruined by the wheat-fly, when the immense freshet that occurred a little before harvest, all but completed its destruction. That part of the oats that escaped the flood gave a fair crop, especially those grown from their imported seed. The potatoes that were overflowed all perished, although previously they appeared more healthy than usual. A few individuals on the outskirts of this district have had middling crops. Barley failed. The buckwheat, peas, beans, and turnips that escaped the freshet yielded well. Hay is very scanty, many farmers having lost from five to fifteen tons. Upon the whole there is not more than one third of an ordinary crop.

As the Provincial aid has already proved very beneficial to them, they would regret its discontinuance at any future time.

GUYSBOROUGH.—Grant, 25l. ; subscriptions, 15l. ; balance in hand, 51l. 19s. 9½d.

Expended : for sheep, 12l. ; for farming implements, 51l. 13s. 9d. ; for freight, storage,

storage, truckage, &c. 8*l.* 19*s.* 8*d.*; premiums on agricultural produce, stock, butter, homespuns, &c., 14*l.*; balance remaining, 4*l.* 16*s.* 4½*d.*, also implements and notes due the Society amounting to about 51*l.*

Crops: wheat average, of good quality; oats deficient in quantity and quality, turnips a general failure, owing chiefly to the bad quality of the seed purchased in Halifax. Hay abundant, but injured by the wet season in making. Potatoes a total failure, excepting the early kinds and those grown on new land.

MARGAREE.—Grant, 25*l.*; subscriptions, 10*l.* 5*s.*; balance in hand, 36*l.* 19*s.* 2½*d.*

Expended for farming implements from Boston 18*l.* 3*s.* 5*d.*; Threshing Machine from Baddeck, 18*l.* 3*s.* 5*d.*; Postage and incidental expenses, 3*l.* 14*s.*; balance remaining, 32*l.* 1*s.* 9½*d.*, reserved to purchase seed next spring.

Crops: Wheat, very much injured by rust; Oats, a poor crop; Hay, a fair average; Potatoes, apparently sound at digging time, but soon commenced rotting in the cellars and pits, and are now nearly gone. The improvement of their cattle by the introduction of the Durham breed is still progressing.

Exported, to Newfoundland 370 head of cattle; 350 head of sheep; and, to Halifax and St. John's, N.F. 460 firkins of butter, and a considerable quantity of beef and pork in barrels. In consequence of the loss of the potatoe crop this district must soon suffer for want of provisions.

GUT OF CANSO.—Grant, 25*l.*; subscriptions, 10*l.*; balance in hand 40*l.* 6*s.*; received from sales of seeds, 7*l.* 3*s.* 9*d.*

Expended for seeds, 15*l.* 15*s.* Balance remaining, 66*l.* 14*s.* 6½*d.*

Crops: Potatoes a total failure; grain light, and a considerable part of it destroyed by the heavy rains at the latter part of August, which also destroyed a great quantity of hay. They imported a quantity of turnip and other seeds, which have been sold and distributed. The late sown turnips succeeded; those sowed early were destroyed by insects.

SYDNEY, C. B.—Grant, 17*l.* 10*s.*; subscriptions, 10*l.* 5*s.*; received from other sources, 8*l.* 10*s.*

Expended, including the cost of the new threshing machine, (which is 25*l.* 5*s.*) 47*l.* 14*s.* 3*d.* Balance remaining, 20*l.* 15*s.* 6*d.*

Their Society is in a flourishing condition, notwithstanding the continued failure of the potato crop. Wheat and oats yielded average crops. Hay was abundant, but partly swept away by the flood on some intervals. Turnips are extensively cultivated and the country is generally in a better state than it was at the same period last year. Their Society is not diminished, although a number have withdrawn from it, formed small societies, and imported threshing and winnowing machines of their own. They think that the formation and continuation of their Society has been of material and extensive benefit to the agricultural population of the district.

BADDECK.—Grant, 15*l.*; subscriptions, 10*l.*

Expended: for seeds and implements ordered, 10*l.*; premiums on stock and produce, 6*l.*; prizes to best ploughmen, 1*l.* 15*s.*; for a horse-rake 1*l.* 15*s.*; 2 Lanning mills, 6*l.* 15*s.*; improved lambs, 3*l.*

Crops: potatoes a total failure; oats average, wheat below average; barley half a crop; green crops very indifferent; hay good.

MIDDLE RIVER.—Grant, 17*l.* 10*s.*; subscriptions, 11*l.* 5*s.*; balance from 1847, 26*l.*

Expended for farming implements and seeds imported from Boston, 25*l.* 7*s.* 6*d.* Balance remaining, 29*l.* 7*s.* 6*d.*

Crops: wheat and oats below average; potatoes, attacked by the disease very early.

early, and so much injured that this district will be totally destitute of potatoes before the approaching spring; hay, a very large crop. They have purchased some seed wheat, but design to apply most of their remaining funds to the purchase of seed potatoes.

They have applied themselves to the formation of composts with pond muck, lime, and stable manure, which has greatly improved their farms.

MAHONE BAY.—Grants (for two years) 41*l.* 13*s.* 4*d.*; subscriptions, 10*l.*; balance on hand (including some arrears due by members who have left the Society and refused to pay) 29*l.* 15*s.* 4½*d.*

Expended for seeds and farming implements, 30*l.* 14*s.* 5*d.*; balance remaining, 50*l.* 14*s.* 3½*d.*, intended to be expended for more seeds and implements.

Crops: hay, abundant; Indian corn and buckwheat, a good yield; wheat and barley, not more than half a crop; potatoes, almost a total failure.

LUNENBURG.—Dec. 21st, 1847, balance in Treasurer's hands, 9*l.* 9*s.*; subscriptions for 1847, 10*l.*; Grant for 1847, 16*l.* 13*s.* 4*d.*; received for implements, 9*l.* 16*s.* 6½*d.*; 1848, Grant 16*l.* 13*s.* 4*d.*; subscriptions, 10*l.*

Expended, for Ploughs, and Timothy and Mangel Wurtzel seeds, 15*l.* 9*s.* 4½*d.*; seed wheat, 21*l.* 19*s.* 3*d.*; postage and stationery, 5*s.*; Albany Cultivator, 1*l.* 6*s.* 10*d.*; expenses attending meeting, 2*s.* 6*d.*; balance remaining, 33*l.* 9*s.* 3*d.* This balance is appropriated but not yet called for. The seed wheat and other seeds having arrived late and being high priced, were disposed of to be returned in kind, double. This double quantity is now at the disposal of the Society.

Crops: Wheat, about one third of an average crop, being injured both by the wheat-fly and rust; but this description does not apply to the Black Sea wheat, imported from Boston on the recommendation of the Central Board, which, altho' imported late in the season, generally gave a fair crop, being very little injured by the fly, and entirely free from rust. It was generally sowed between the 20th of May and the first of June, but in some cases a week later. Potatoes, about half an average crop, but few were planted; rot not so bad as last year. Barley, an average crop, slightly damaged by the fly in some fields. Rye, average; in a few places slightly injured by the insect. Oats, an average crop. Hay, much above average. Some farmers have tried Indian corn, which this season yielded pretty well.

PARRSBOROUGH.—Grant, 16*l.* 13*s.* 4*d.*; subscriptions received, 17*l.* 14*s.* 8½*d.*; arrears of do. 12*s.* 1*d.*; balance from last year, 24*l.* 14*s.* 1½*d.*

Expended in bounties on wheat, Swedish turnips, peas, beans, beets, and compost, 25*l.* 6*s.* 11½*d.*; for Secretary's services and stationery, 1*l.* 2*s.* 6*d.*; balance remaining, 33*l.* 4*s.* 9½*d.* This sum and next year's subscription will be applied in paying the bounties on orchards that will be due in 1849.

Out of 120 members last year, three withdrew, one died, and one removed, leaving 115; from these 17*l.* 14*s.* 8½*d.* was received; 2*l.* 3*s.* 2½*d.* remitted on account of wheat raised, and 8*l.* 17*s.* 1*d.* of the subscriptions of this year are still due.

Crops: Hay, greater than was ever known here; Wheat, generally destroyed by the wheat-fly, and in some places rusted. On some farms on the sea-shore, however, it filled well, not being injured by the fly, and very little by rust. Very little, however, was sowed through fear of the insect. On dry ground there was a fair crop of potatoes for quantity, but much injured by the rot; the crop, however, is twice as good as last year's, and there will, it is thought, be plenty left for seed. Turnips, where tried, did well. One farmer in Maccan raised 400 bushels of Mangel Wurtzul, and 100 bushels of Carrots, and the small piece of ground that produced them shows what may be done in raising other roots as sub-

stitutes for the potatoe. Barley, peas, and beans succeeded well; corn does not ripen well in Parrsborough.

WALLACE.—Grant, 16*l.* 13*s.* 4*d.*; subscriptions and debts, 39*l.* 9*s.* 11*d.*; balance from last year, 15*l.* 5*s.*

Expended, for seed grain last spring 24*l.* 10*s.* 6*d.*; for seed oats this fall, 36*l.* 11*s.*; contingent expenses, 3*l.* 17*s.* 10*d.*; balance remaining, 6*l.* 18*s.* 11*d.*

As seed was very scarce in this district last spring, the society laid out all the funds at their disposal for seed grain, which was given gratuitously to such as were not able to pay for it. They have also imported 476 bushels of oats this fall, for change of seed, from P. E. Island.

The crops are very light. Potatoes, a total failure; Wheat, not more than one third of an average crop; Oats, Barley and Buckwheat, about half a crop; Corn, peas, beans, turnips and hay, are average crops. It is supposed that all the breadstuffs raised in the district are not more than sufficient to support the population for three months. A great portion of the people will not be able to save seed for the ensuing season.

BRIDGETOWN.—Grant 16*l.* 13*s.* 4*d.*; subscriptions, 10*l.*; balance from last year, 35*l.* 15*s.* 7½*d.*

Expended: for premiums, 28*l.* 16*s.* 11*d.*; seeds from Boston, £8 15*s.*; for postage; 4*s.* 6*d.*; stationery, 5*s.*; paid for use of room, 15*s.*; to George Foster, 2*s.* 6*d.*; R. James, Esq., for attesting account, 1*s.*

Crops: hay rather above average, and secured in excellent condition; barley, oats, and Indian corn average crops; potatoes have failed again, but are a better crop than last year,—their loss will be less felt from the circumstance that an unusual quantity of corn was planted. The wheat fly has again destroyed the wheat which has so discouraged many farmers, that they seem inclined to drop its cultivation. Buckwheat, peas, beans, carrots, mangel-wurtzel, pumpkins, and apples, have yielded average crops.

NEWPORT.—Grant, 25*l.*; subscriptions, 10*l.*; balance from last year, 3*l.* 3*s.* 2*d.*; received for two bulls, 7*l.* 10*s.*

Expended: for premiums at cattle show, 23*l.* 7*s.* 6*d.*; ploughing match, 7*l.* 2*s.* 6*d.*; premiums on cloth and grain, 6*l.* 11*s.*; postage, 1*s.* 6*d.*; balance remaining, 8*l.* 10*s.* 8*d.*

Crops: though the season has been somewhat discouraging, they feel that they have still much to be thankful for, and are disposed to continue their exertions in the improvements of agriculture, with the hope that a kind Providence will bless their endeavours. The hay crop was larger than usual, particularly on the upland. But little wheat was sowed; the early was destroyed by the fly, and the late sown generally rusted; a few fields escaped both evils and produced a tolerable crop. Oats and Indian corn are below average, but as the corn ripened well, and was planted in greater quantity than usual, it will do something toward supplying the country with bread. Barley is a fair crop. Potatoes at digging time appeared to be but slightly injured, but they have decayed very much in the cellars and will be scarce and dear in the spring. Their cattle show was numerously attended and attracted a lively interest. Sixteen ploughs competed at their ploughing match and most of them performed their work very well.

WINDSOR.—Grant, 25*l.*; subscriptions, 11*l.*; balance on hand 31*l.* 13*s.* 1½*d.*

Expended: at the Fair, in prizes on stock, grain, dairy produce, and home-spun manufactures, 21*l.* 5*s.*; prizes at ploughing match, 5*l.* 10*s.*; for model of a hay-press 5*l.*; for repairing threshing machine, 3*s.* 6*d.*; paid amount of bill due S. Palmer, Esq., 3*l.*; J. Fuller's account, 2*l.* 10*s.*; balance remaining, 7*l.* 2*s.* 4½*d.*, exclusive of Provincial grant, not yet drawn.

Crops:

Crops : of hay uncommonly large. Wheat a more complete failure than in any previous season ; the early sowed being destroyed by the fly, the late by rust. The black sea wheat, which ripened well last year, has in most cases failed this season. The only kind that in a considerable measure escaped was imported from Maine two years ago by James O'Brien, Esq. The loss of the wheat crop will not, however, prove a very serious evil to many, because the farmers generally ventured to sow but small quantities. Oats and barley below average, but in consequence of the extraordinary quantity sowed, more of these grains than usual, have been grown. Indian corn did not give a large crop per acre, but as there was a large quantity planted, it will add materially to the stock of bread-stuffs, an important consideration at this time. As the potatoe has long been a most important crop, the farmers are very unwilling to give it up, and do not yet raise as many roots of other kinds as would be for their advantage, but the cultivation of turnips, carrots, parsnips and mangel-murzel is yearly increasing, as they have all done well when properly attended to.

Now that beef and dairy produce have become the principal dependance of the farmer, it was quite gratifying at their cattle show to observe the improvement in their stock within a few years.

The ploughing match was well attended, and a great improvement in the skill of our native ploughmen was very perceptible.

If the Society have not much improvement to boast of, they are happy to be able to say, that there is no falling off in the appearance of the farms—as much perhaps as could reasonably be expected considering the continued failure of crops and the low prices of the only produce they now have to dispose of. They think, however, that they may say with confidence, that the general feeling among the farming population is more expressive of thankfulness for the many benefits they still enjoy, than of dissatisfaction at what has been withheld by circumstances over which they have no control, trusting that better seasons, and more plentiful crops are yet in store for them.

ANNAPOLIS ROYAL.—Grant, 16l. 13s. 4d. ; subscriptions, 10l. ; received from sales of lambs, 5l. 16s. ; a bull, 3l. 15s. ; guano, 5l. ; balance from 1847, 8l. 14s. 8½d.

Expended : for wintering and pasturing bulls, 11l. 17s. ; paid Geo. S. Milidge's account, 4s. 4d. ; for attesting account, 1s. ; balance remaining, 33l. 1s. 8½d., intended to be expended in importing farming implements.

Crops : the wheat has been destroyed by the wheat fly and rust ; the still more important potatoe crop has almost entirely failed, the disease having been more severe than in any former season ; hay was a good crop, but much of it damaged in the making by the wet season ; Indian corn a good crop ; oats average ; in some places a good deal of buckwheat and barley has been raised.

The Society does not increase, owing to the depressed state of the farming interest.

There is reason to fear that some of the inhabitants of the new settlements will suffer from want before the next season.

NEW GLASGOW.—Grant, 13l. 6s. 8d. ; subscriptions, 11l. ; received from sales of clover seed, 4l. 5s.

Expended : for clover seed, 14l. 1s. 6d. ; in premiums for ploughing match, stock, &c., 14l. 12s. ; balance remaining, 7l. 15s. ; and about 200lbs. of clover seed, after paying contingent expenses such as postage, printing, Secretary's fees, &c.

Crops far below average, though not so bad within the bounds of the Society, as in some other sections of the country. Hay excellent and well made. Wheat

a tolerable crop where it was sowed, but the injury done by the fly the preceding year, deterred many from sowing it. Oats a very light crop; other kinds of grain did well. Turnips where sowed succeeded. About one-third of a crop of potatoes was dug, but they are decaying rapidly in the cellars.

RIVER JOHN.—Grant, 13*l.* 6*s.* 8*d.*; subscriptions, 10*l.*; balance on hand, 4*l.* 19*s.* 7*d.*

Expended for prizes upon Stock, Grain, Hayseed, Butter and Homespun, 17*l.* 2*s.* 6*d.*; Ploughing Match, 5*l.* 7*s.*; balance remaining, 5*l.* 16*s.* 9*d.*

There is not two thirds of a crop raised in this district. The wheat was much injured by the fly; Oats, light; Barley, middling; Hay, a fair crop and well made; Potatoes, apparently sound when dug, but decaying very fast in the cellars.

MERRIGOMISH—5th January—Grant, 10*l.*; subscriptions, 10*l.*; balance from last year, 20*l.* With this last sum a young bull was purchased, and the remainder delivered to an agent to purchase Corn Fans in Boston, but the Fans have not arrived. Expended for premiums, 11*l.* 7*s.* 6*d.*; balance remaining, 8*l.* 12*s.* 6*d.* The crops are almost a complete failure, and before spring there will be little if any seed to put in the ground. Many have been buying breadstuff this month past, and very many have neither money nor credit to buy with.

MUSQUODOBIT.—Grant, 16*l.* 13*s.* 4*d.*; subscriptions, 11*l.* 10*s.*; balance from last year and debts collected, 7*l.* 15*s.* 2*d.*

Expended, for clover seed, 10*l.* 12*s.* 6*d.*; 4 short horn bulls and expenses, 20*l.* 10*s.*, other disbursements, 4*l.* 16*s.*

Crops: Of Wheat, a general failure, in a few cases one third of a crop; Oats, a large quantity sowed, but, owing to the drouth, the yield is below average. Had imported a quantity of "Sandy Oats," which gave variable crops, but, on the whole, were thought to be somewhat superior to the common Oats. But very little barley has been sowed here, but as it yields eight or ten returns of the seed, it is expected that it will be more cultivated the ensuing season. Buckwheat, of which a considerable quantity is sowed, is below average. Potatoes have yielded more than in some past years, but many have rotted since they were housed. The culture of Turnips is increasing, and some have tried broad beans as a field crop, with some success. Upon the whole the quantity of produce has been greater than for some years past, yet there are many families who will have great difficulty to support themselves.

DARTMOUTH.—Grant, 16*l.* 13*s.* 4*d.*; subscriptions, 10*l.*; balance on hand, 3*l.* 3*s.* 11*d.*

Expended, in premiums for Ploughing Match, 7*l.* 15*s.*; for Cattle Show, 7*l.*; for Agricultural produce, 8*l.* 5*s.*; for expenses of the Society, 6*l.* 17*s.* 3*d.*

The crops exhibit a considerable improvement as compared with those of the two preceding years; the average loss on the potatoe and wheat crops being decidedly less, while hay, oats, and green crops, with the exception of potatoes, are rather abundant.

HALIFAX—Grant, 16*l.* 13*s.* 4*d.*; subscriptions, —; balance from 1847, 32*l.* 13*s.* 6*d.*

Expended, for prizes at Ploughing Match, 8*l.* 2*s.* 6*d.*; for grain and green crops, 8*l.*; incidental expenses, 8*l.* 5*s.*

Crops: Hay, abundant; Potatoes, not half a crop; Oats, average; Turnips and other vegetables, fair crops of good quality.

ANTIGONISH.—Central County Society: Grant, 50*l.*; subscriptions, 20*l.*

Expended, to pay balance due last year, 9*l.* 4*s.* 10½*d.*; for Premiums at Fair, 5*l.* 8*s.* 9*d.*; for freight, postage and other charges, 5*l.* 3*s.* 9*d.*; paid Tracadie, St.

St. Andrew's, and Arisaig Branches, 17*l.* 10*s.* each; over-expenditure, 4*l.* 17*s.* 4½*d.*

Crops of all kinds except hay are very short indeed; the hay crop was excellent; wheat, much injured by the fly; oats, barley, and Indian corn diminished by the dry season; potatoes, a total failure.

No Reports of expenditure from the three Branch Societies.

DIGBY.—Grant, 16*l.* 13*s.* 4*d.*; subscriptions, 10*l.*; received from sales of seeds and implements, 28*l.* 3*s.* 3*d.*; balance from 1847, 10*l.* 14*s.* 10*d.*

Expended for seeds and farming implements imported from Boston, 45*l.* 5*s.*; for keeping Durham bull, 5*l.*; for sundry expenses of society, 5*l.*; on hand, in farming utensils, about 15*l.*

Crops: Potatoes, almost a total failure; Wheat, (owing to rust and the wheat fly) a complete failure, with the exception of the produce of a few bushels of seed imported by the society, which generally did well; Barley and Oats, average crops; Hay, abundant; Turnips, injured by insects when young. The importation of farming utensils by the Society has served to introduce into general use these superior implements which otherwise would not have found the way into the district for years to come.

CLARE.—Grant, 16*l.* 13*s.* 4*d.*; subscriptions, 10*l.*; cash on hand from 1847, 35*l.*; due Society for goods sold, 9*l.* 8*s.* 5*d.*

Expended: for premiums, implements, and grass seed, 23*l.* 16*s.*; freight and postage, 9*s.* 9*d.*; Secretary's salary, 1*l.* Balance remaining, 51*l.* 9*s.* 3*d.*; also 9*l.* 10*s.* due for goods sold.

Crops exceedingly poor, with the exception of Hay, which is rather above average. Potatoes, less than last year; Wheat, none; Oats, Corn, and Beans, light crops; Barley, middling; Peas and Turnips, good.

BARRINGTON.—Grant, 25*l.*; subscriptions, —; balance in hand, 22nd February, 1848, 40*l.* 18*s.* 1½*d.*; neglected to pay their subscriptions in 1847, but reorganised their Society for 1848; have purchased a large quantity of seeds and implements which they have sold at auction, and have a balance of about 25*l.* which they purpose expending in a similar manner.

Crops: Potatoes and Wheat have proved almost complete failures; Oats, average; Barley and Corn have done well; Hay, a large crop.

They have erected an excellent Grist Mill and Oat Kiln, which, it is expected, will encourage the farmers to turn their attention to raising Grain more than heretofore.

BROOKFIELD.—Grant, 50*l.*; subscriptions, 23*l.*; balance from 1847, 57*l.* 4*s.* 4½*d.*; received from sales, 36*l.* 1*s.*

Expended, for 1150 lbs. Clover Seed, 47*l.*; for 18 Ploughs from Boston, 38*l.* 1*s.*; for wintering a bull, 3*l.*; for injury to an ox by their bull, 5*l.*; incidental expenses, 7*l.* 8*s.* 9*d.*; balance remaining, 65*l.* 15*s.* 7*d.*

Crops: Wheat, a total failure; Potatoes, mostly rotten; Oats and Rye, not very good; Turnips, a fair crop; Hay, above average.

CHESTER.—Grant, 16*l.* 13*s.* 4*d.*; subscriptions, 17*l.*; balance from 1847, 31*l.* 1*s.* 1½*d.*; received for two Hay Forks, 8*s.* 3*d.*

Expended for seeds of various kinds, and seed potatoes, 43*l.* 11*s.* 5½*d.*; for 50 bushels potatoes purchased in Halifax, and given to poor settlers for seed, 15*l.* 3*s.* 7*d.*; paid expenses of purchasing and bringing implements, 1*l.* 5*s.*; balance remaining, 20*l.* 3*s.* 3*d.*

Crops: Wheat, almost totally destroyed by the rust; Barley, from half to three-fourths of a crop—the grain light; Potatoes, not more than one-fourth of a crop—they did not generally rot, but died unripe, with the exception of the

early kinds—but few were planted, and consequently no great labor lost. The few Oats that were sowed gave an average crop. Hay abundant and garden vegetables plentiful.

It should be observed, as it has not been noticed in any of the preceding Reports, that wherever, during the two past seasons, early potatoes previously sprouted, (by bedding them in chaff near a stove) have been planted on a dry soil in good condition, they have yielded fair crops of good quality, with not more than five per cent. loss from the rot.

They could not be profitably grown in this way for cattle, because the early kinds yield so much less than the late varieties.

RIVER PHILIP.—Grant, 16*l.* 13*s.* 4*d.*; subscriptions, 10*l.*; balance on hand from 1847, 8*l.* 4*s.* 10*d.*; received from sale of Clover seed, 11*l.* 10*s.*

Expended, in premiums on Stock, Timothy seed, Turnips, Compost, domestic manufactures, and at Ploughing Match, 25*l.* 5*s.*; balance remaining, 11*l.* 3*s.* 2*d.* The balance is reserved to import seed wheat and rye from the United States.

Crops: Wheat, injured by the wheat fly, but not so much as in former years, but in many places almost totally ruined by rust. Oats, a fair average crop, of which large quantities are manufactured into meal and used for bread in this district. Buckwheat was a small crop. Potatoes also a very poor crop, and very difficult to save after they are put in the cellars.

SABLE RIVER.—Grant, 25*l.* Not drawn from the Treasury as they were not able to make up the subscription of 10*l.* Had a balance on hand of 21*l.* 2*s.* 8*d.*

Expended, for repairing a Plough, 15*s.*; for taking care of and pasturing Durham bull, 5*l.* 15*s.*; wintering bull, 3*l.*; for a barrel of grass seed distributed, 2*l.* 5*s.* 4½*d.*; balance remaining, 9*l.* 7*s.* 3½*d.*

Crops: Hay, abundant; Potatoes, almost a total failure. Have not drawn for the Provincial Grant, as they have not made up the necessary sum by subscription, although it would be very desirable to have this aid in procuring seed next spring.

The Central Board has, as usual, applied a part of the funds at their disposal to the diffusion of agricultural information, having employed the editors of five newspapers in different parts of the Province to devote a certain portion of their papers to this subject, and also for this purpose imported a number of agricultural periodicals, and imported and sold at auction a quantity of agricultural implements.

They offered a portion of their funds to assist in holding a cattle show and fair in the Eastern part of the Province, but as the Societies in that district declined to accept it, the fair was again held at Kentville, where it was numerously attended, and where, notwithstanding the shortness of the notice, the young stock showed that their improvement had not been neglected.

The preceding Reports of the local Societies will show the state of the crops for the past season.

The extensive and continued failure of the potatoe crop, to which the ravages of the wheat fly have been superadded, has so generally impoverished the farmers, that it is not strange that in a few instances the Societies should be disheartened; but the Board observe with satisfaction that the greater part are proceeding in the improvement of their stock and cultivation with that perseverance which is generally crowned with success. Increased quantities of turnips, carrots, and mangel-wurtzel, are sowed; and oats, barley, Indian corn, rye, buckwheat, beans, and peas, are taking the place of wheat and potatoes.

The multitudes in Europe whose principal article of food was the potatoe, were previously burdened to the utmost that they could bear, with enormous rents,

rents, and heavy taxes, and it is not surprising that the distress caused by the sudden privation of so great a portion of their food should raise a spirit which shook thrones to their foundations. But the Nova Scotians generally live on their own land, free from rent, and under a Government less burdensome than almost any that now is, or ever has been; and as it is morally certain that the failure of crops will be but temporary, it will not be an insufferable hardship to eat such bread for a time, as they do who live in the land of our forefathers. Much of the wheat now consumed in Scotland has a portion of broad beans ground with it. In Northumberland, now, and for ages past, the bread is made of oat or barley meal, mixed with peas or broad beans, to which a little wheat or rye is sometimes added.

There are now among our farmers some intelligent and industrious men, who, nothing disheartened by the failure of a part of their crops, have applied their industry to those which showed a fairer prospect of success, and have neither sowed wheat, nor planted any considerable quantity of potatoes, but raised abundance of oats, corn, and buckwheat for grinding, and beans to take the place of potatoes; they receive very little money, and do not greatly feel the want of it, while they have plenty of meat, butter, and meal, and are comfortably and decently clad in the wool of their own sheep, spun by their wives and daughters.

There will be little cause hereafter to regret the ravages of the wheat fly, if they should turn the attention of the farmers more to the cultivation of oats for grinding, for they are always a much surer crop than wheat upon the average of seasons, besides yielding more food from the land.

As the Act for Encouragement of Agriculture under which the Central Board was appointed is about to expire; the Board cannot withhold the expression of their opinion, that the agricultural interest has been materially benefitted under the operations of that Act. Throughout the country the stock has been much improved. Many valuable implements of husbandry have been introduced, and a large amount of useful information upon agricultural subjects widely distributed. A spirit of emulation among farmers has been excited, leading in many instances to improved modes of cultivation which must have a lasting and beneficial influence.

In conclusion the Board concur in hoping that further means will be adopted for encouraging the Provincial agriculture; but they do not deem it within their province to suggest any particular mode of doing so, and therefore leave the matter to the wisdom of the Legislature.

All which is humbly submitted.

JOHN E. FAIRBANKS, President.
M. RICHARDSON,
J. N. SHANNON,
ALEX. FARQUHARSON,
JOHN MORTON,
JOHN KING,
WM. CLARK.

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